



CITY OF ST. AUGUSTINE CITY COMMISSION
City Commission Meeting
MONDAY, MARCH 23, 2026 - 5:00 PM
ALCAZAR ROOM

1. CALL TO ORDER

- ◆ Roll Call
- ◆ Moment of Silence and Pledge of Allegiance

2. ADMINISTRATIVE ITEMS

- ◆ Modification and Approval of REGULAR AGENDA

3. SPECIAL PRESENTATIONS, RECOGNITIONS AND PROCLAMATIONS

- 3.A. Proclamation 2026-10:** Proclaims April 2026 as Landscape Architecture Month (*J. Springfield, City Commissioner*)
- 3.B. Proclamation 2026-11:** Proclaims March 29, 2026, as Education Sharing Day (*N. Sikes-Kline, Mayor*)
- 3.C. Proclamation 2026-13:** Proclaims March 2026 as Women's History Month (*B. Blonder, Vice Mayor*)

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

- ◆ 3 minutes per individual

5. CONSENT AGENDA

6. APPEALS

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

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

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

7.A. General Public Presentations

7.A.1. Neighborhood Council Nights of Lights Resident Survey Report (*R. Franklin, Assistant City Manager*)

7.A.2. Nights of Lights Economic Impacts Presentation by St. Johns County Visitors and Convention Bureau (*M. Wissel, Communications Director*)

7.B. Items of Great Public Importance

7.C. Other Items Requiring Public Hearing

8. ORDINANCES AND RESOLUTIONS - PUBLIC HEARING REQUIRED

8.A. Ordinances - Second Reading

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

8.C. Resolutions - Public Hearing (only if required by law)

9. ORDINANCES AND RESOLUTIONS – NO PUBLIC HEARING REQUIRED

9.A. Ordinances - First Reading

9.A.1. Ordinance 2026-01: Amendments to General Employees' Pension Plan (*M. Breidenstein, Assistant City Manager*)

9.A.2. Ordinance 2026-12: Amendments to St. Augustine Police Officer's Retirement System (*M. Breidenstein, Assistant City Manager*)

9.A.3. Ordinance 2026-09: Vacate Right of Way, 81 Magnolia Drive (*S. Slaughter, Utilities and Public Works Director*)

9.B. Resolutions

9.B.1. Resolution 2026-07: Setting Dates for Nights of Lights (*M. Wissel, Communications Director*)

10. STAFF REPORTS AND PRESENTATIONS

10.A. Consideration of a Petition to Vacate Right of Way, Schooners/Prado Ave (*S. Slaughter, Utilities and Public Works Director*)

11. ITEMS BY CITY ATTORNEY

12. ITEMS BY CITY CLERK

12.A. Request for one (1) appointment – Corridor Review Committee (*D. Galambos, City Clerk*)

12.B. Notification of one (1) vacancy – Planning and Zoning Board (*D. Galambos, City Clerk*)

12.C. Reminder: Open Positions on Boards and Committees (*D. Galambos, City Clerk*)

13. ITEMS BY CITY MANAGER

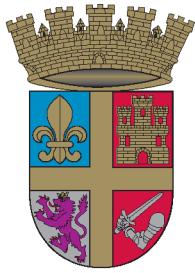
14. ITEMS BY MAYOR AND COMMISSIONERS

15. ADJOURN

NOTICES: In accordance with Florida Statute 286.0105: "if a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." ***In accordance with the Americans with Disabilities Act, persons needing a special accommodation to participate in this proceeding should contact the individual or agency sending notice not later than seven days prior to the proceeding at the address given on the notice. Telephone 904-825-1007; 1-800-955-8771 (TDB) or 1-800-955-8770 (V) via Florida Relay Services. The 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.

CONSENT AGENDA -

- CA.1** Preview of upcoming Commission meetings.
- CA.2** **THE FOLLOWING ORDINANCES ARE TENTATIVELY SCHEDULED FOR SECOND READING ON DATE: NONE**
- CA.3** **Reminder of Upcoming Meetings:**
- April 13, 2026, 4:30PM, Award Presentation to Jen Lomberg, Red Cedar Award for Environmental Impact
 - April 13, 2026, 5:00PM, Regular City Commission Meeting
 - April 27, 2026, 3:00PM, Community Redevelopment Agency Meeting
 - April 27, 2026, 5:00PM, Regular City Commission Meeting
- CA.4** **APPROVAL OF MINUTES FROM PRIOR COMMISSION MEETINGS:**
- February 9, 2026, Regular City Commission Meeting
 - February 23, 2026, Special City Commission Meeting
 - February 23, 2026, Regular City Commission Meeting
- CA.5** **RELEASES OF LIEN FOR UNIT CONNECTION FEE MORTGAGE(S): NONE.**
- CA.6** **PROPOSED PROCLAMATIONS, CERTIFICATES OF APPRECIATION/RECOGNITION. (COMMISSION APPROVAL REQUIRED). (TO BE READ AT A SUBSEQUENT MEETING). NONE.**
- CA.7** **NOTIFICATION OF PROCLAMATIONS/CERTIFICATES OF RECOGNITION ISSUED: NONE.**
- CA.8** **Proclamation 2026-12:** Proclaims April 13–20, 2026 as International Dark-Sky Week (*B. Blonder, Vice Mayor*)
- CA.9** Six Remnant Defendants' Opioid Settlement Due May 4, 2026 (*I. Lopez, City Attorney*)
- END CONSENT AGENDA**



Est. 1565

City of St. Augustine

La Lealísima y Valerosa Ciudad de San Agustín de la Florida

PROCLAMATION

Whereas, landscape architecture is a multifaceted profession that encompasses the analysis, design, planning, management, and stewardship of the natural and built environment, playing a crucial role in shaping the spaces where people live, work, and play; and

Whereas, landscape architects design and create community masterplans, walkable neighborhoods, multimodal transportation networks, green stormwater systems, and accessible spaces such as public plazas, parks, schools, residential common areas, playgrounds, and trails that lead to active lifestyles and healthy communities; and

Whereas, landscape architects, as licensed professionals, have consistently demonstrated their commitment to public health, safety, and welfare by designing accessible and safe public spaces, promoting active lifestyles, and fostering resilient and sustainable outdoor environments in St. Augustine; and

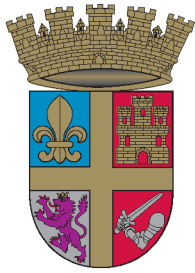
Whereas, St. Augustine acknowledges the impact of landscape architects in addressing climate change and biodiversity through innovative and sustainable design practices, creating resilient and green infrastructure to withstand and respond to severe weather events, ultimately reducing the burden on state and local funds for disaster recovery efforts; and

Whereas, Landscape Architecture Month is an opportunity to reflect on the profession's transformative impact on public health, safety, and welfare through the thoughtful design, analysis, management, and stewardship of the natural and built environments in St. Augustine, contributing to the overall well-being of its residents.

NOW THEREFORE, the City Commission of the City of St. Augustine hereby proclaims the month of **April 2026** as **LANDSCAPE ARCHITECTURE MONTH** in the City of St. Augustine and encourages its citizens to acknowledging their role in creating inviting and safe spaces that contribute to the state's economy, while simultaneously preserving the environment and ecological systems

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of St. Augustine to be affixed this 23rd day of March in the year of our Lord two thousand and twenty-six and the four hundred and sixtieth year of the founding of St. Augustine, the Nation's Oldest City.

Nancy Sikes-Kline, Mayor



Est. 1565

City of St. Augustine

La Lealísima y Valerosa Ciudad de San Agustín de la Florida

PROCLAMATION

***WHEREAS**, excellence in education is vital to the success of our city; and in St. Augustine, FL we seek to instill each child and adolescent with a good education; and*

***WHEREAS**, by preparing our students for the responsibilities and opportunities of the future, education develops the intellect through lessons on literacy, math, and science; and*

***WHEREAS**, the Rebbe, Rabbi Menachem Schneerson, of righteous memory, dedicated his life to the betterment of mankind and tirelessly advocated for a better education for all Americans; and*

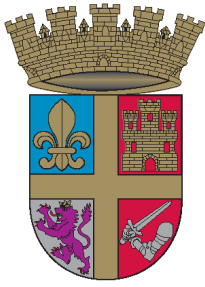
***WHEREAS**, the Rebbe taught that education should not be limited to the acquisition of knowledge and preparation for a career, but also on character building, with emphasis on the universal moral and ethical values that are the basis of any peaceful civilized society; and*

***WHEREAS**, the United State Congress has established “Education & Sharing Day, USA” as an annual national day to commemorate the Rebbe’s achievement’s; and the lessons and the vision he set forth are relevant to us all today.*

***NOW, THEREFORE, BE IT PROCLAIMED** the City Commission of the City of St. Augustine, does hereby proclaim **March 29, 2026**, as **EDUCATION & SHARING DAY, ST. AUGUSTINE, FL** and calls upon educators, volunteers, and citizens, to reach out to young people and work to create a better, brighter, and more hopeful future for all.*

***IN WITNESS WHEREOF**, I have hereunto set my hand and caused the Seal of the City of St. Augustine to be affixed this 23rd day of March in the year of our Lord two thousand and twenty-six and the four hundred and sixtieth year of the founding of St. Augustine, the Nation’s Oldest City.*

Nancy Sikes-Kline, Mayor



Est. 1565

City of St. Augustine

La Lealísima y Valerosa Ciudad de San Agustín de la Florida

❧ PROCLAMATION *❧*

***WHEREAS**, each year, Americans observe National Women's History Month in March to commemorate and encourage the study, observance, and celebration of the vital role of women in American history; and*

***WHEREAS**, the 2026 Women's History theme, "Leading the Change: Women Shaping a Sustainable Future" recognizes that sustainability includes environmental stewardship, economic opportunity, community resilience, and intergenerational equity, and highlights the vital role women play in advancing innovation, strengthening communities, and creating systems that support both people and the planet; and*

***WHEREAS**, from classrooms to boardrooms, and from grassroots movements to global initiatives, women educators and leaders have played a pivotal role in nurturing minds and inspiring transformative action; and*

***WHEREAS**, women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement, the civil rights movement, and other movements, especially the peace movement, which create a more fair and just society for all; and*

***WHEREAS**, Women's History Month raises awareness about the unheralded legacies of women from every walk of life, highlighting their unique contributions and diverse backgrounds, including socioeconomic status, ethnicity, race, culture, abilities, and personal experiences.*

Now therefore, we, the St. Augustine City Commission hereby proclaims March 2026 as "NATIONAL WOMEN'S HISTORY MONTH" and encourages its citizens to observe this month with appropriate programs, ceremonies, and activities that honor the history, accomplishments, and contributions of American women.

***IN WITNESS WHEREOF**, I hereunto set my hand and do cause the Seal of the City of St. Augustine to be affixed this 23rd day of March in the year of our Lord two thousand twenty-six and the four hundred and sixtieth year of the founding of St. Augustine, the Nation's Oldest City.*

2026-13

Nancy Sikes-Kline, Mayor

"Most Loyal and Valorous"

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

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: David Birchim, AICP
City Manager

DATE: March 13, 2026

RE: Neighborhood Council Nights of Lights Resident Survey Report

Please see attached presentation by Melinda Rakoncay, President of the Neighborhood Council, who will present the findings of a resident survey conducted among the City's 12 neighborhood associations regarding Nights of Lights.

Item will be placed under item 7, General Public Presentations, on the City Commission Meeting Agenda for Monday, March 23, 2026.

Respectfully,

Reuben Franklin
Assistant City Manager

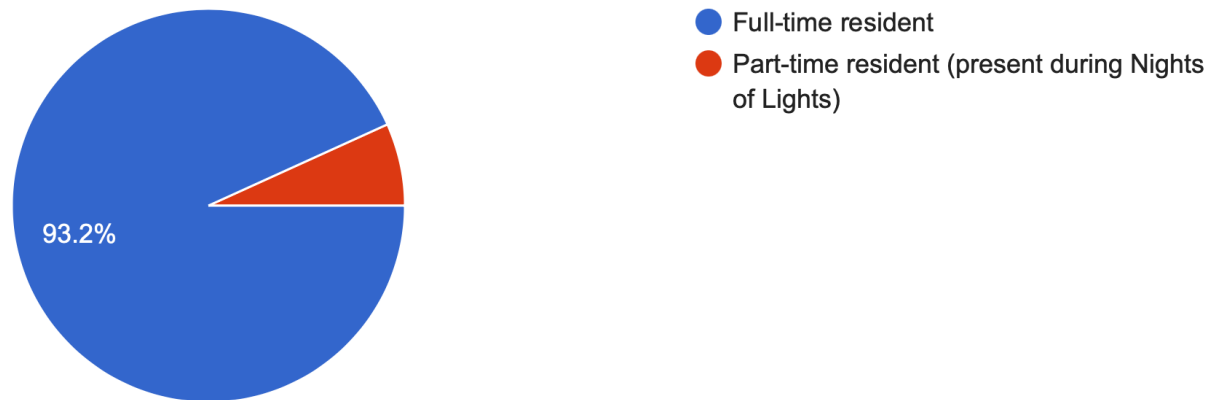
Overall Responses
by Residents to the
Nights of Lights Survey

Conducted by the
Neighborhood Council of St. Augustine

Full Time vs Part Time Resident

How do you describe your residency during Nights of Lights?

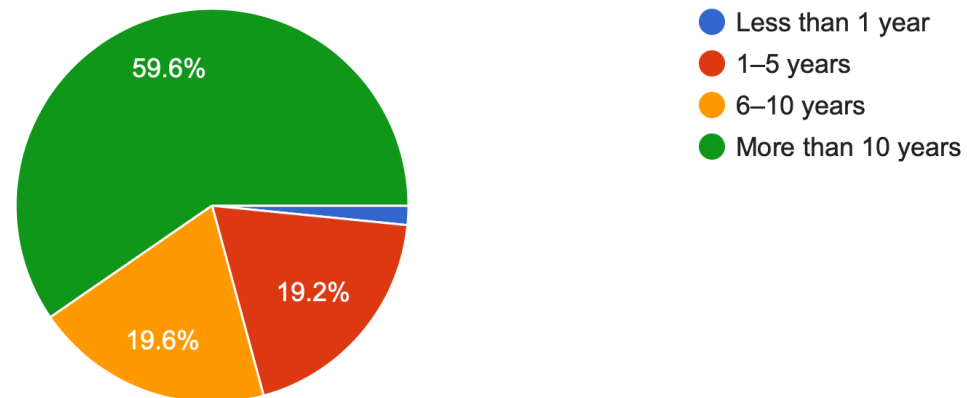
443 responses



Length of Residency

How long have you lived or owned property in the City of St. Augustine?

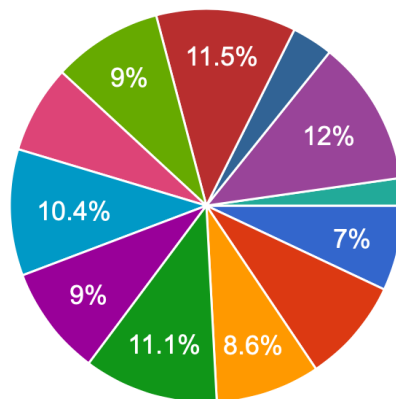
443 responses



Neighborhood Association

Which neighborhood do you live in?

443 responses

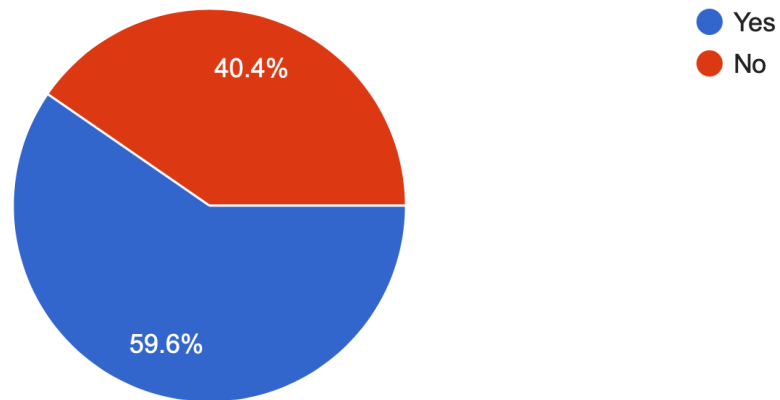


- Abbott Tract
- Flagler Model Land
- Uptown
- Greater Fullerwood
- Lighthouse Park
- Lincolnville
- North Davis Shores (SANDS)
- Nelmar Terrace
- Old City South
- Ravenswood (SARNA)
- South Davis Shores
- Spanish Quarter

Residents that Intentionally Attended

Did you intentionally go out to experience Nights of Lights?

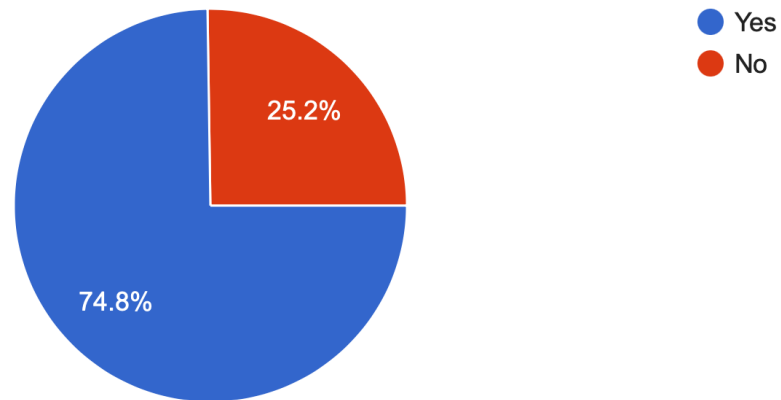
443 responses



Residential Parking Program

Did you use a residential parking hanger?

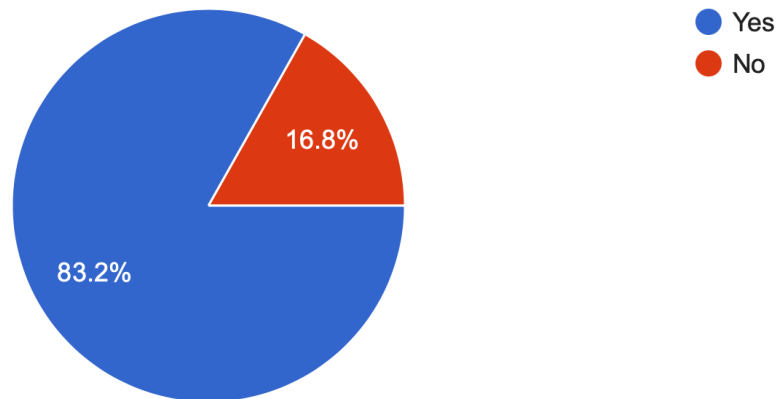
107 responses



Residential Parking Program

Will you use a residential parking hanger if available next year?

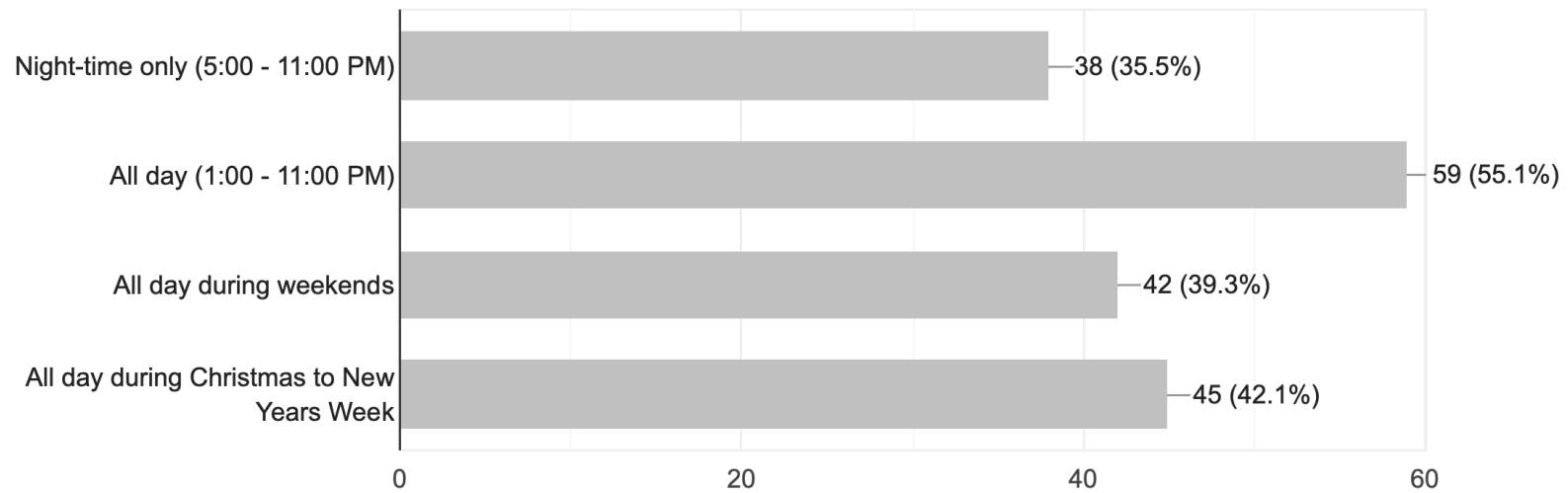
107 responses



Residential Parking Program

Residential parking restrictions in my neighborhood should be (select all that apply):

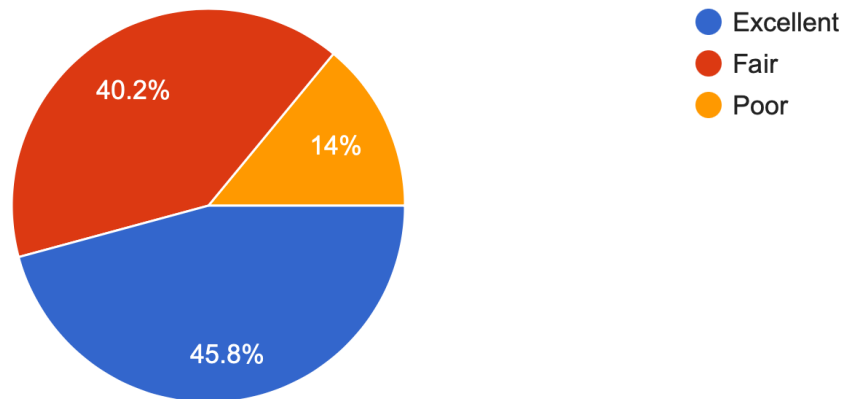
107 responses



Residential Parking Program

How was the enforcement of these initiatives following opening week?

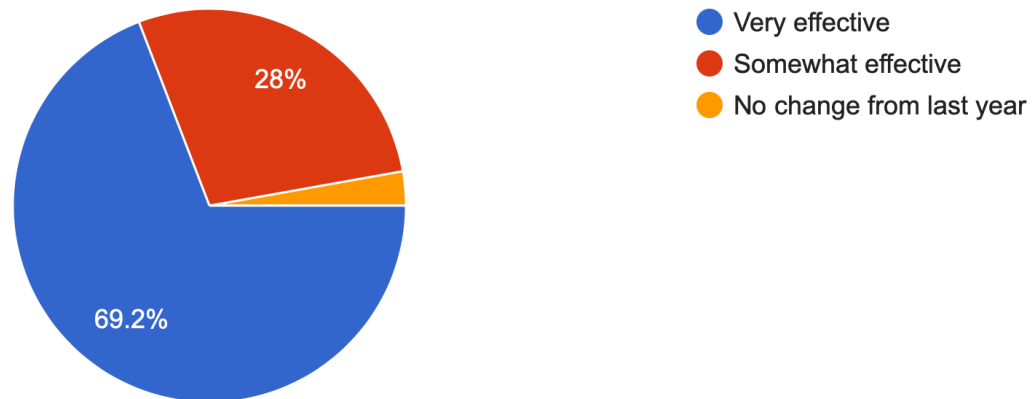
107 responses



Residential Parking Program

How effective were these initiatives in keeping non-residential parking out of your neighborhood?

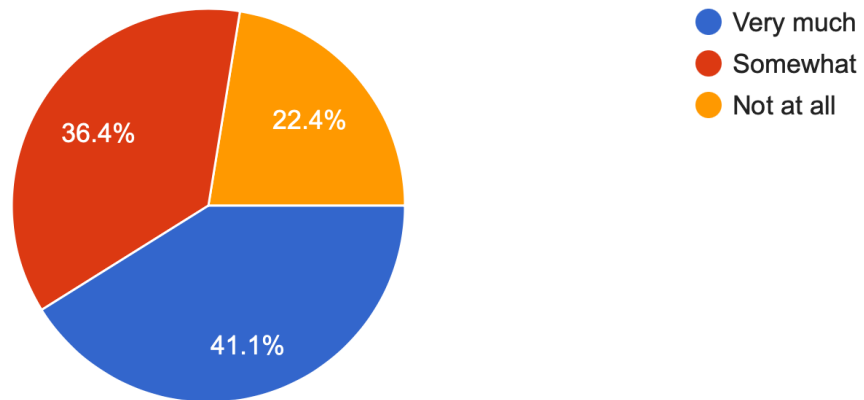
107 responses



Access from US1

Did limited access off of US 1 help curb "cut through" traffic in your neighborhood?

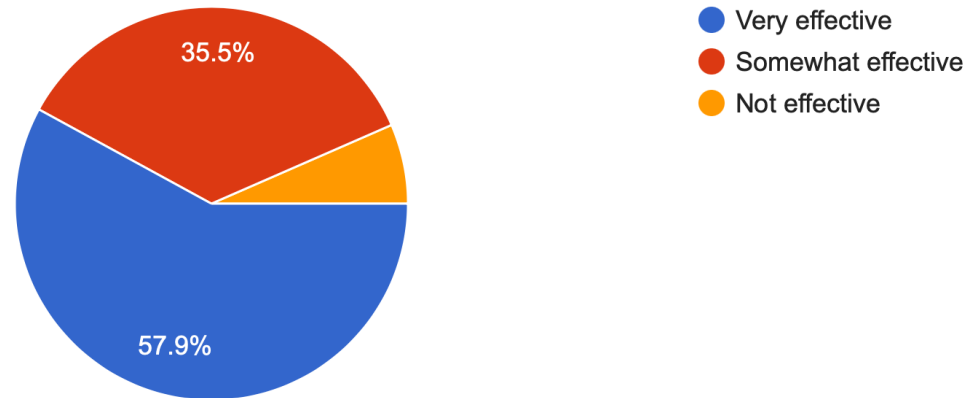
107 responses



Residential Parking Program

Were the enforced dates and times of these restrictions effective?

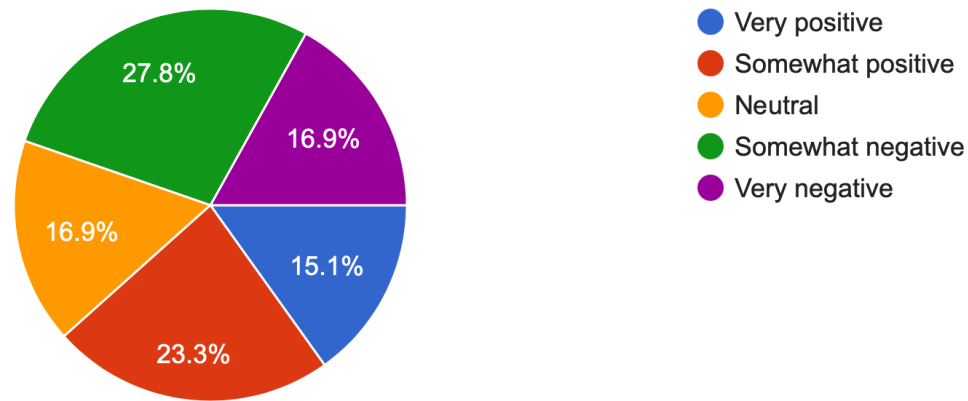
107 responses



Overall Experience of Nights of Lights as a Resident

Overall, how would you rate this year's Nights of Lights experience as a resident living with the event?

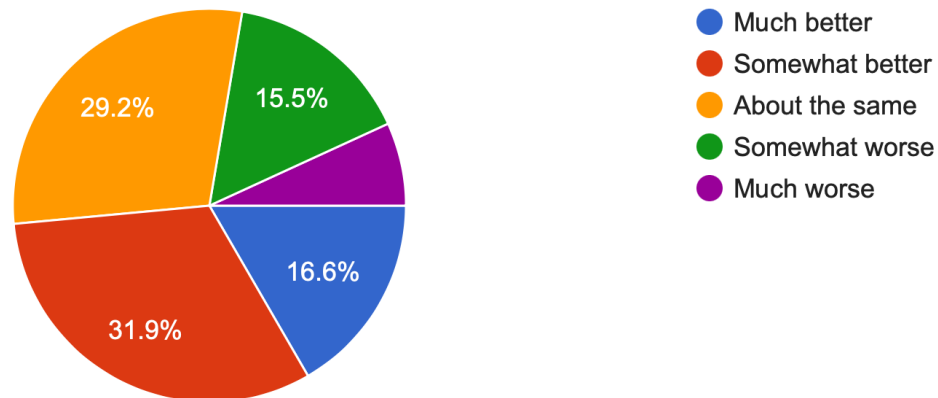
443 responses



Compared with last year

Compared to previous years, this year's Nights of Lights was:

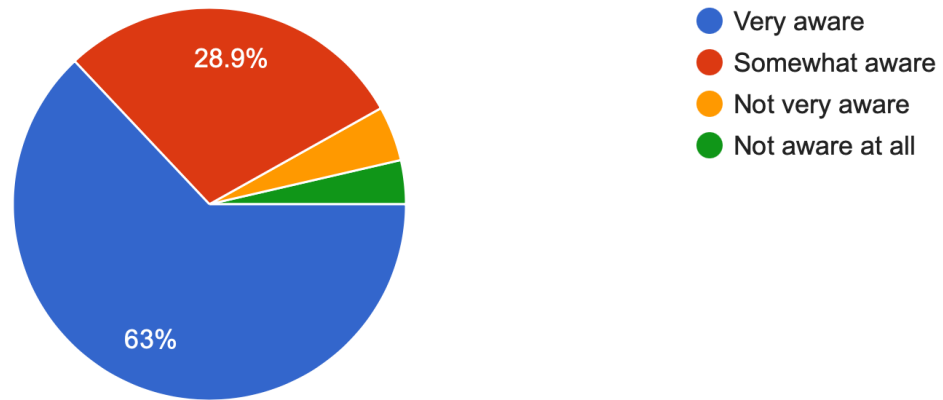
439 responses



Awareness of Changes

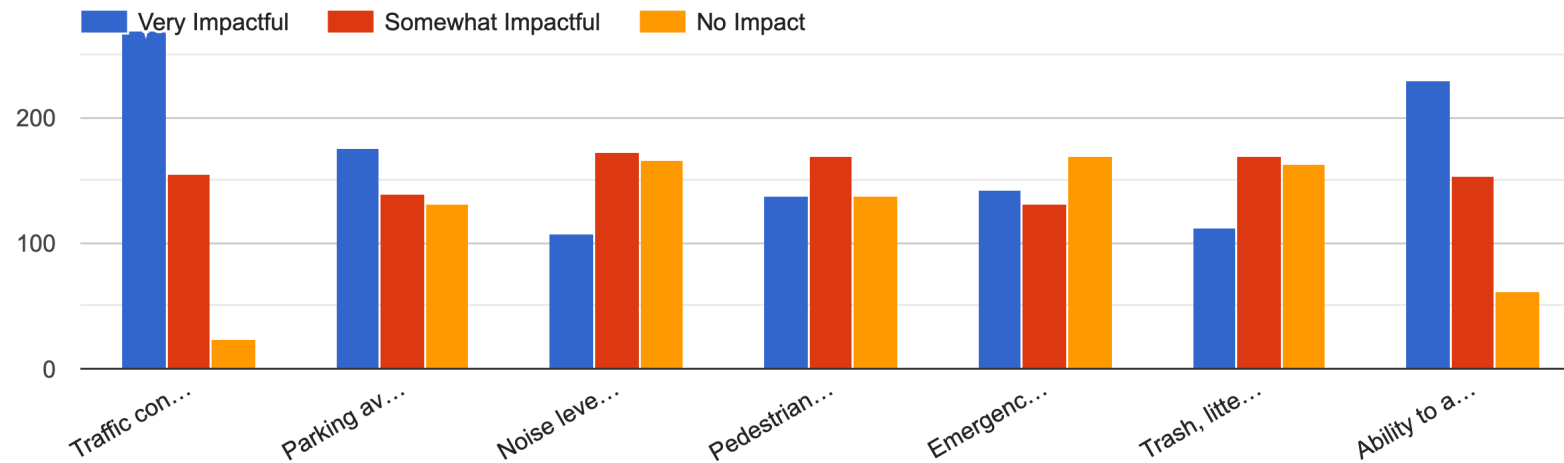
How aware were you of the City's changes or new policies for Nights of Lights before the event began?

443 responses



Quality-of-Life Factors Impacts

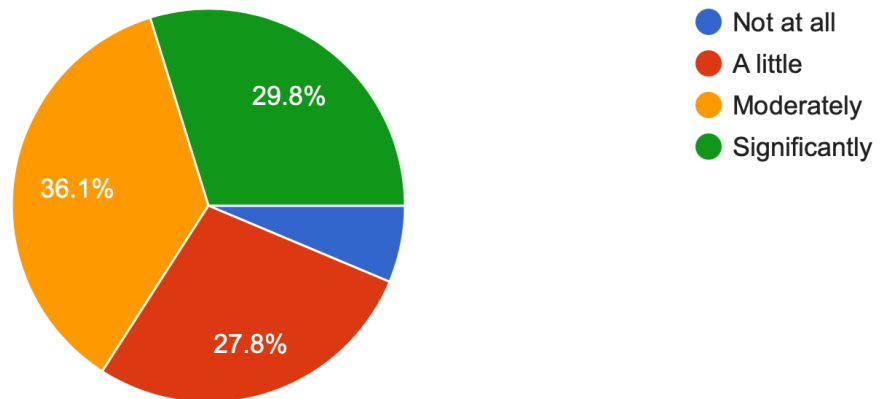
Please rate the impact of Nights of Lights on the following resident quality-of-life factors: (Scale: Very impactful / Somewhat impactful / No impact)



Disruption of Daily Life

To what extent did Nights of Lights overall disrupt your normal daily life as a resident?

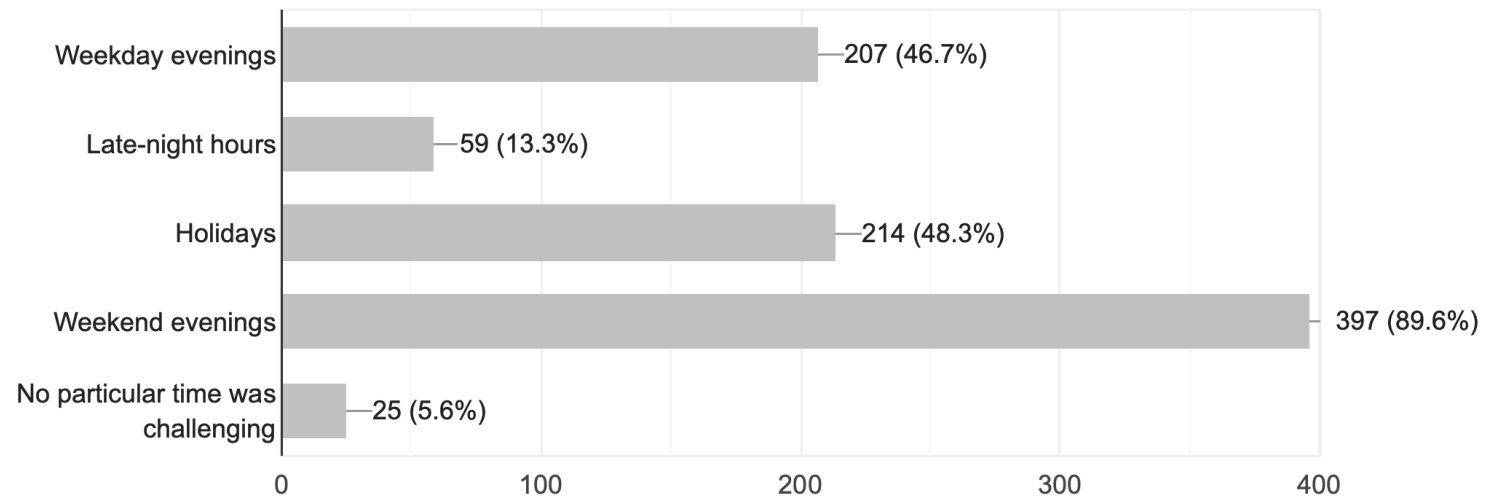
443 responses



Most Challenging Days & Times

Which days or times were most challenging for you? (Select all that apply)

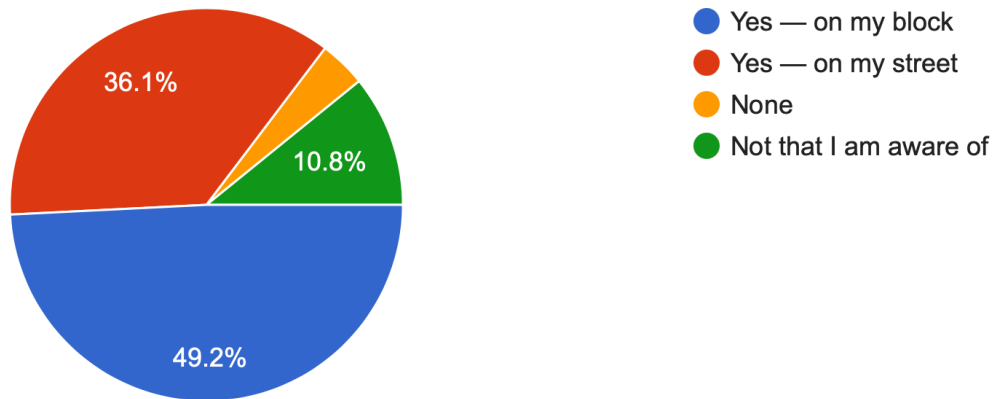
443 responses



Short Term Rental Impact

Are there short-term rental units (e.g., Airbnbs, VRBOs, vacation rentals) located on your block or within close proximity to your residence?

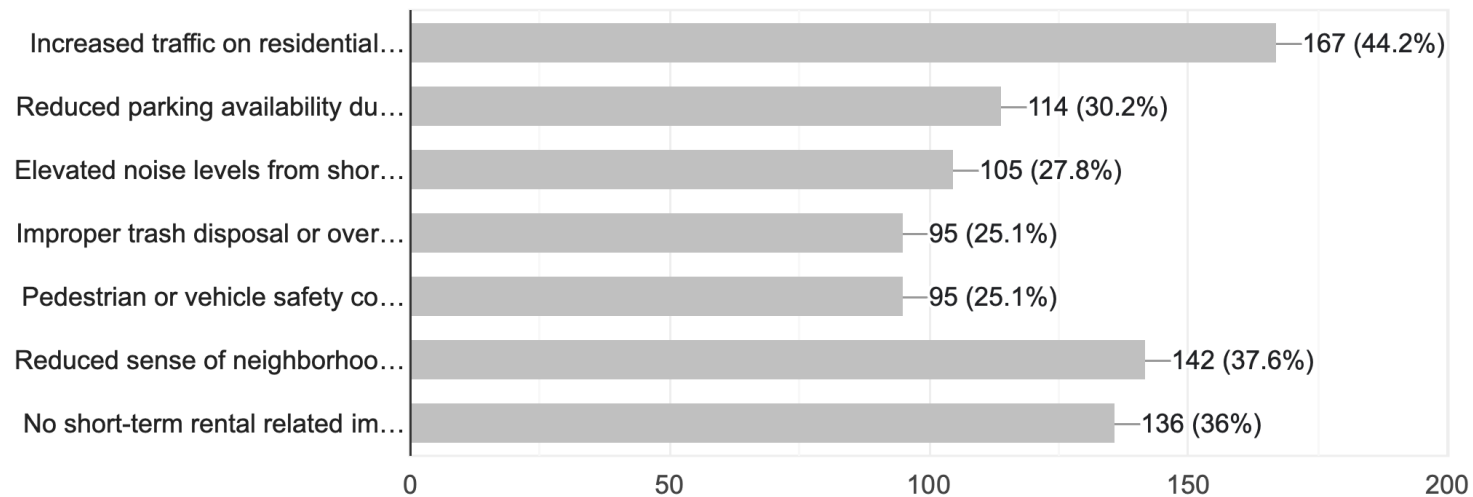
443 responses



Short Term Rental Impact

Which short-term rental–related impacts did you experience during Nights of Lights? (Select all that apply)

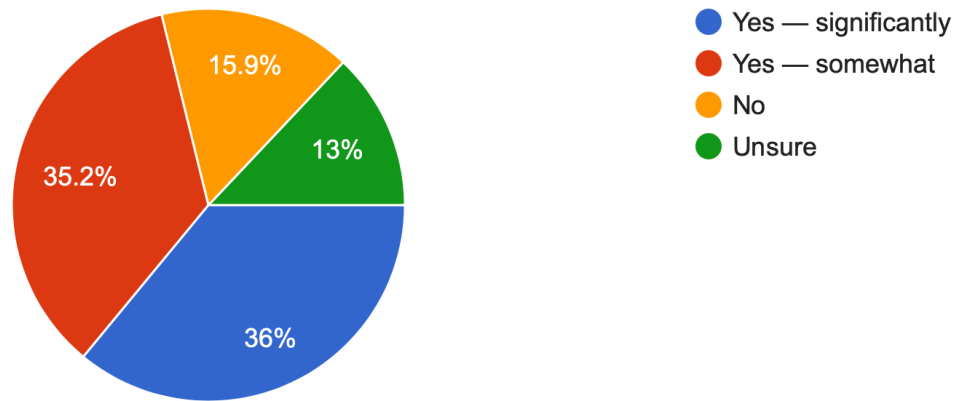
378 responses



Short Term Rental Impact

In your experience, does the concentration of short-term rentals increase overall tourism intensity in residential neighborhoods during Nights of Lights?

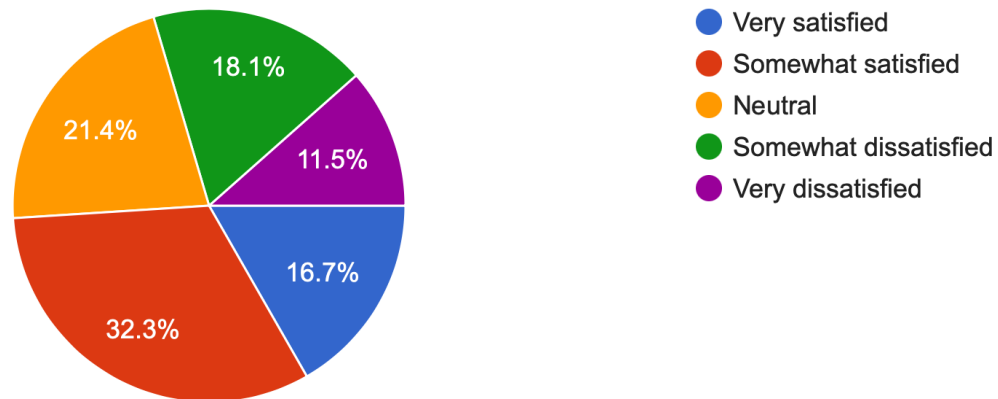
378 responses



City Management

How satisfied were you with the City's management of Nights of Lights this year?

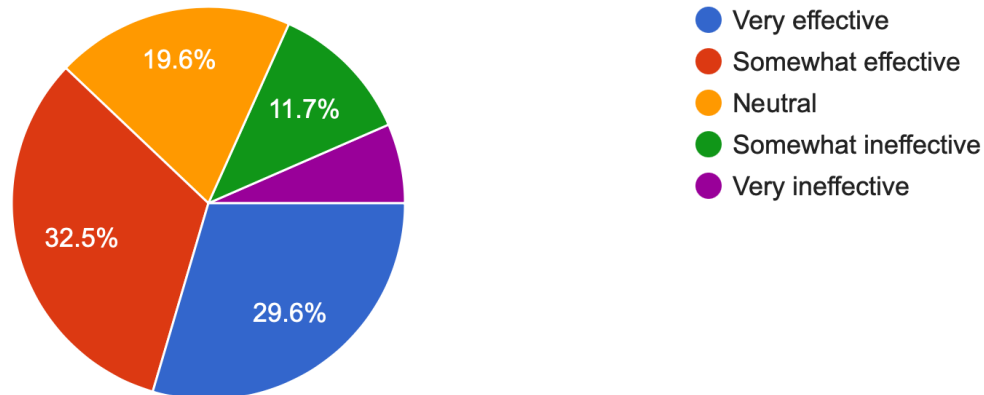
443 responses



City Communication

How effective was communication from the City regarding closures, parking, transportation, or policy changes?

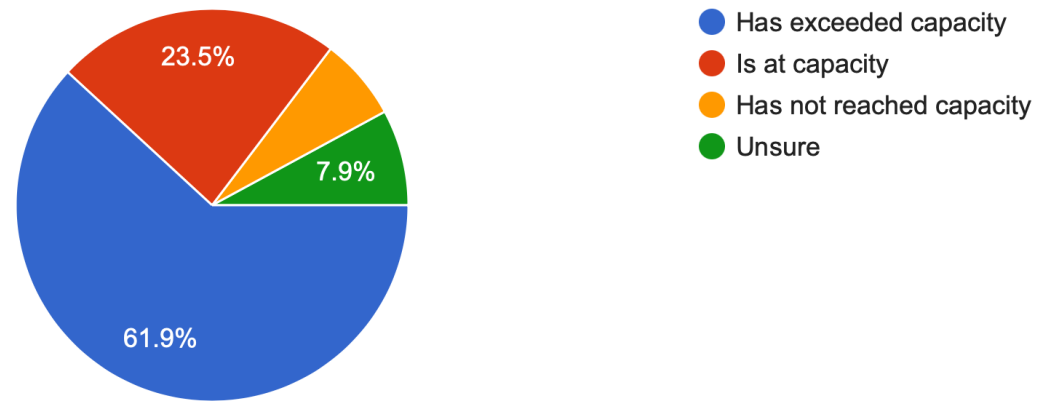
443 responses



Capacity Level

Do you believe Nights of Lights has reached or exceeded the level of tourism activity that St. Augustine neighborhoods can reasonably support?

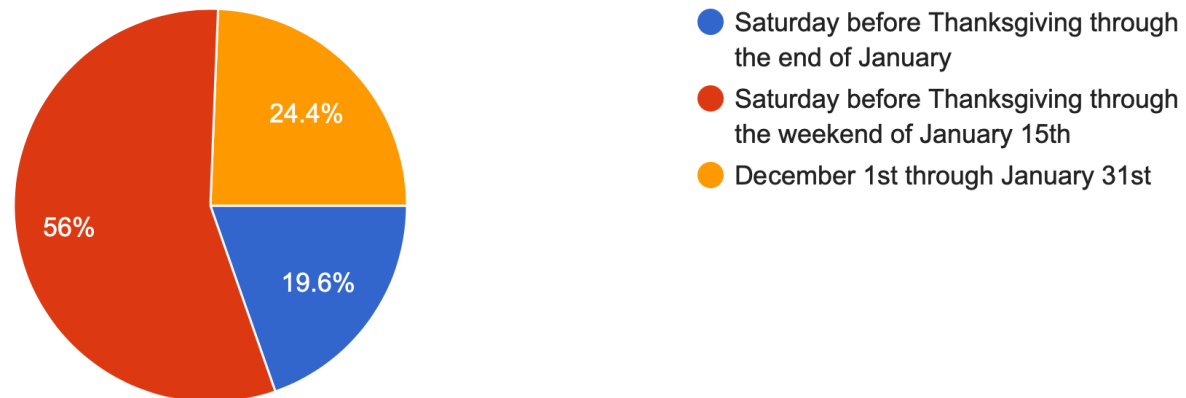
443 responses



Duration Time

Which duration best balances Nights of Lights with neighborhood livability?

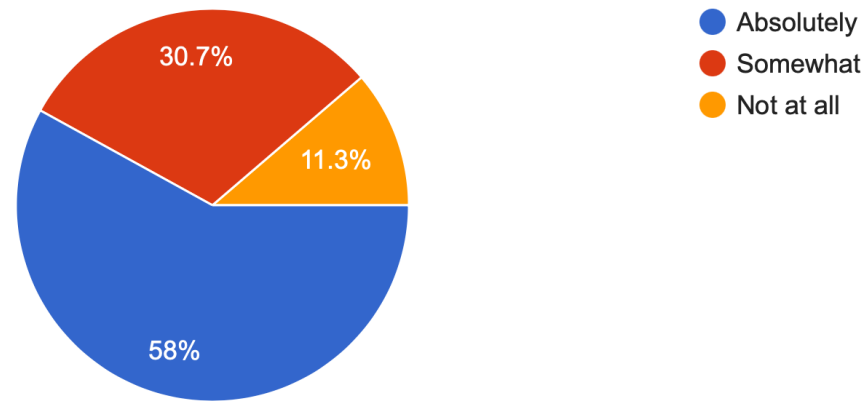
443 responses



Tourism vs Quality of Life

Do you feel the current approach to Nights of Lights prioritizes tourism at the expense of resident quality of life?

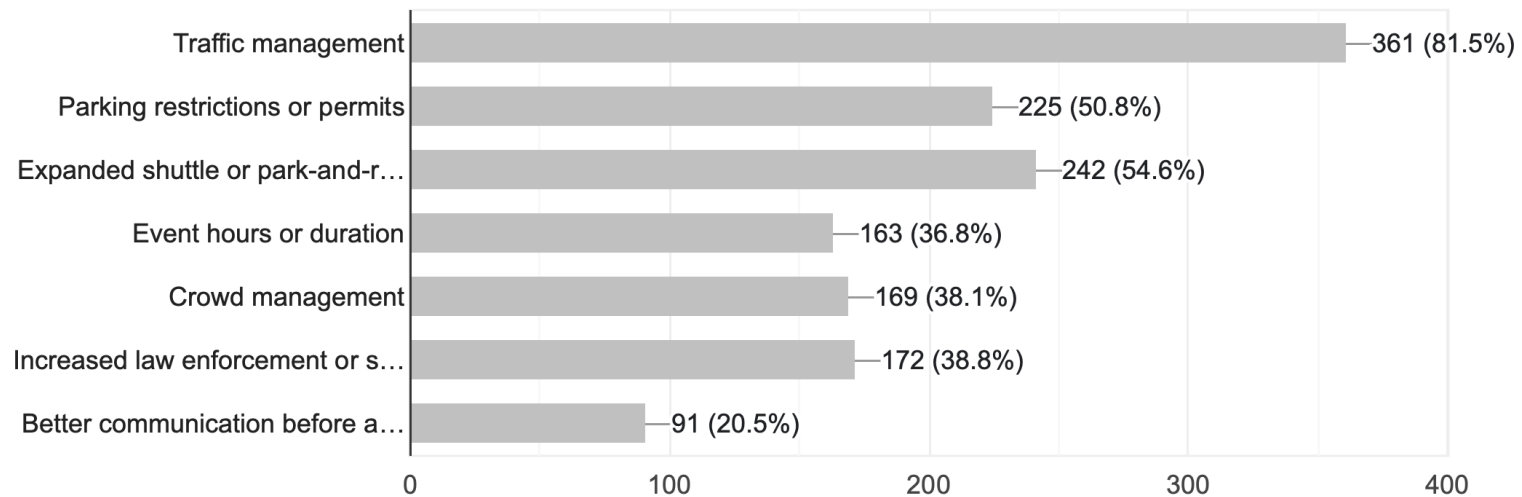
443 responses



Necessary Changes

Which changes are most necessary to reduce destination fatigue impacts on residents? (Select up to three)

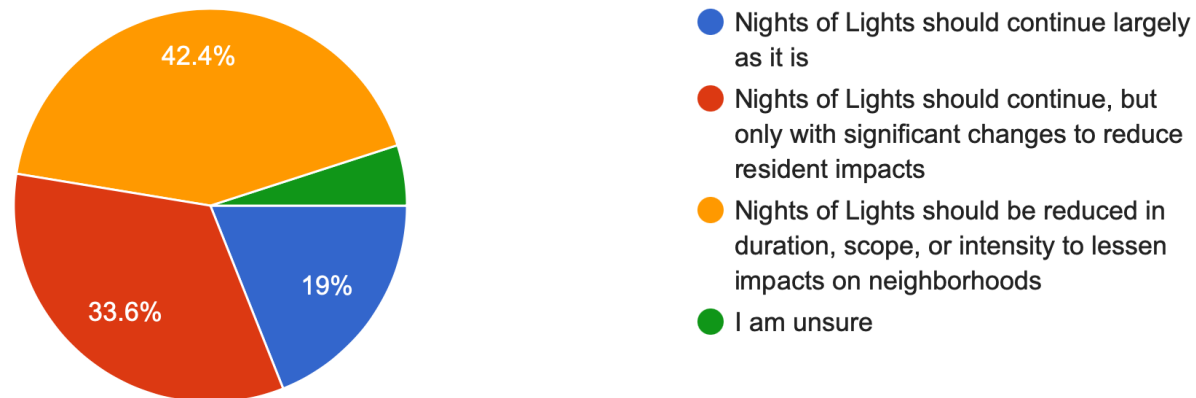
443 responses



Future of Nights of Lights

Which statement best reflects your view as a City of St Augustine resident?

443 responses



Resident's Survey regarding Nights of Lights

Neighborhood Council
of Saint Augustine
March 2026



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Participant Information

Which neighborhood
do you live in?

How long have you lived or owned
property Full Time
in the City of St. Augustine?

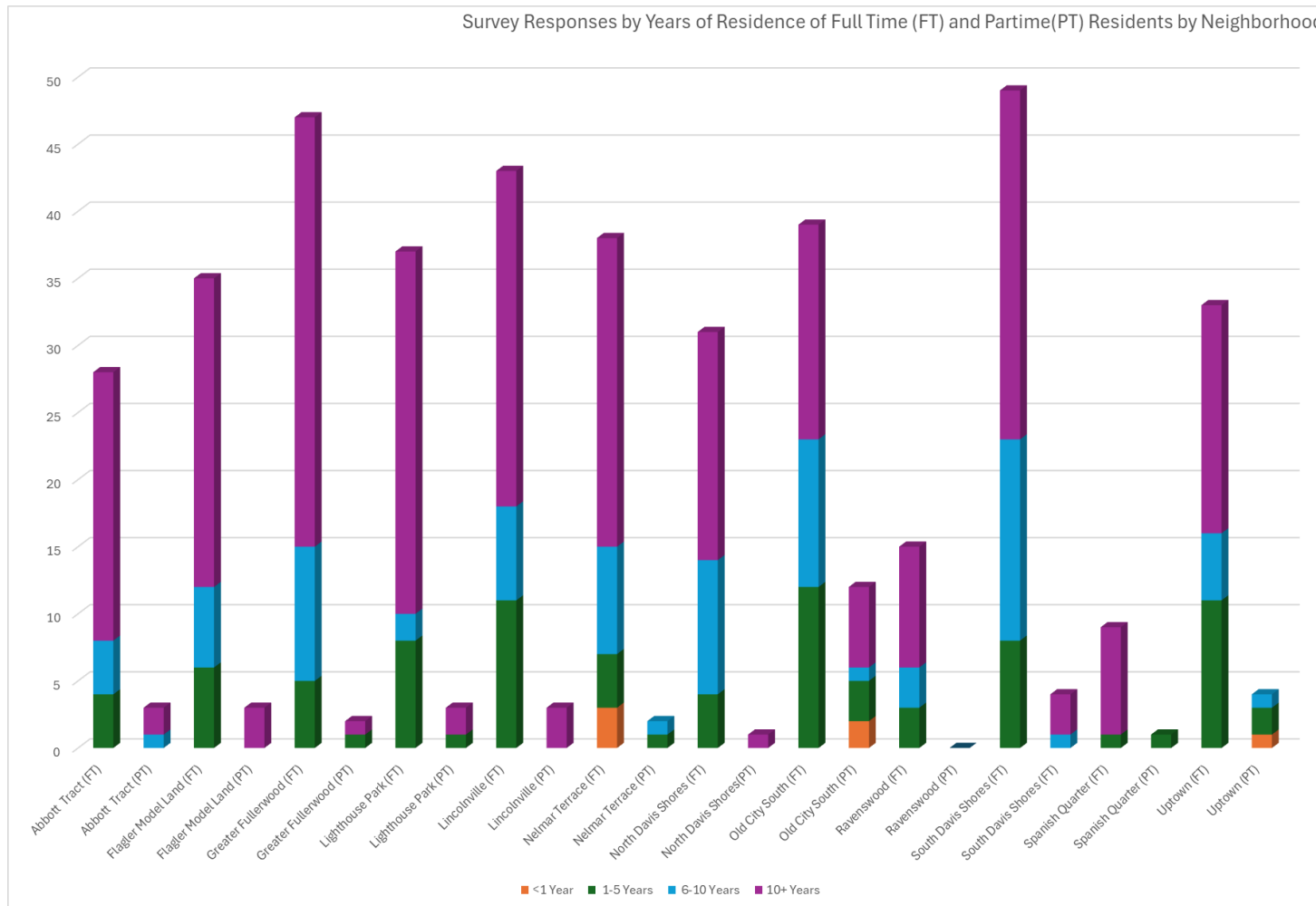
How long have you lived or owned
property Part Time
in the City of St. Augustine?

Neighborhood	Full Time					Part-time resident (present during Nights of Lights)					Grand Total
	Number of Years				Subtotal	Number of Years				Subtotal	
	Less than 1 year	1–5	6–10	More than 10		Less than 1 year	1–5	6–10	More than 10		
Abbott Tract		4	4	20	28			1	2	3	31
Flagler Model Land		6	6	23	35				3	3	38
Greater Fullerwood		5	10	32	47		1		1	2	49
Lighthouse Park		8	2	27	37		1		2	3	40
Lincolnville		11	7	25	43				3	3	46
Nelmar Terrace	3	4	8	23	38		1	1		2	40
North Davis Shores		4	10	17	31				1	1	32
Old City South		12	11	16	39	2	3	1	6	12	51
Ravenswood		3	3	9	15					0	15
South Davis Shores		8	15	26	49			1	3	4	53
Spanish Quarter		1		8	9		1			1	10
Uptown	1	11	4	17	33	1	2	1		4	37
Total	4	77	80	243	404	3	9	5	21	38	442

Which neighborhood
do you live in?

How long have you lived or owned
property Full Time
in the City of St. Augustine?

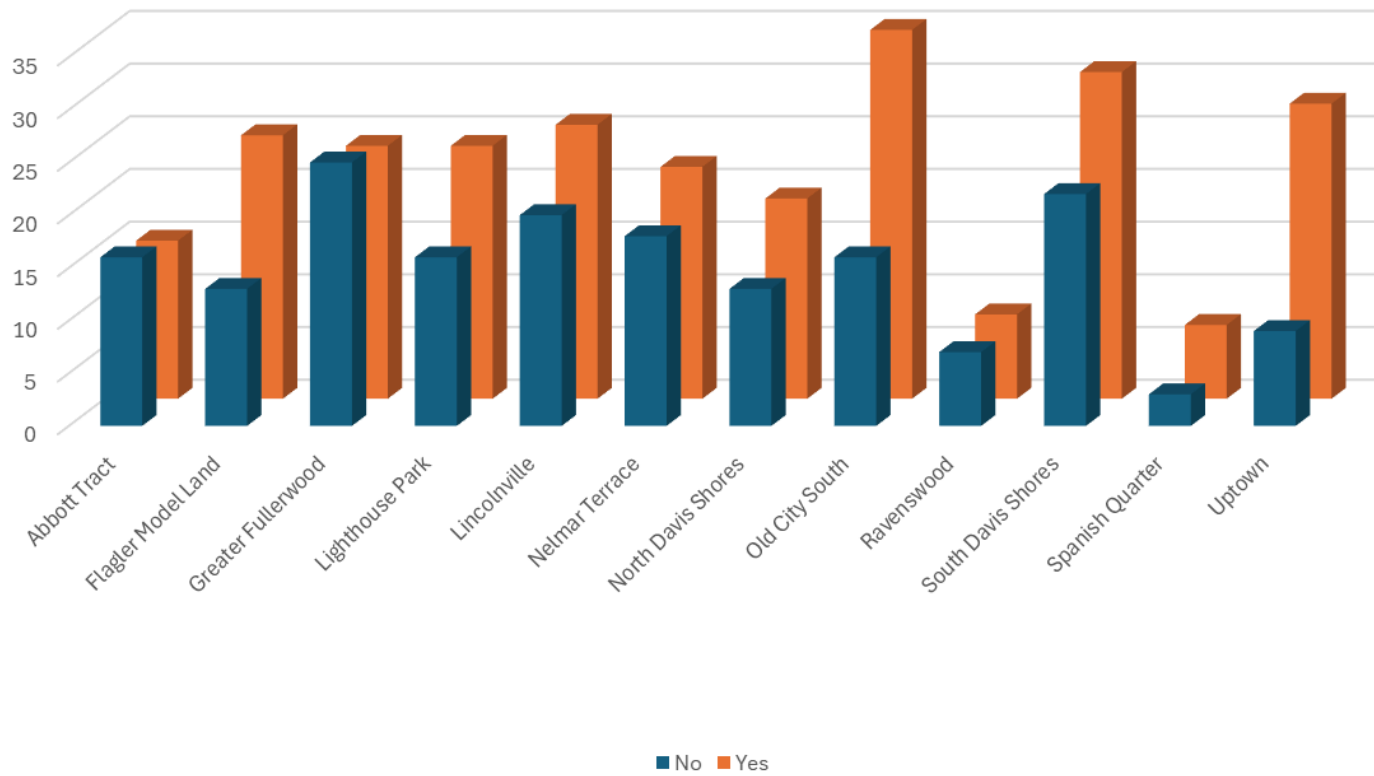
How long have you lived or owned
property Part Time
in the City of St. Augustine?



Question regarding Resident Attendance of Nights of Lights

Neighborhood	Did you intentionally go out to experience Nights of Lights?	
	No	Yes
Abbott Tract_FT	15	13
Abbott Tract_PT	1	2
Flagler Model Land_FT	11	24
Flagler Model Land_PT	2	1
Greater Fullerwood_FT	23	24
Greater Fullerwood_PT	2	
Lighthouse Park_FT	15	22
Lighthouse Park_PT	1	2
Lincolnvillle_FT	19	24
Lincolnvillle_PT	1	2
Nelmar Terrace_FT	17	21
Nelmar Terrace_PT	1	1
North Davis Shores_FT	13	18
North Davis Shores_PT		1
Old City South_FT	13	26
Old City South_PT	3	9
Ravenswood_FT	7	8
South Davis Shores_FT	20	29
South Davis Shores_PT	2	2
Spanish Quarter_FT	3	6
Spanish Quarter_PT		1
Uptown_FT	8	25
Uptown_PT	1	3
Total	178	264

Did you intentionally go out to experience Nights of Lights?



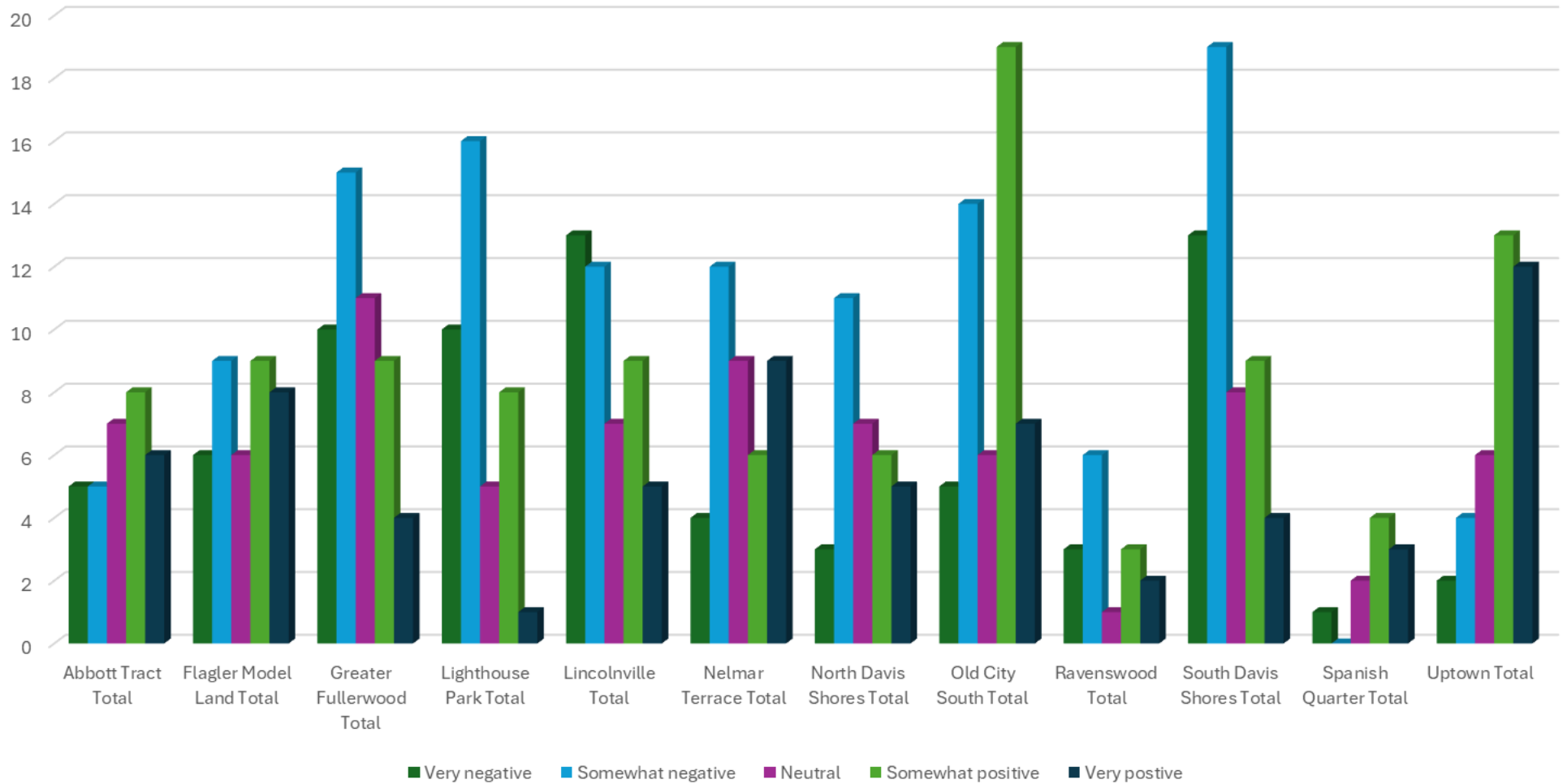
Questions regarding the Parking Permit Program

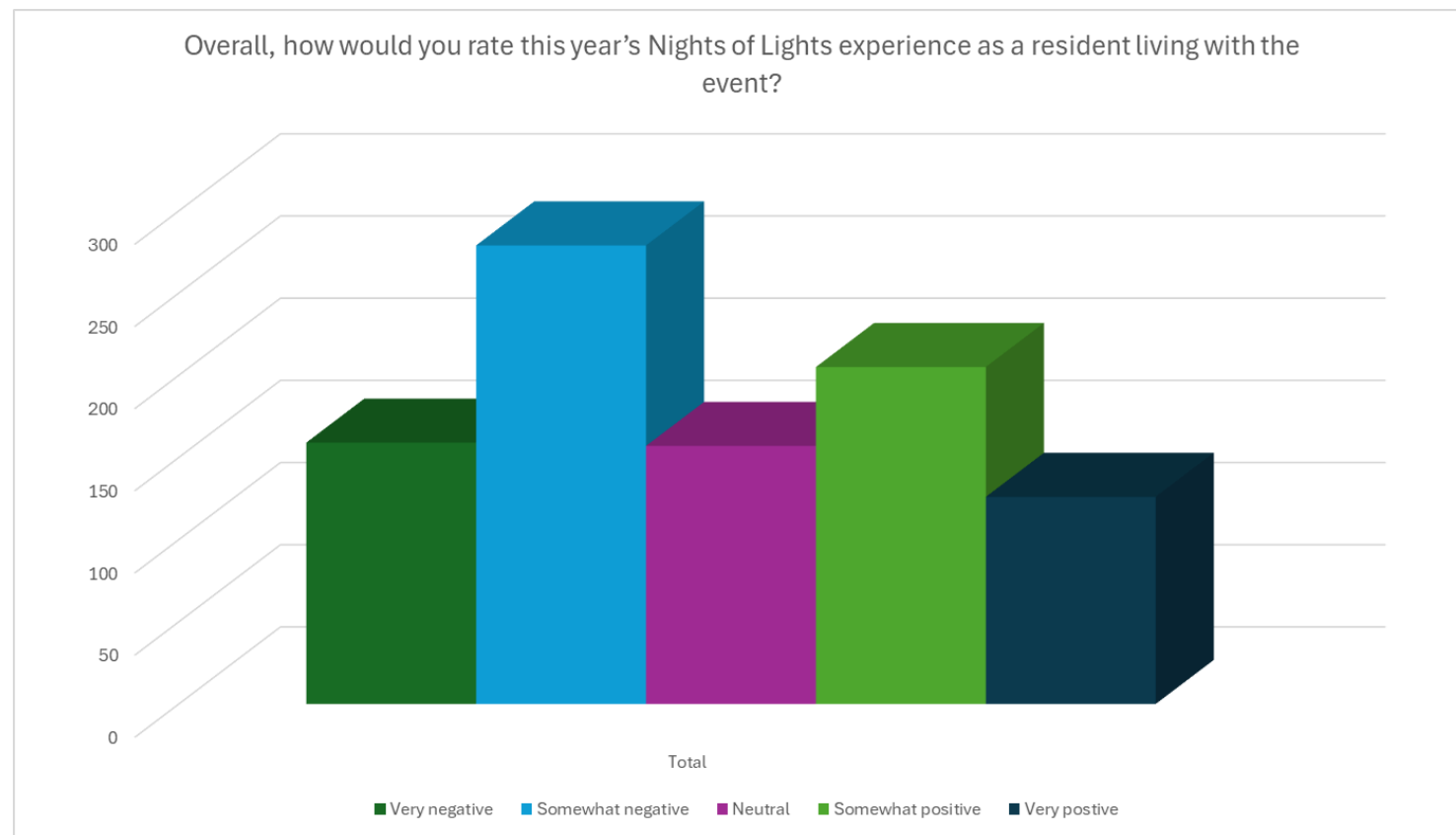
Neighborhood	Used residential parking hanger?		Will you use a residential parking hanger if available next year?		How effective were these initiatives in keeping non-residential parking out of your neighborhood?			Did limited access off of US 1 help curb "cut through" traffic in your neighborhood?			Were the enforced dates and times of these restrictions effective?			How was the enforcement of these initiatives following opening week?		
	Yes	No	Yes	No	No change from last year	Somewhat effective	Very effective	Not at all	Somewhat	Very much	Not Effective	Somewhat effective	Very effective	Excellent	Fair	Poor
Abbott Tract_FT	23	5	22	6	1	11	16	7	10	11	2	12	14	12	11	5
Abbott Tract_PT	2	1	3				3	1		2			3	2		1
Flagler Model Land_FT	23	12	26	9	1	10	24	5	15	15	2	12	21	11	18	6
Flagler Model Land_PT	3		3			2	1		2	1		2	1	1	1	1
Uptown_FT	25	8	30	3	1	6	26	10	10	13	2	12	19	19	11	3
Uptown_PT	3	1	4			1	3		2	2	1		3	3		1
Total	79	27	88	18	3	30	73	23	39	44	7	38	61	48	41	17

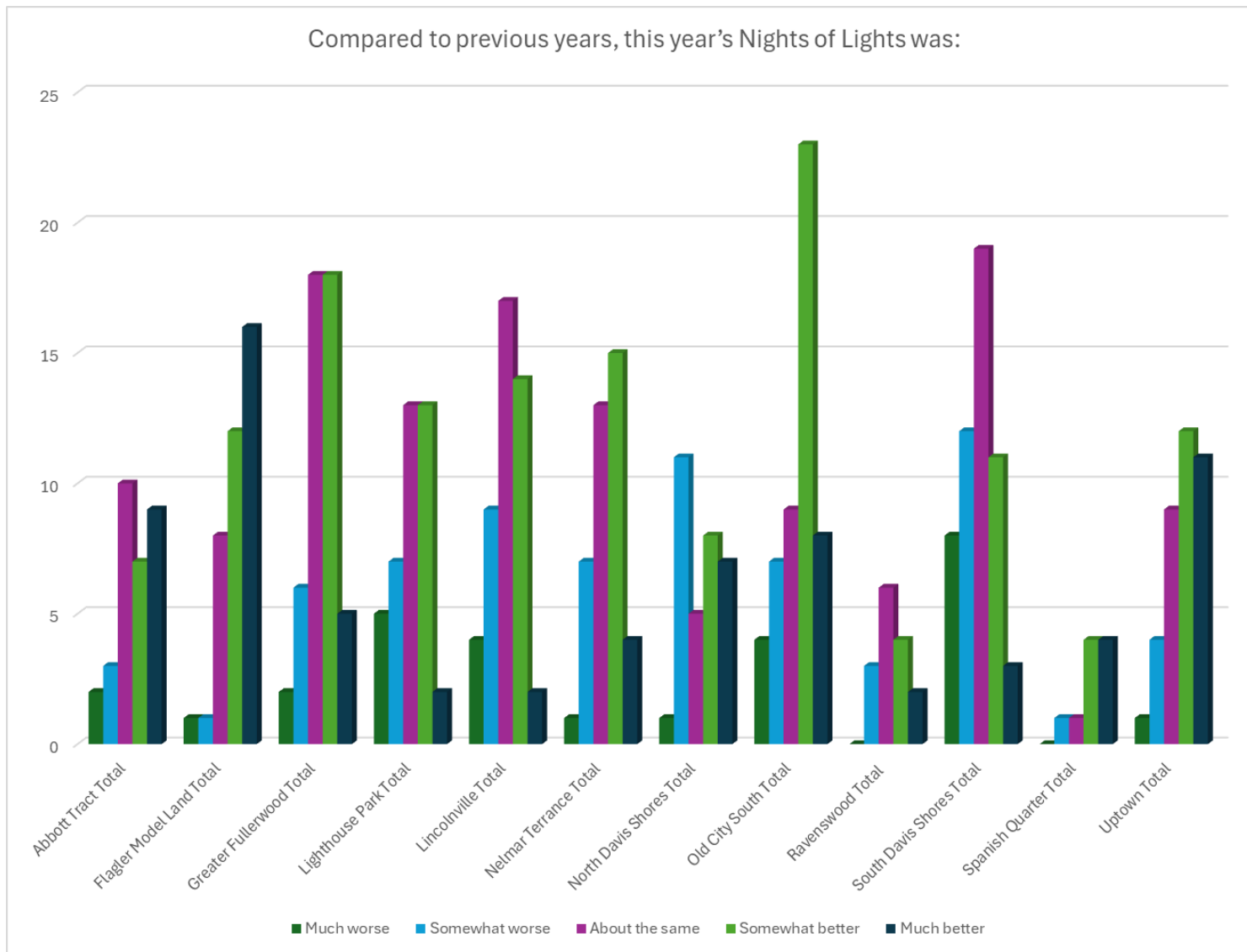
Residential parking restrictions in my neighborhood should be (select all that apply):	Abbott Tract_FT	Abbott Tract_PT	Flagler Model Land_FT	Flagler Model Land_PT	Uptown_ FT	Uptown_ PT	Total
All day (1:00 - 11:00 PM)	7	1	13	2	6		29
Night-time only (5:00 - 11:00 PM)	3	1	2	1	13	1	21
All day (1:00 - 11:00 PM), All day during weekends, All day during Christmas to New Years Week	5		8		4	1	18
All day during Christmas to New Years Week	4		5		1		10
Night-time only (5:00 - 11:00 PM), All day (1:00 - 11:00 PM), All day during weekends, All day during Christmas to New Years Week	2		4		1		7
All day during weekends, All day during Christmas to New Years Week	2	1	1			1	5
All day during weekends	1		2		1		4
Night-time only (5:00 - 11:00 PM), All day during weekends, All day during Christmas to New Years Week	1				3		4
All day (1:00 - 11:00 PM), All day during weekends	1				1		2
Night-time only (5:00 - 11:00 PM), All day (1:00 - 11:00 PM)	1					1	2
Night-time only (5:00 - 11:00 PM), All day during Christmas to New Years Week					2		2
Night-time only (5:00 - 11:00 PM), All day during weekends	1				1		2
Total	28	3	35	3	33	4	

Questions regarding the Experience of Night of Lights

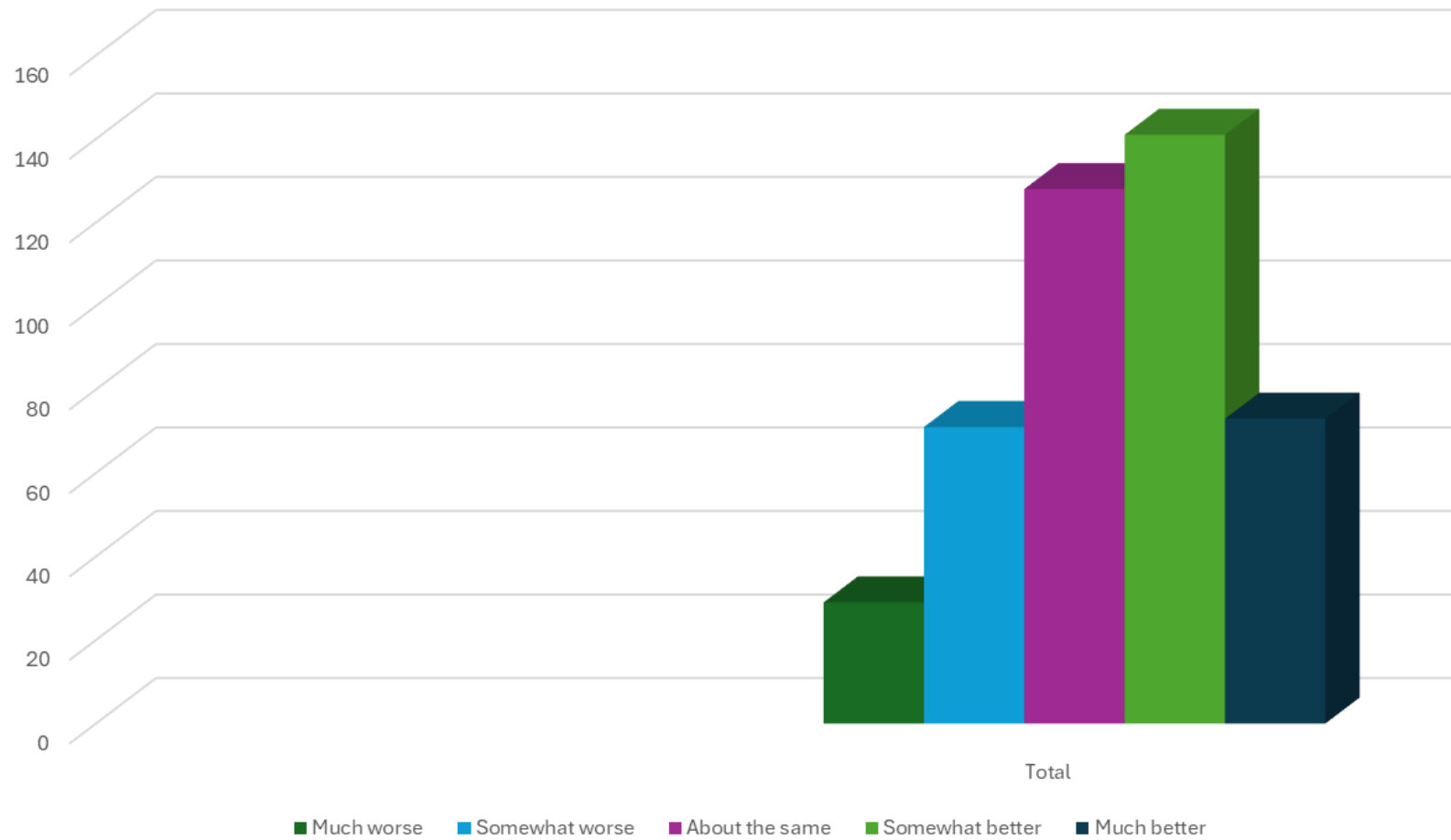
Overall, how would you rate this year's Nights of Lights experience as a resident living with the event?





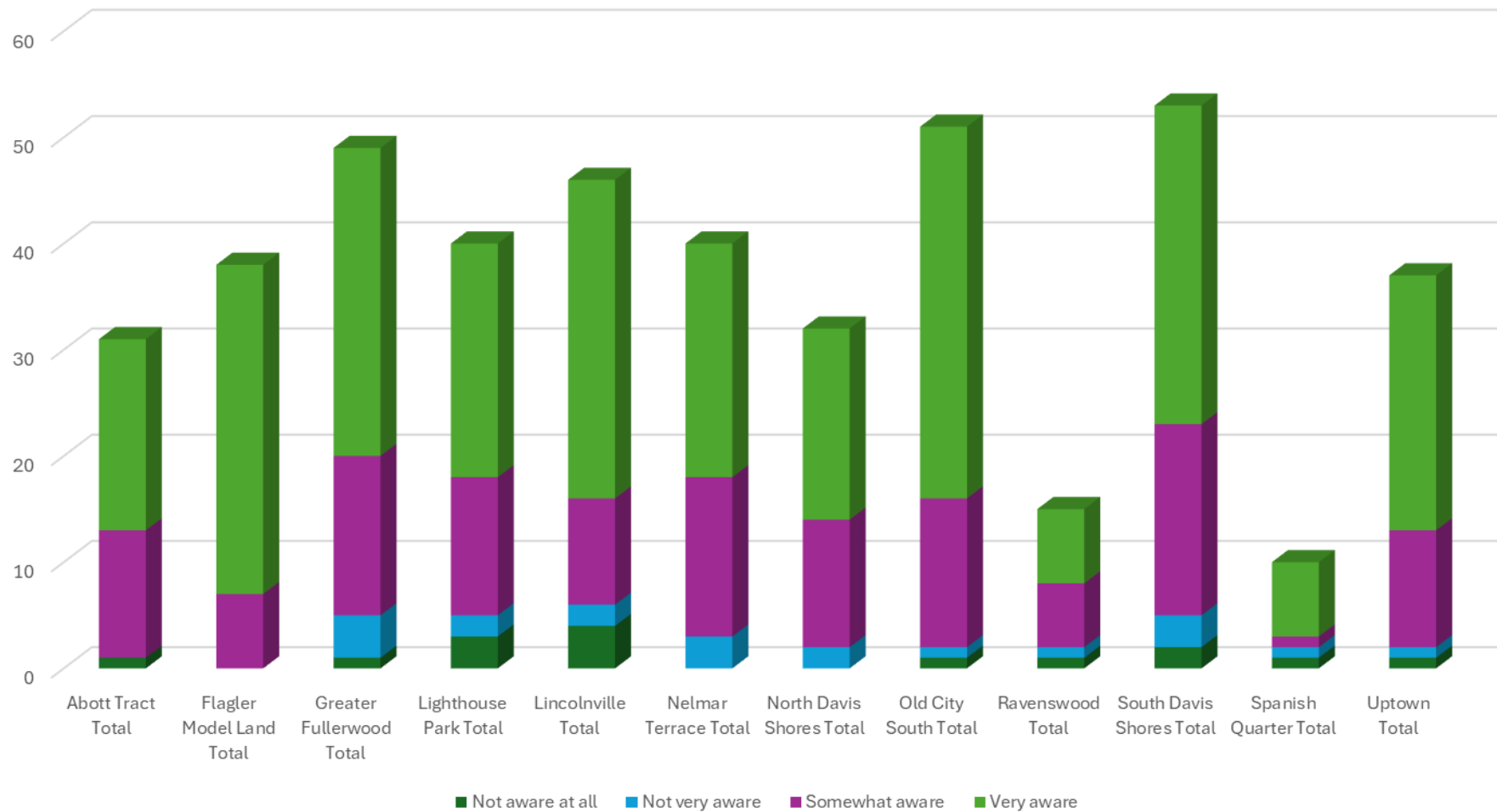


Compared to previous years, this year's Nights of Lights was:

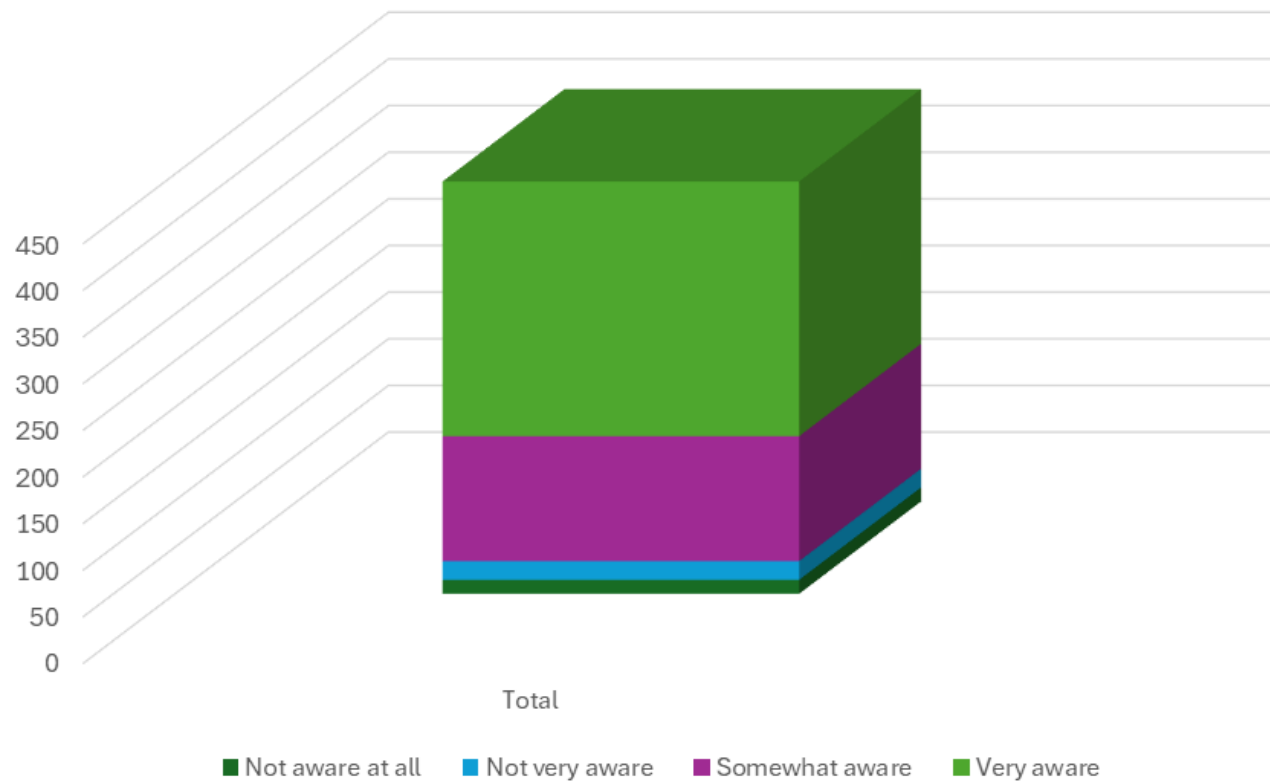


Questions regarding City's Communications & Policies

How aware were you of the City's changes or new policies for Nights of Lights before the event began?

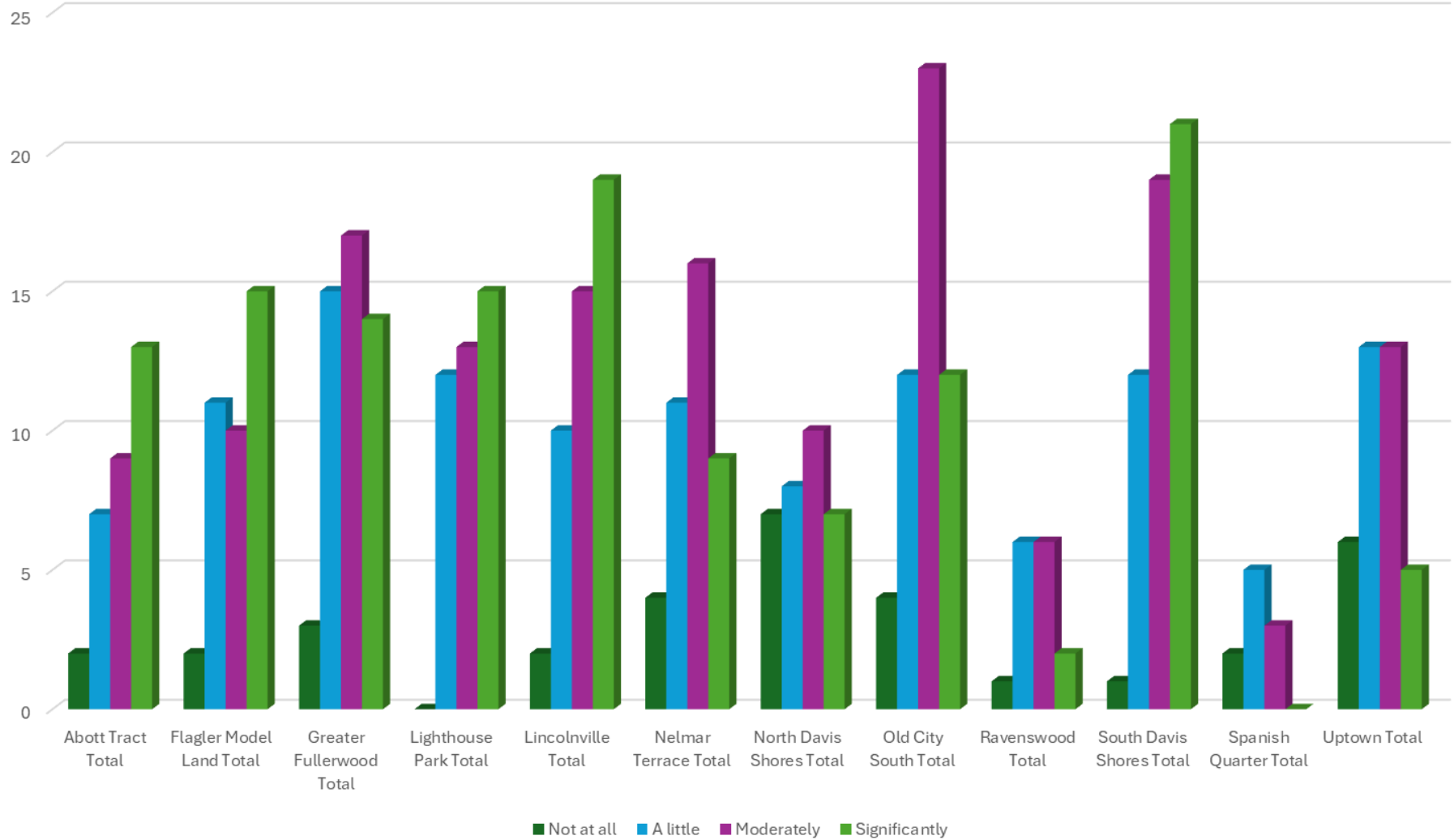


How aware were you of the City's changes or new policies for Nights of Lights before the event began?

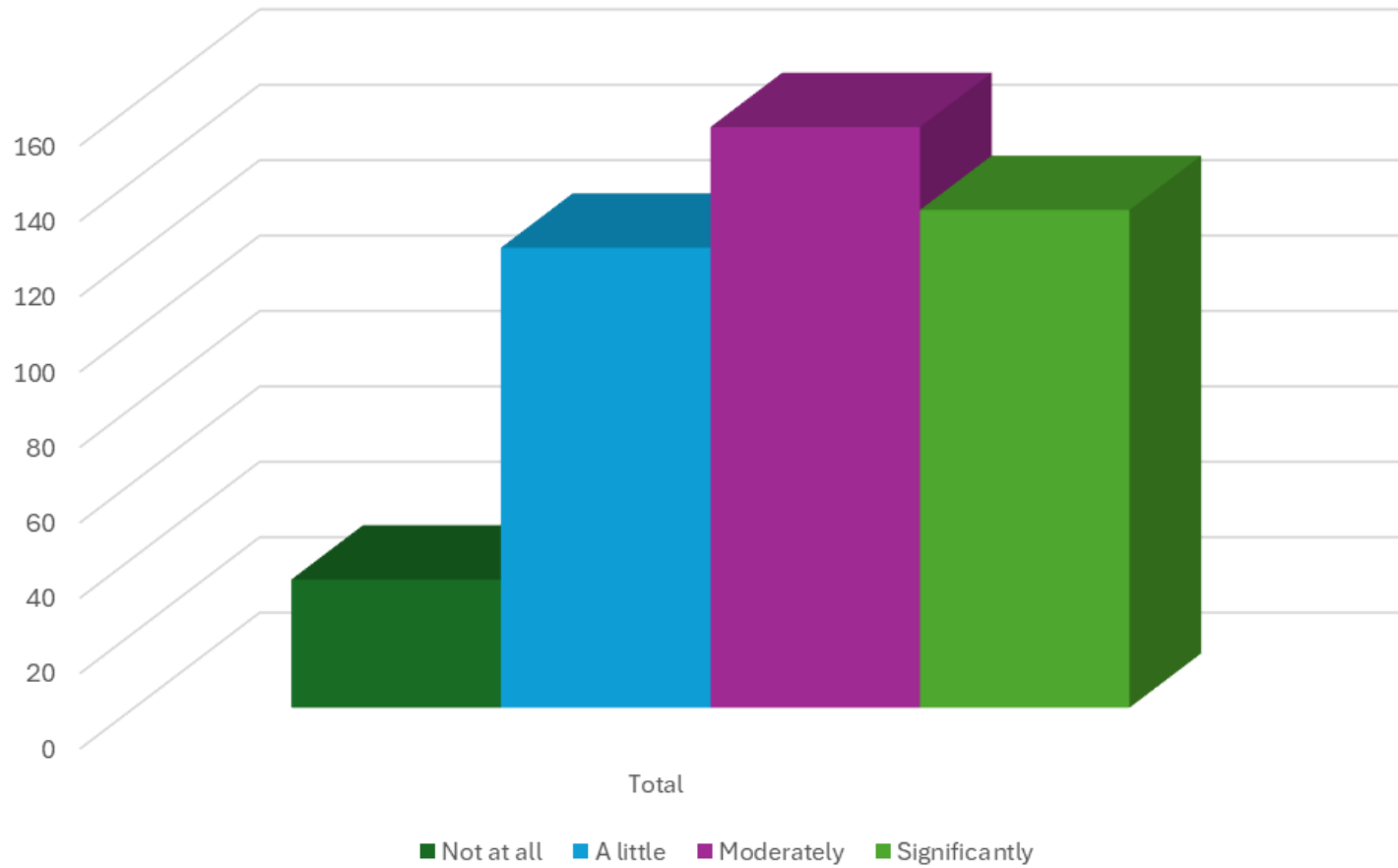


Questions regarding Impact of Night of Lights

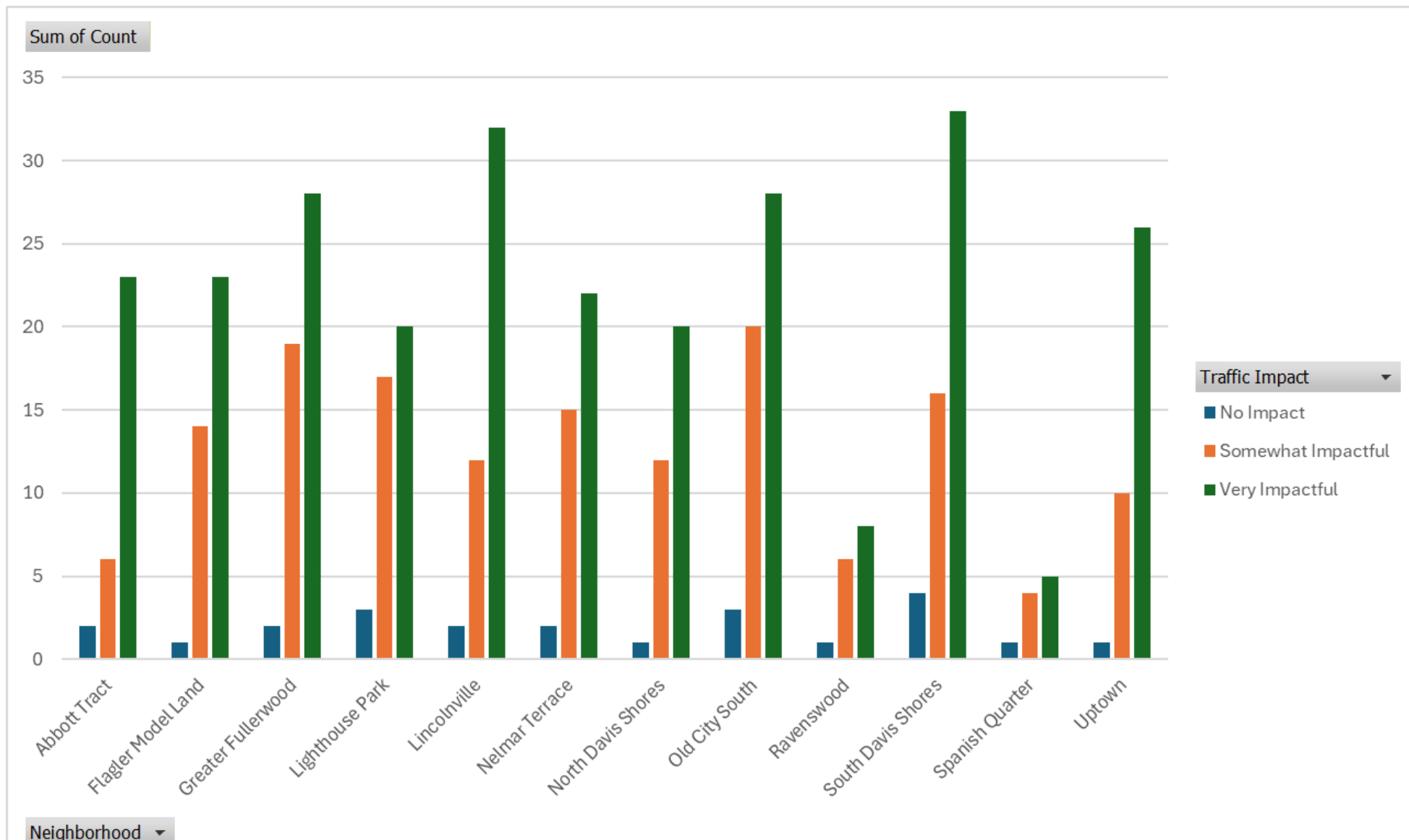
To what extent did Nights of Lights overall disrupt your normal daily life as a resident?

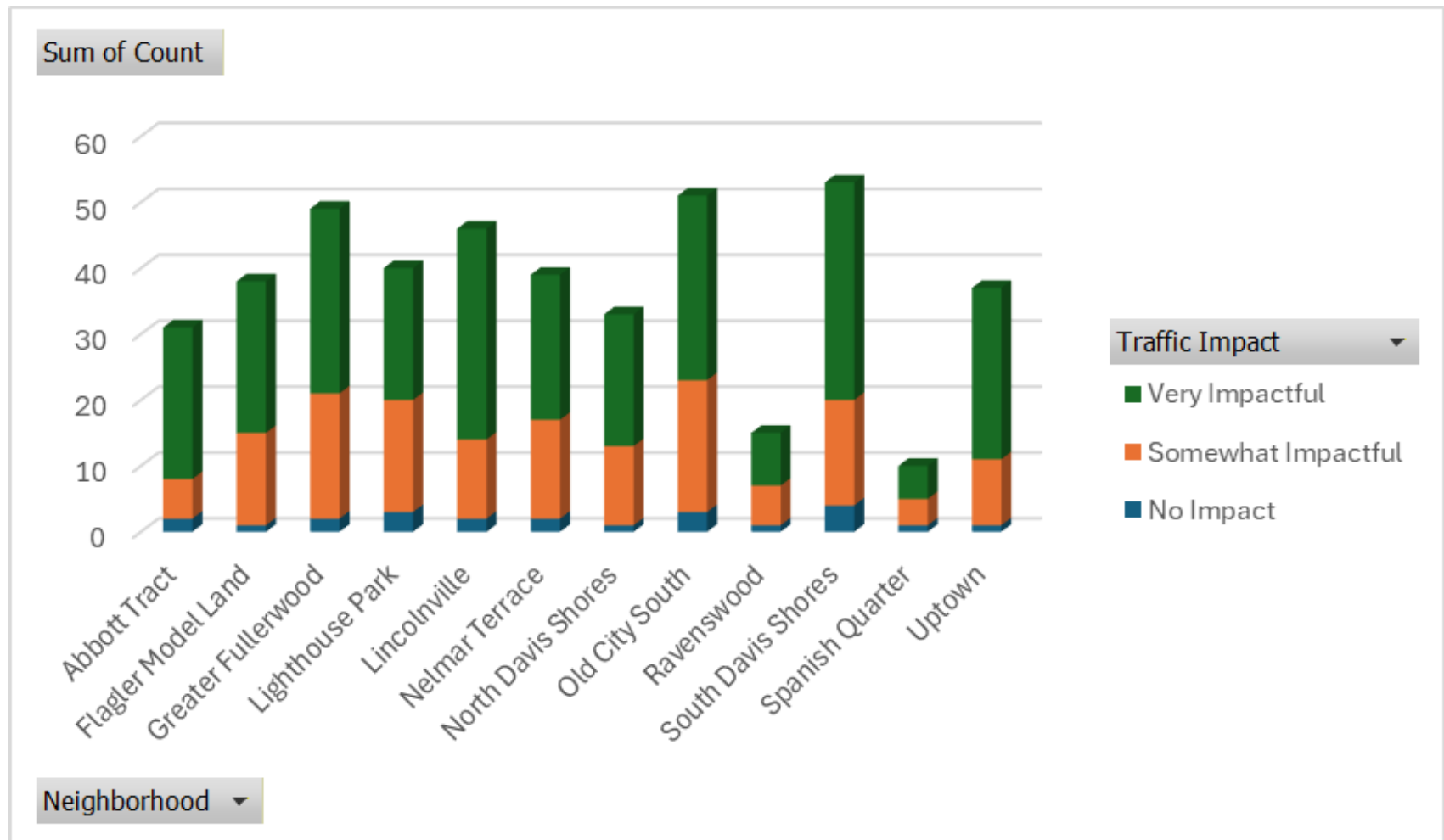


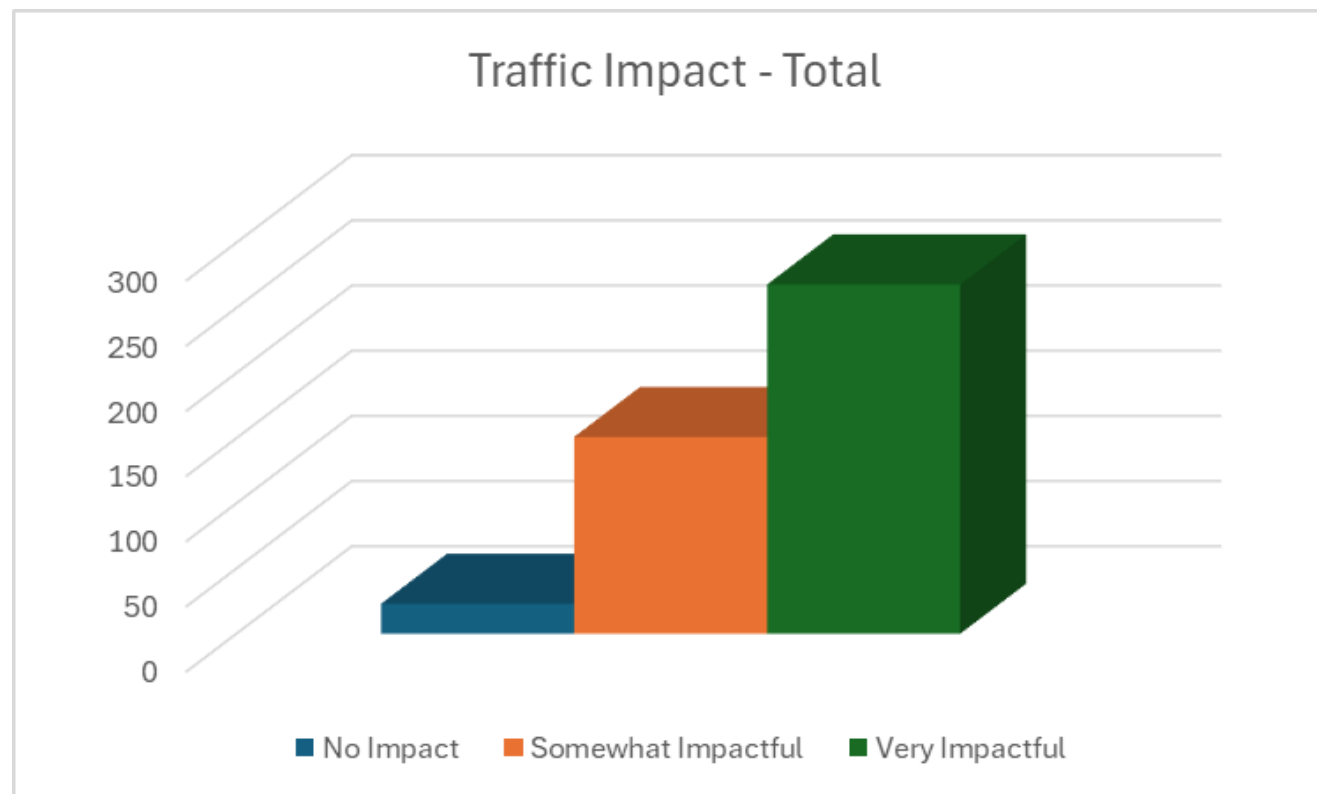
To what extent did Nights of Lights overall disrupt your normal daily life as a resident?



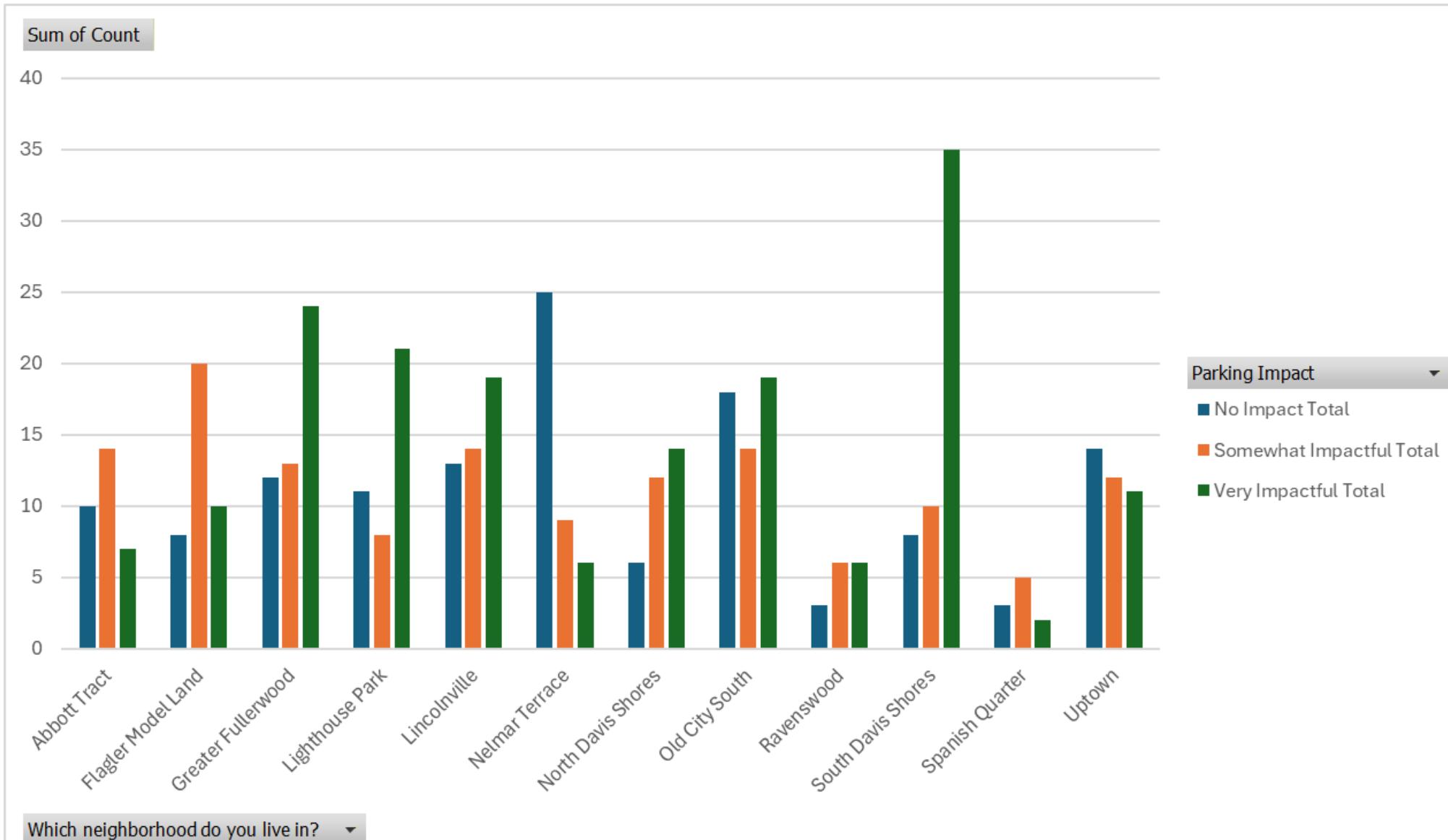
Traffic Impact

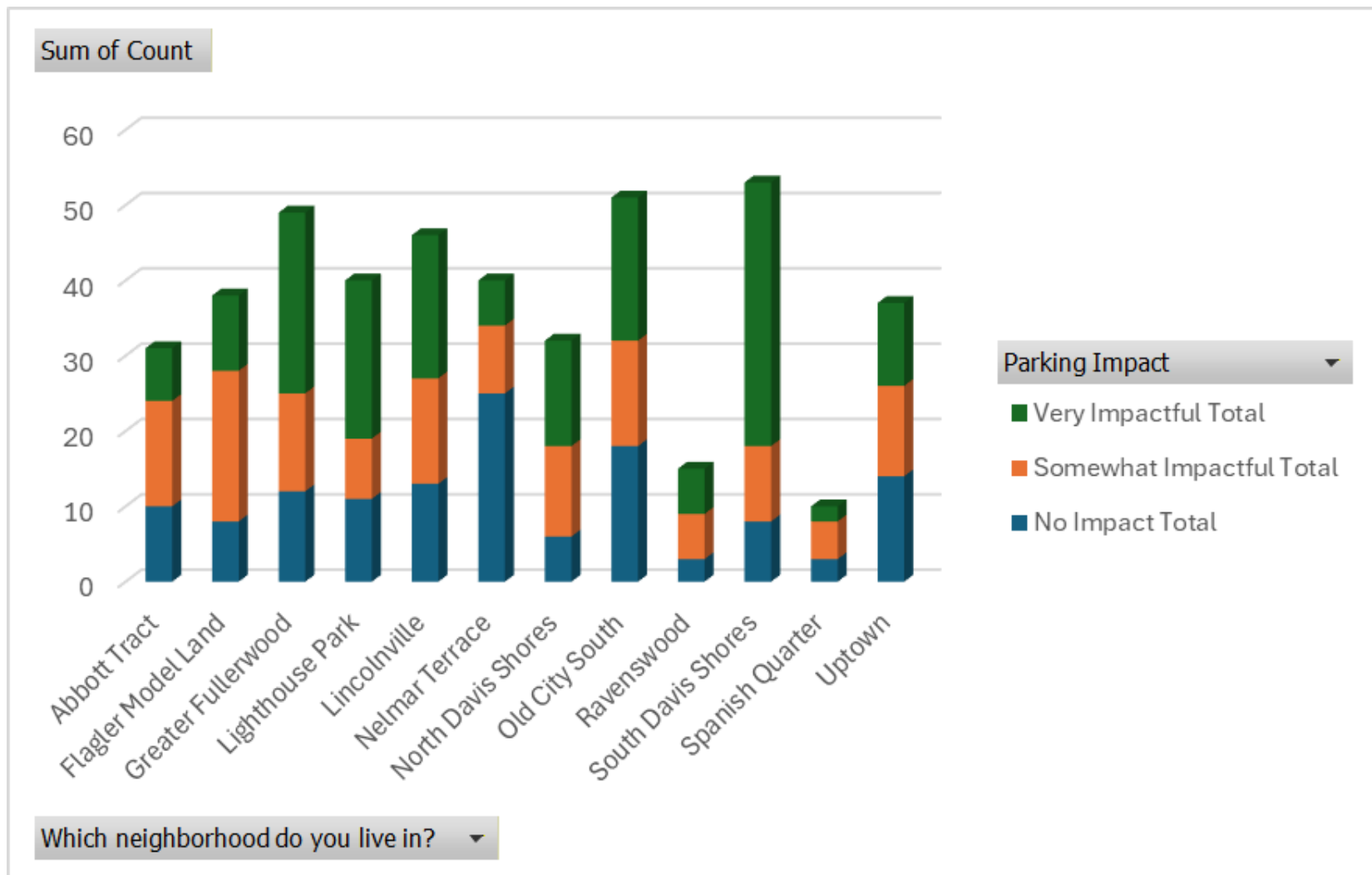




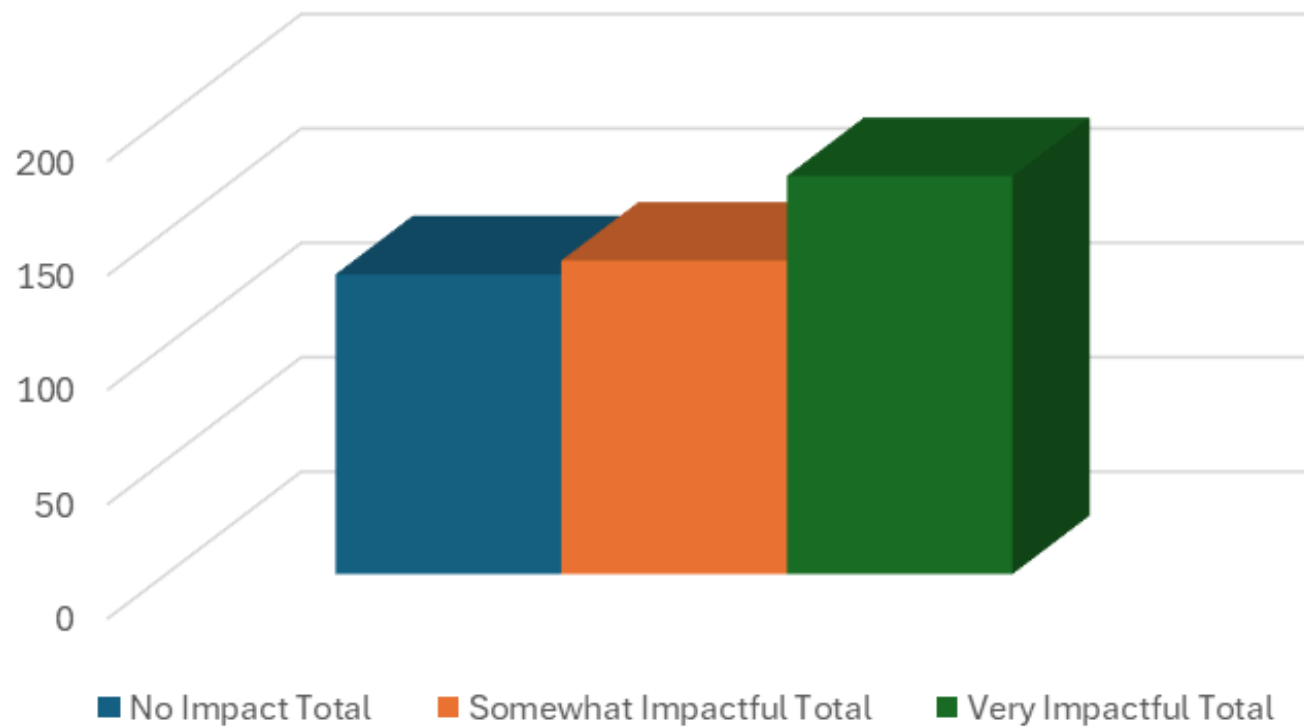


Parking Impact

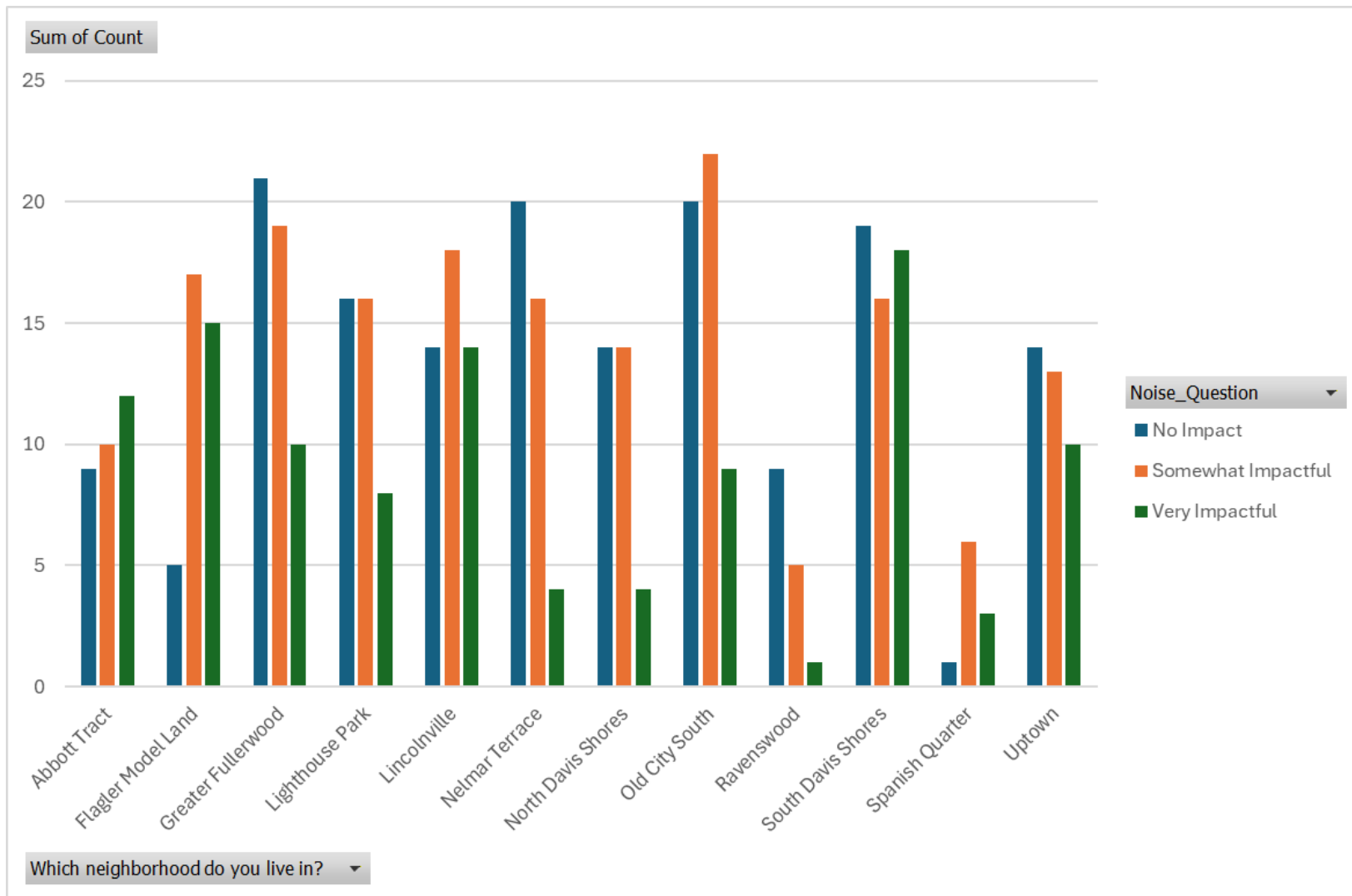




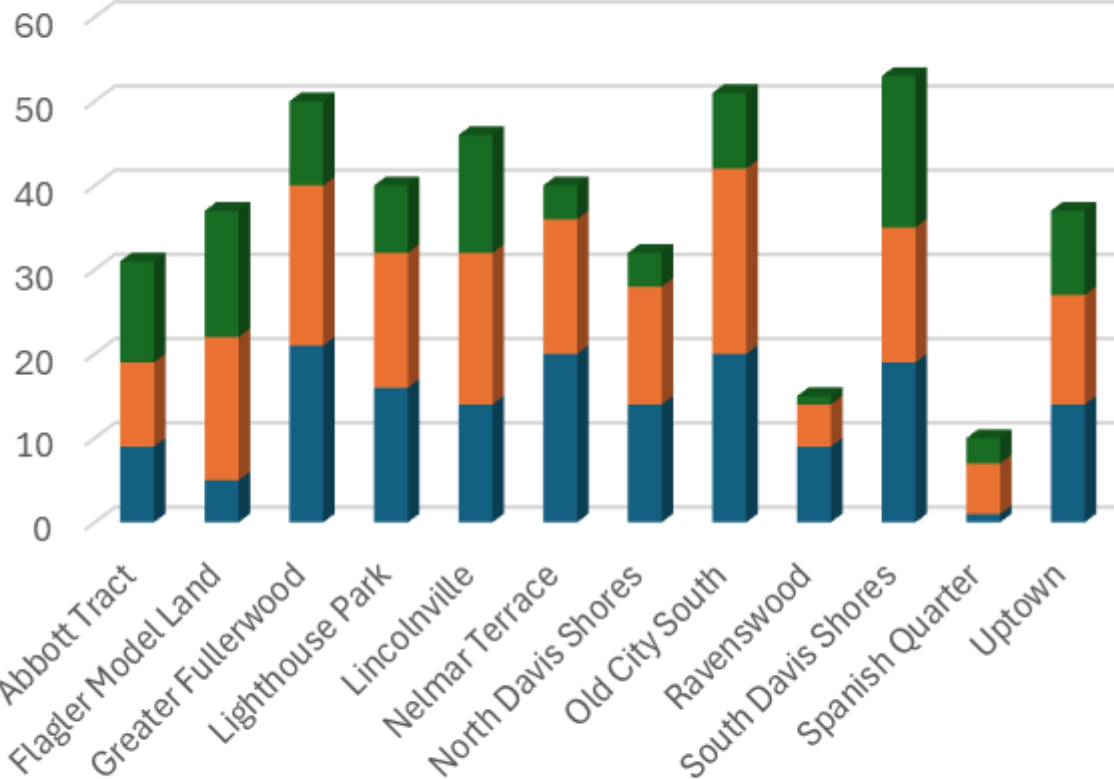
Parking Impact - Total



Noise Impact



Sum of Count



Noise_Question

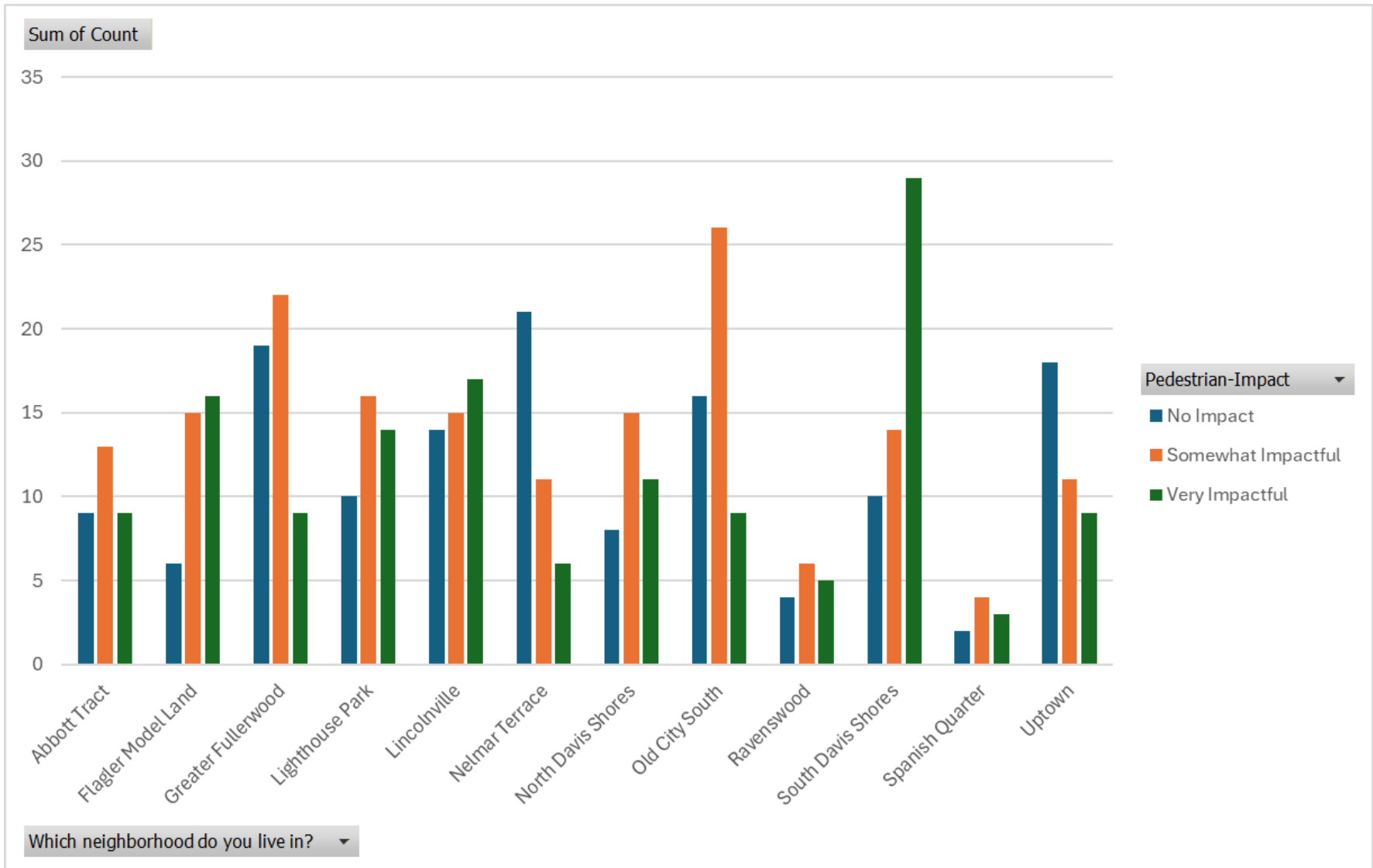
Very Impactful

Somewhat Impactful

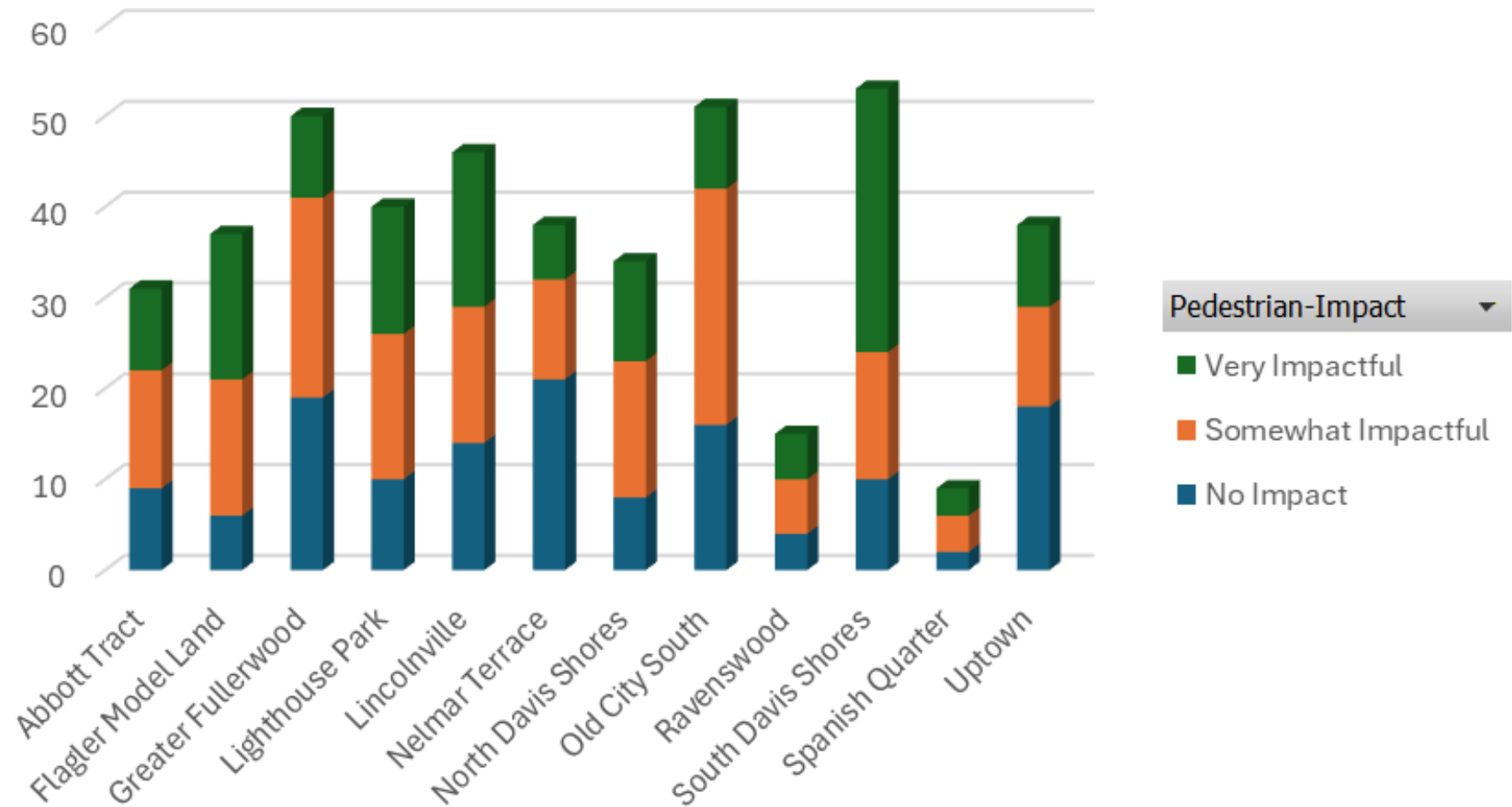
No Impact

Which neighborhood do you live in?

Pedestrian Safety Impact

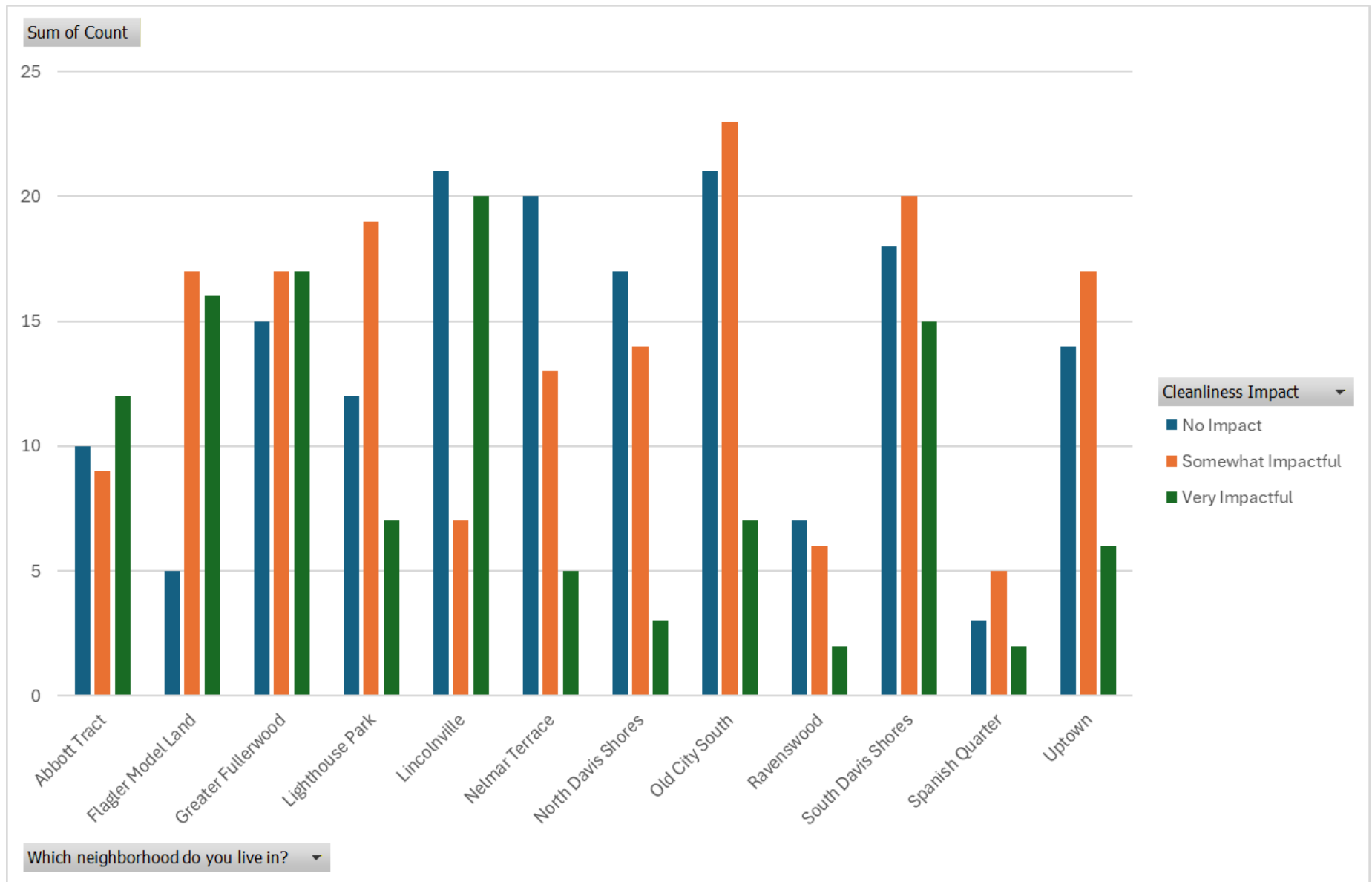


Sum of Count

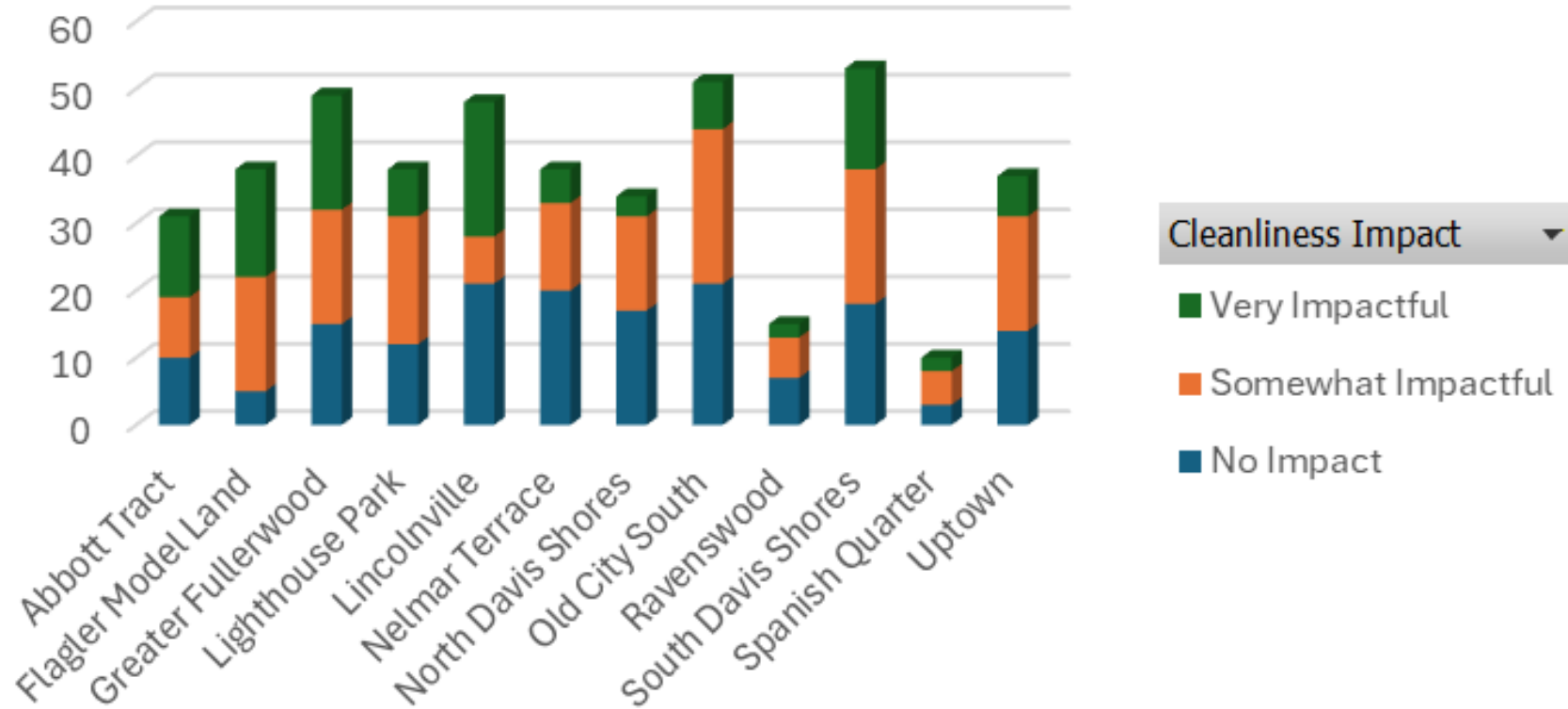


Which neighborhood do you live in? ▾

Cleanliness impact

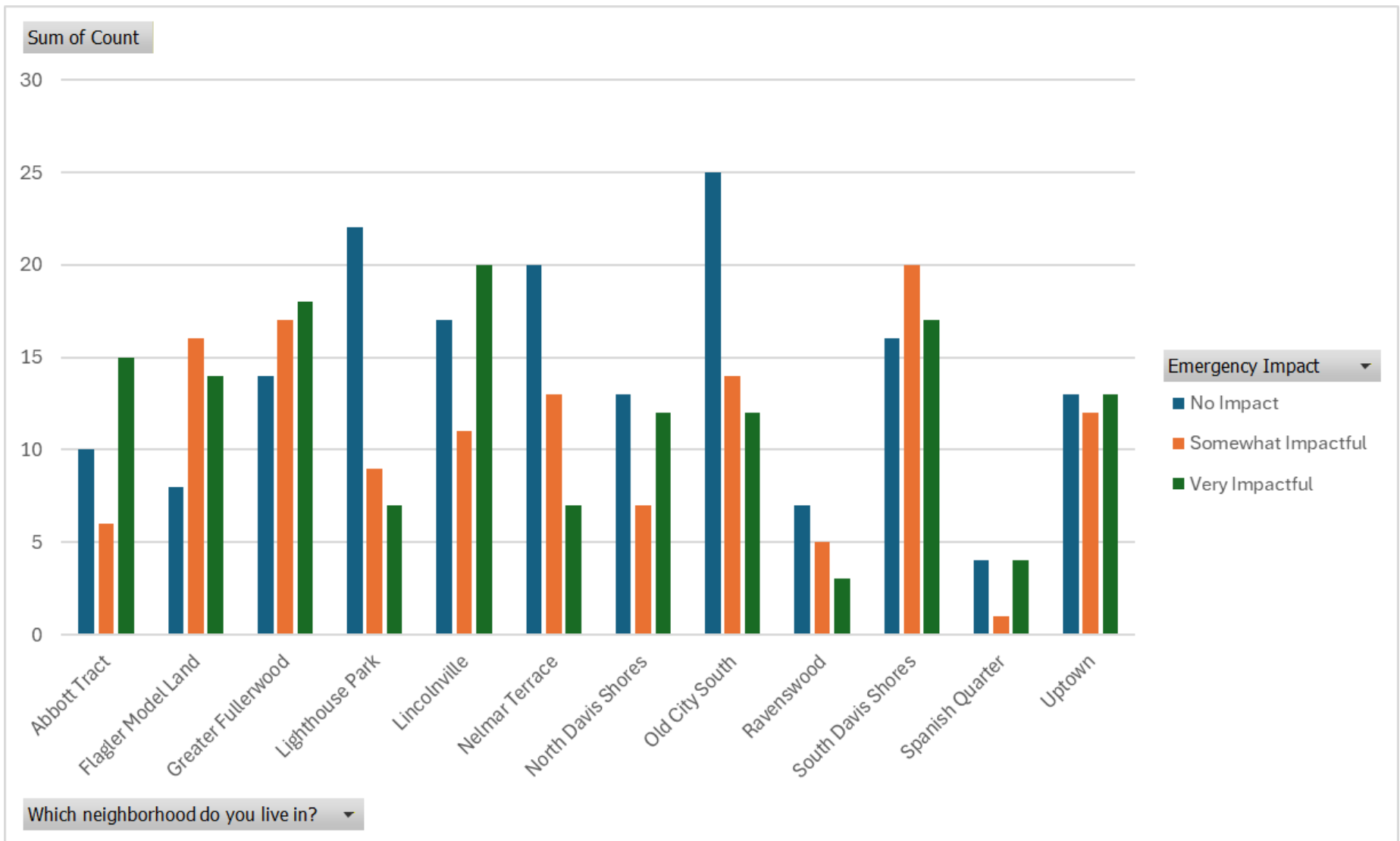


Sum of Count

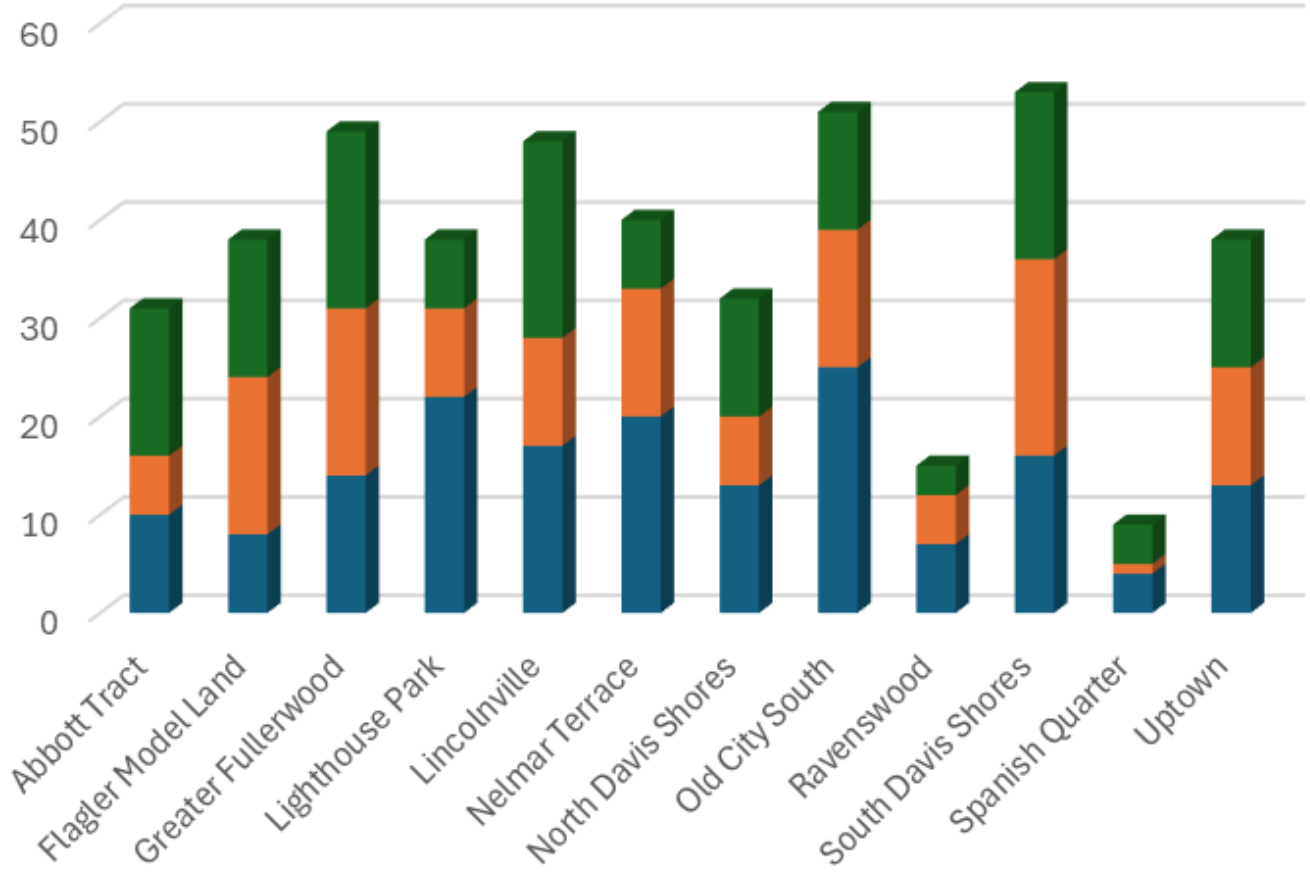


Which neighborhood do you live in?

Emergency Vehicle Access Impact



Sum of Count

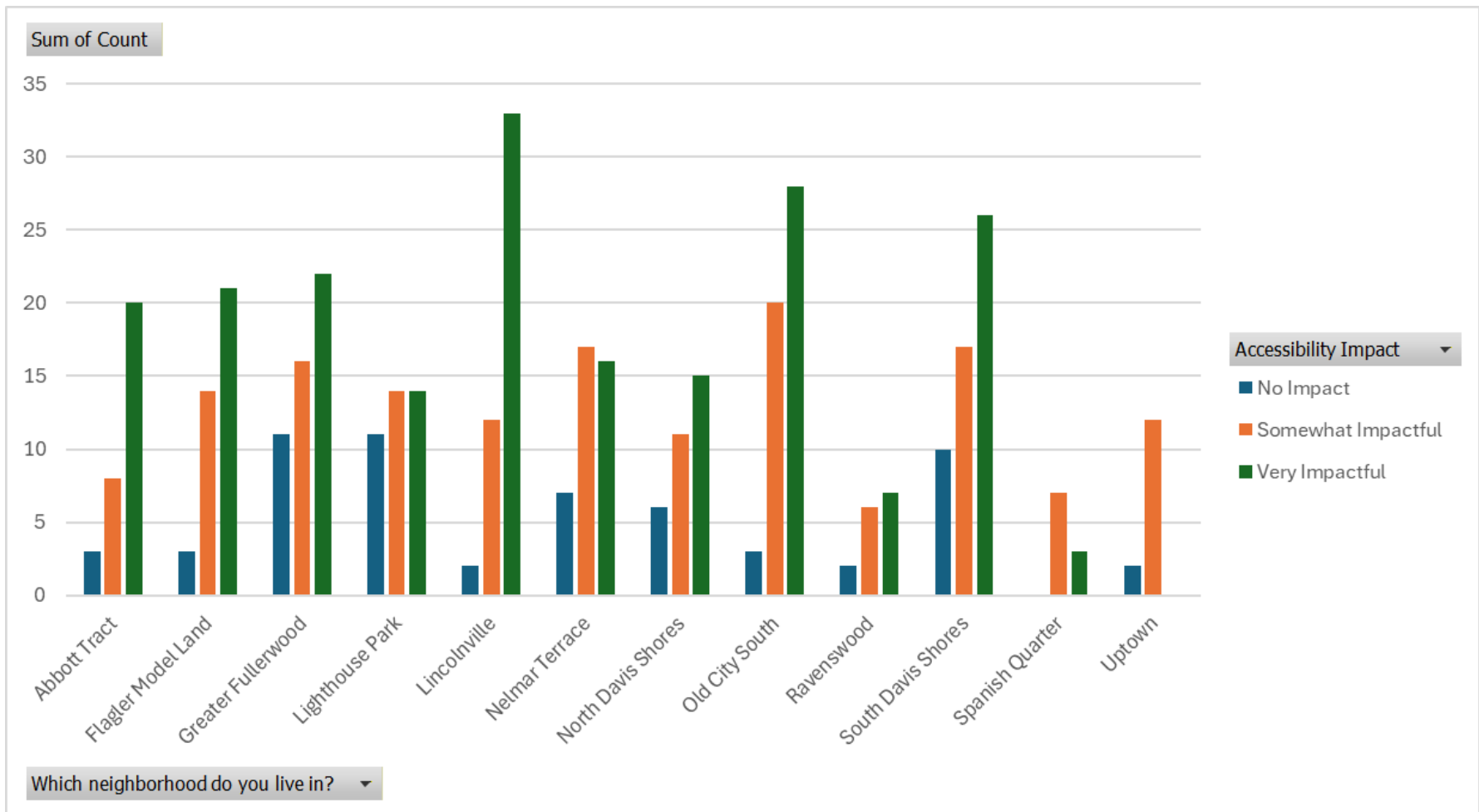


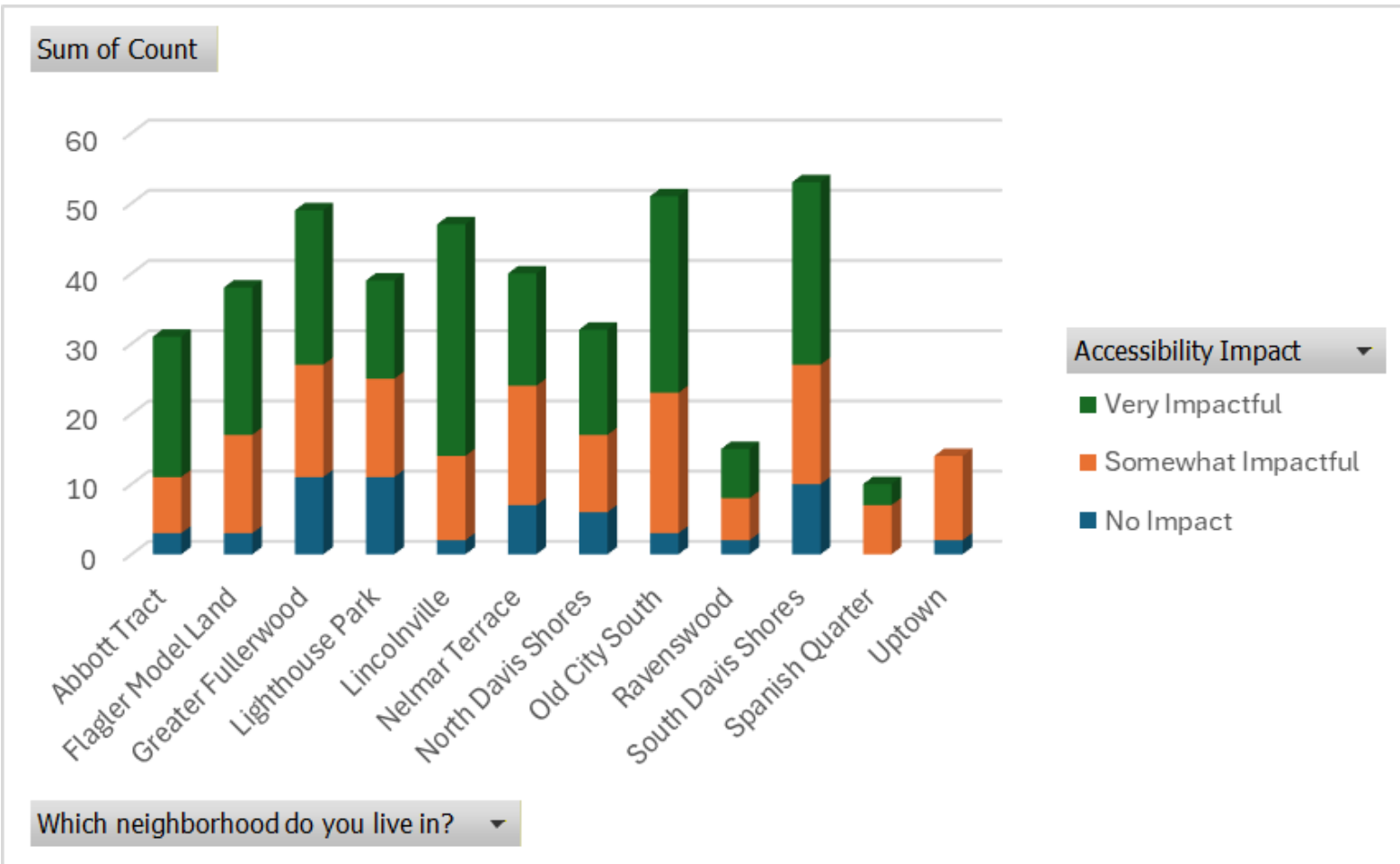
Emergency Impact ▼

- Very Impactful
- Somewhat Impactful
- No Impact

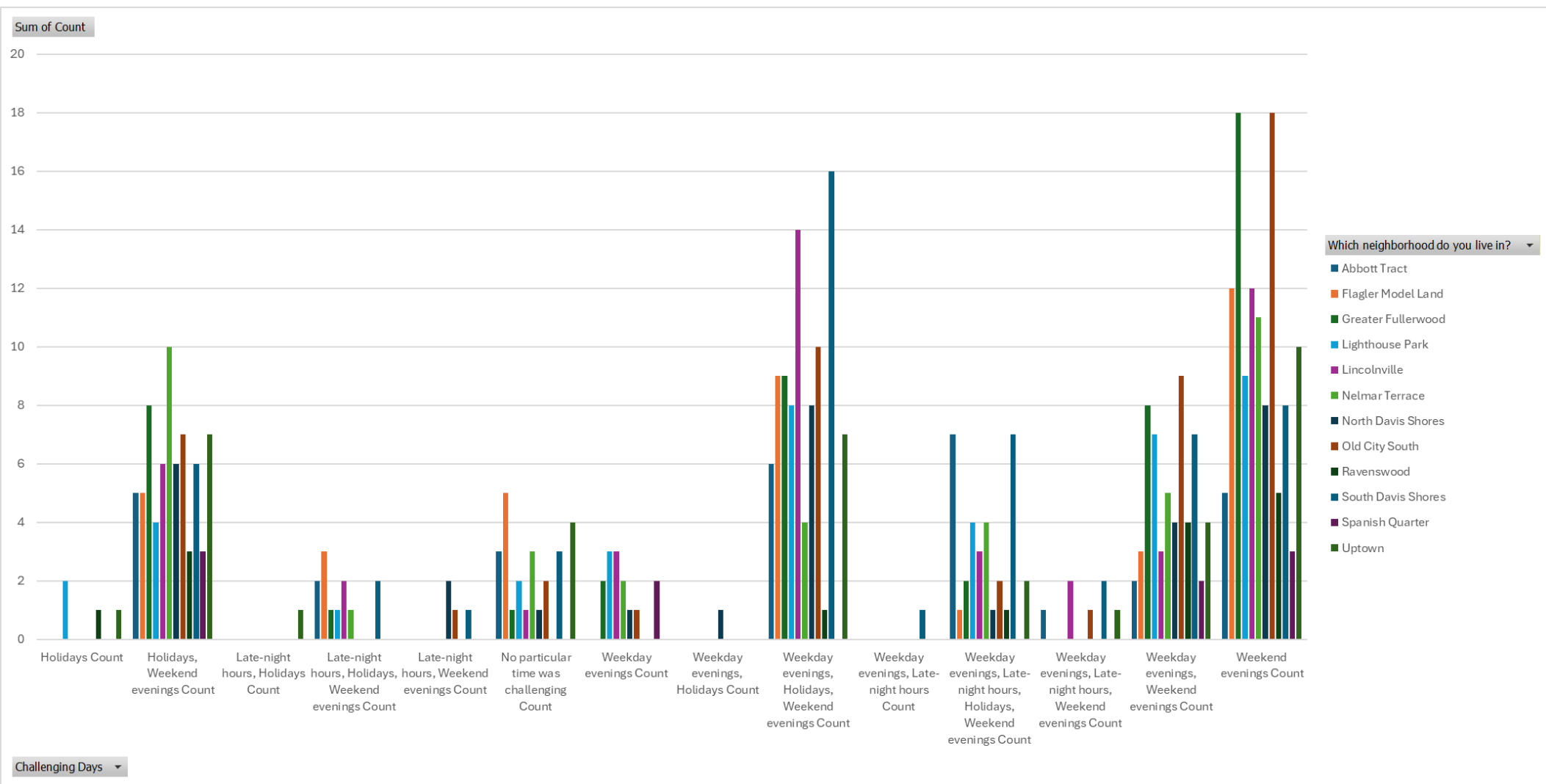
Which neighborhood do you live in? ▼

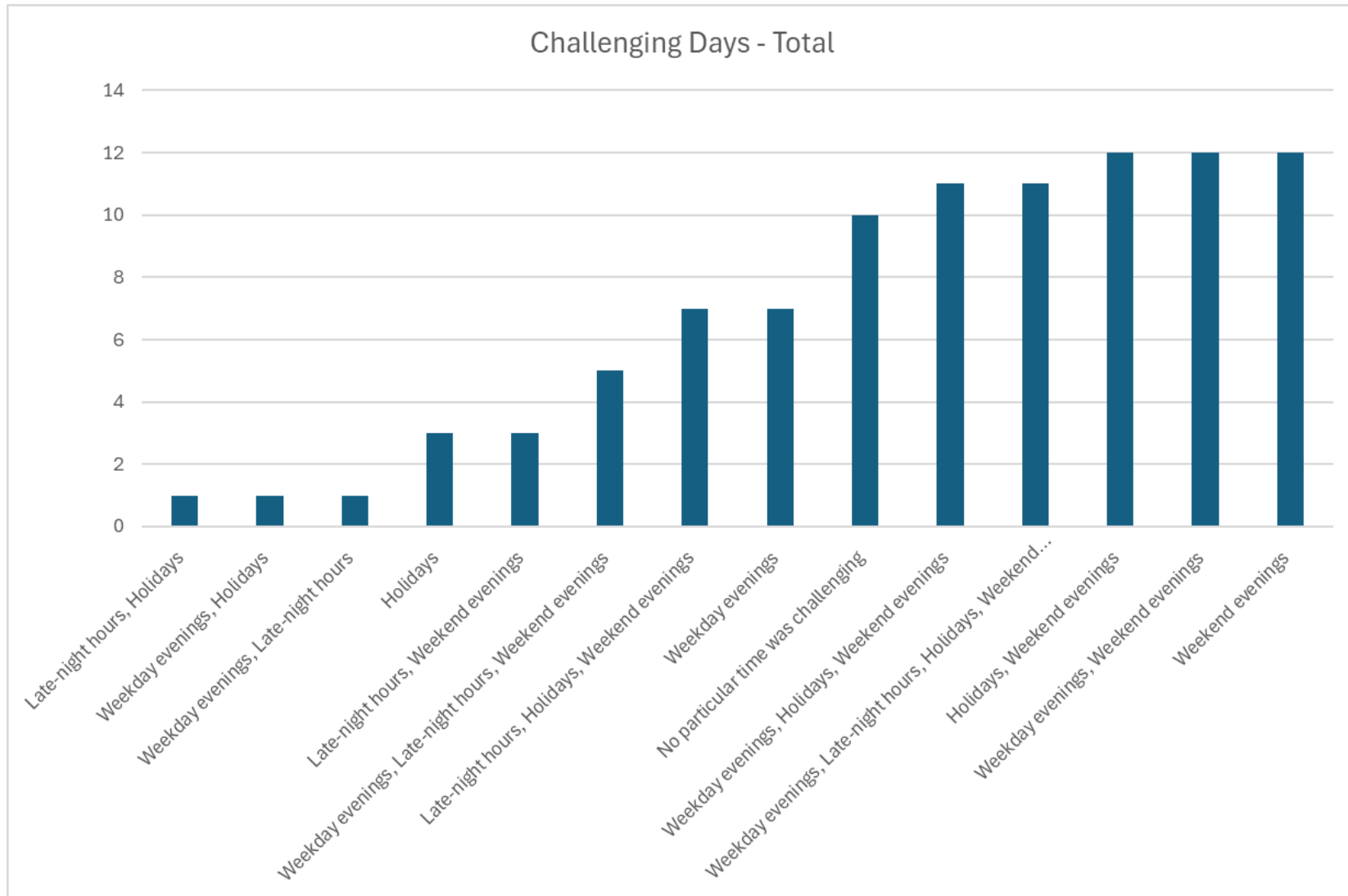
Accessibility to Neighborhood Impact



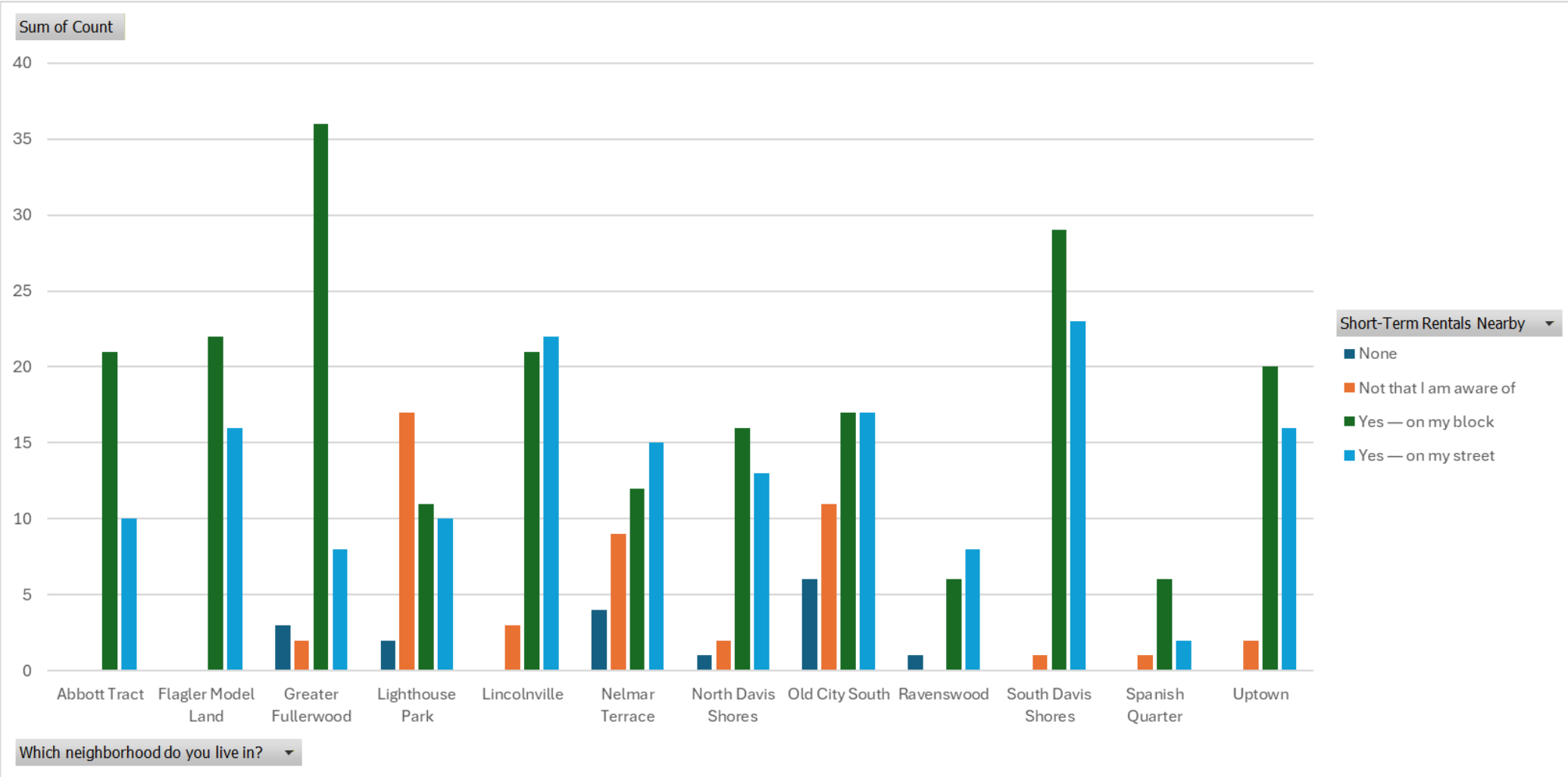


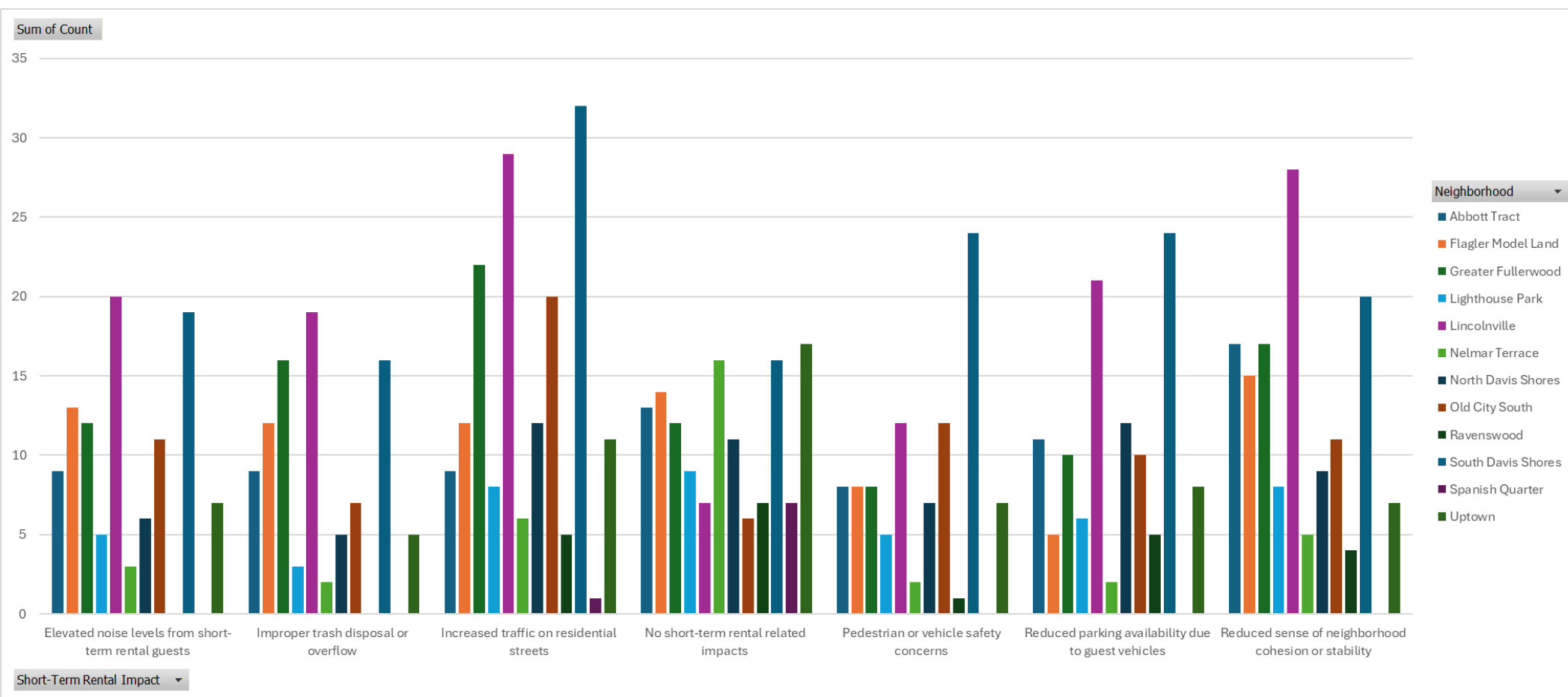
Times of Congestion during Night of Lights

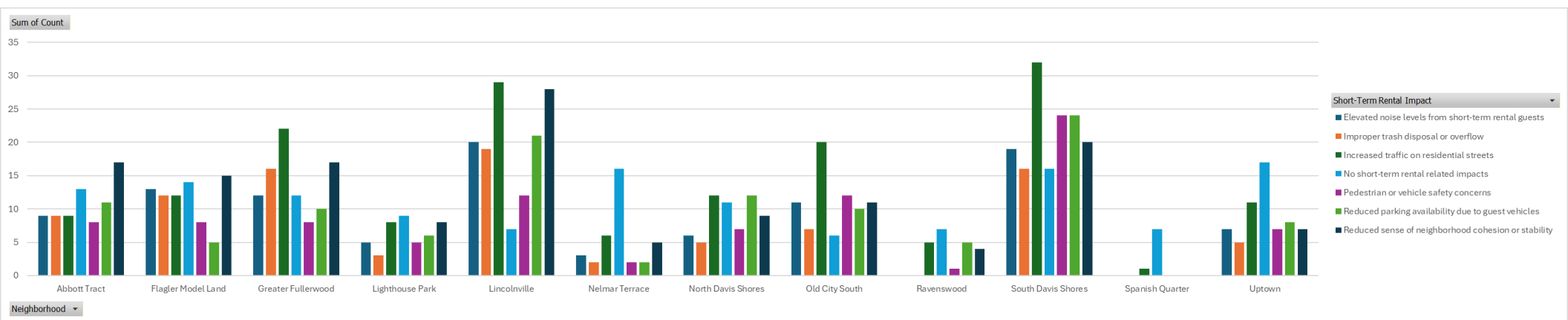


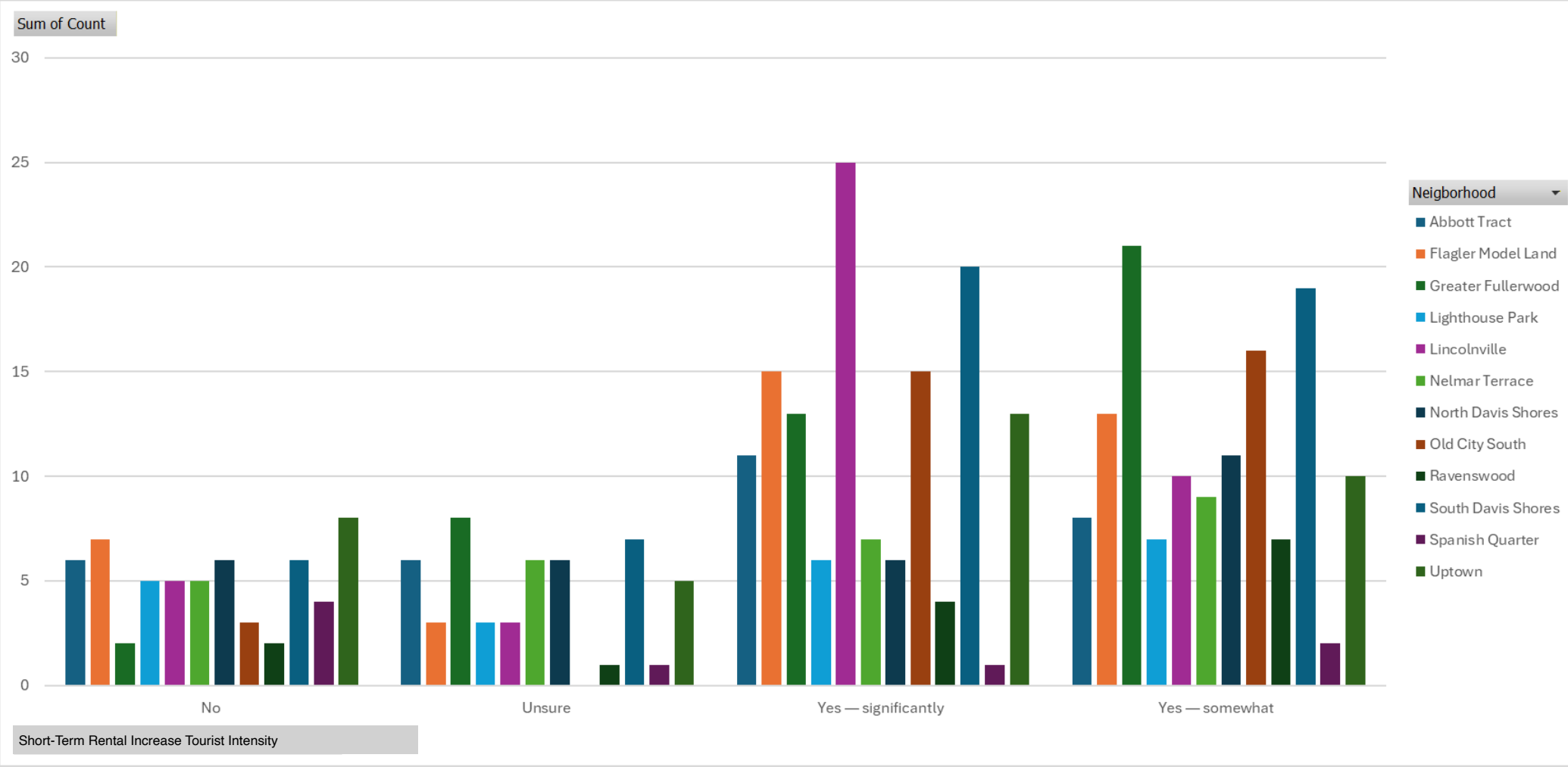


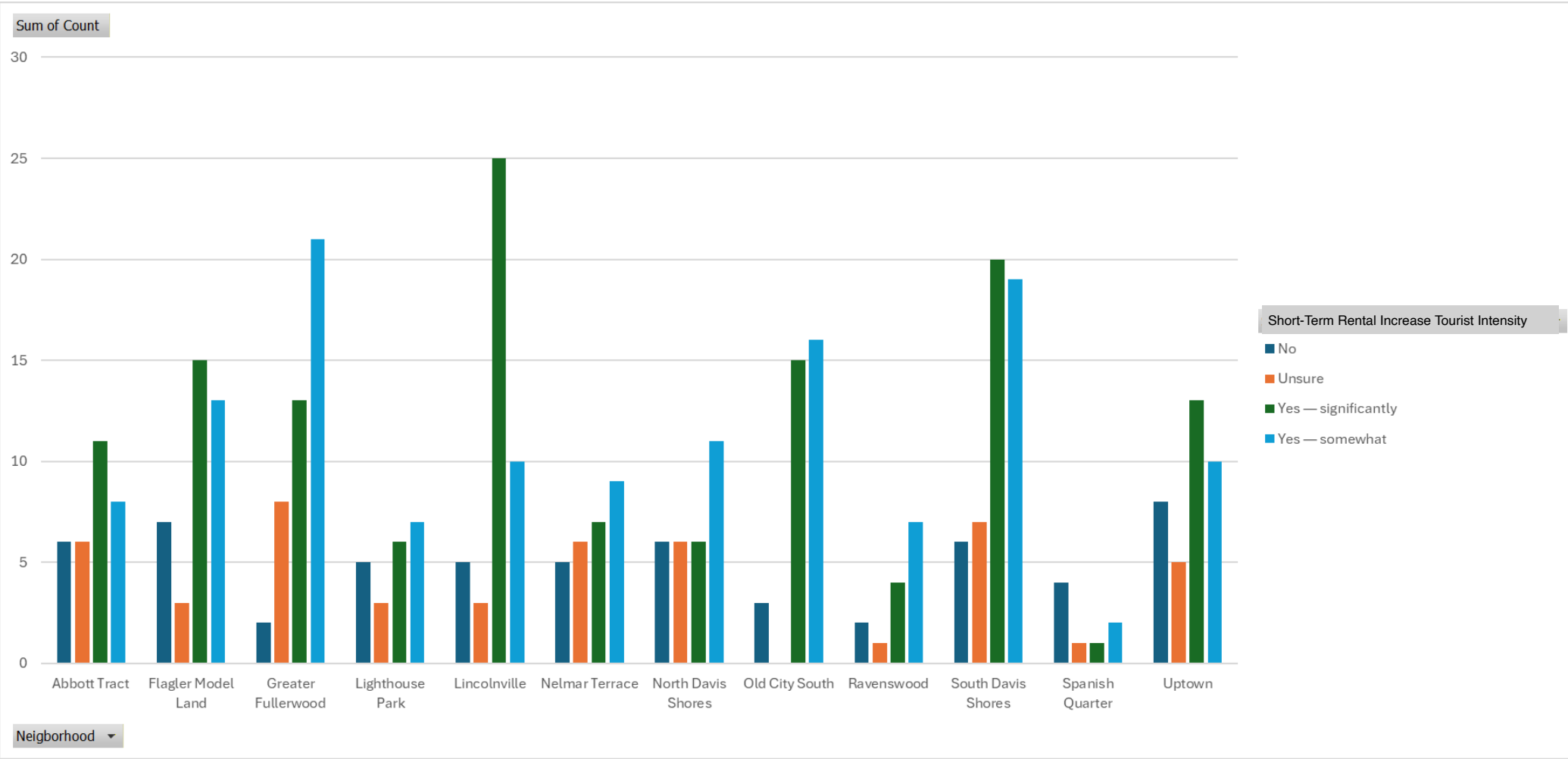
Short-term Rentals & Night of Lights



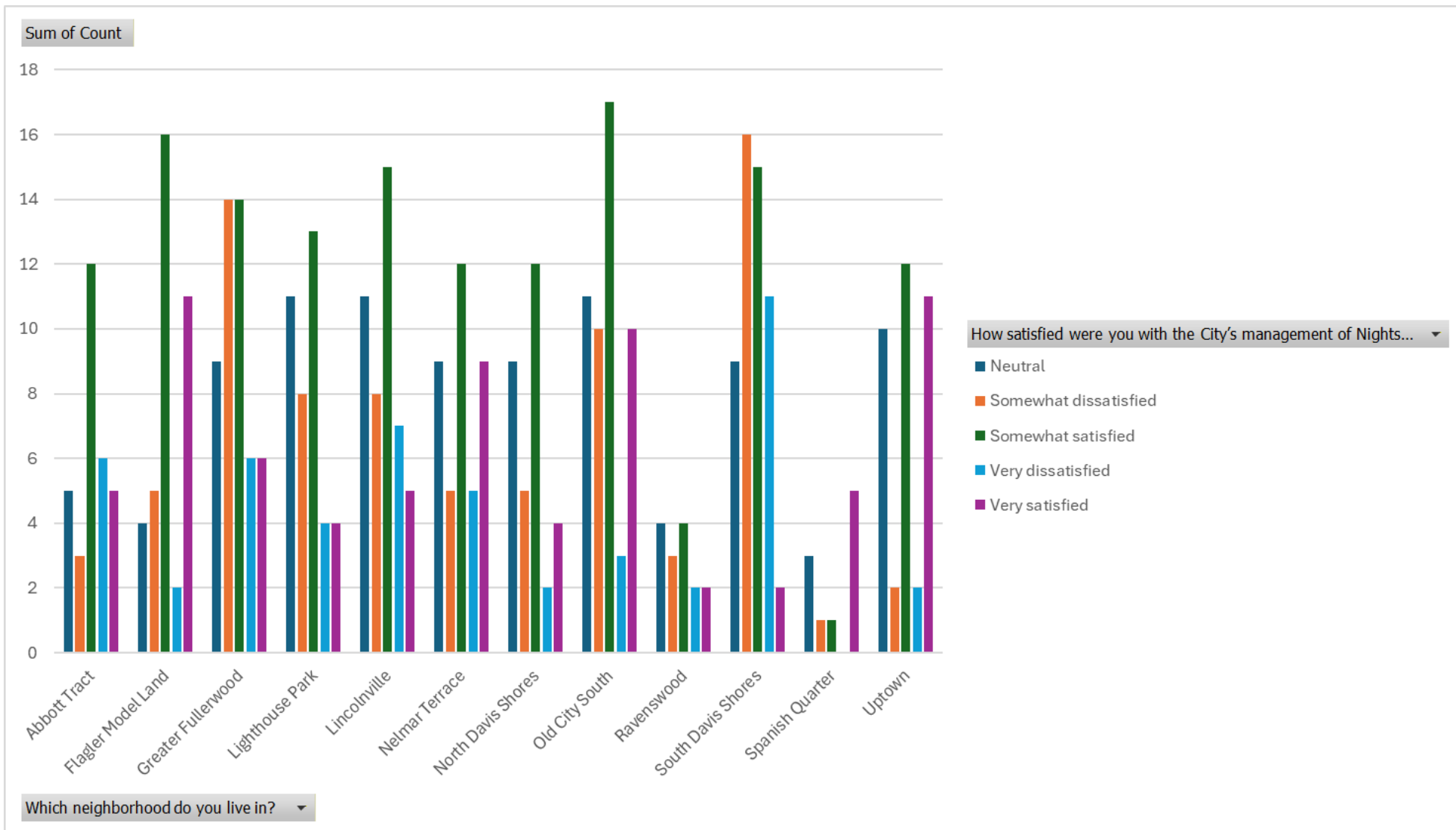


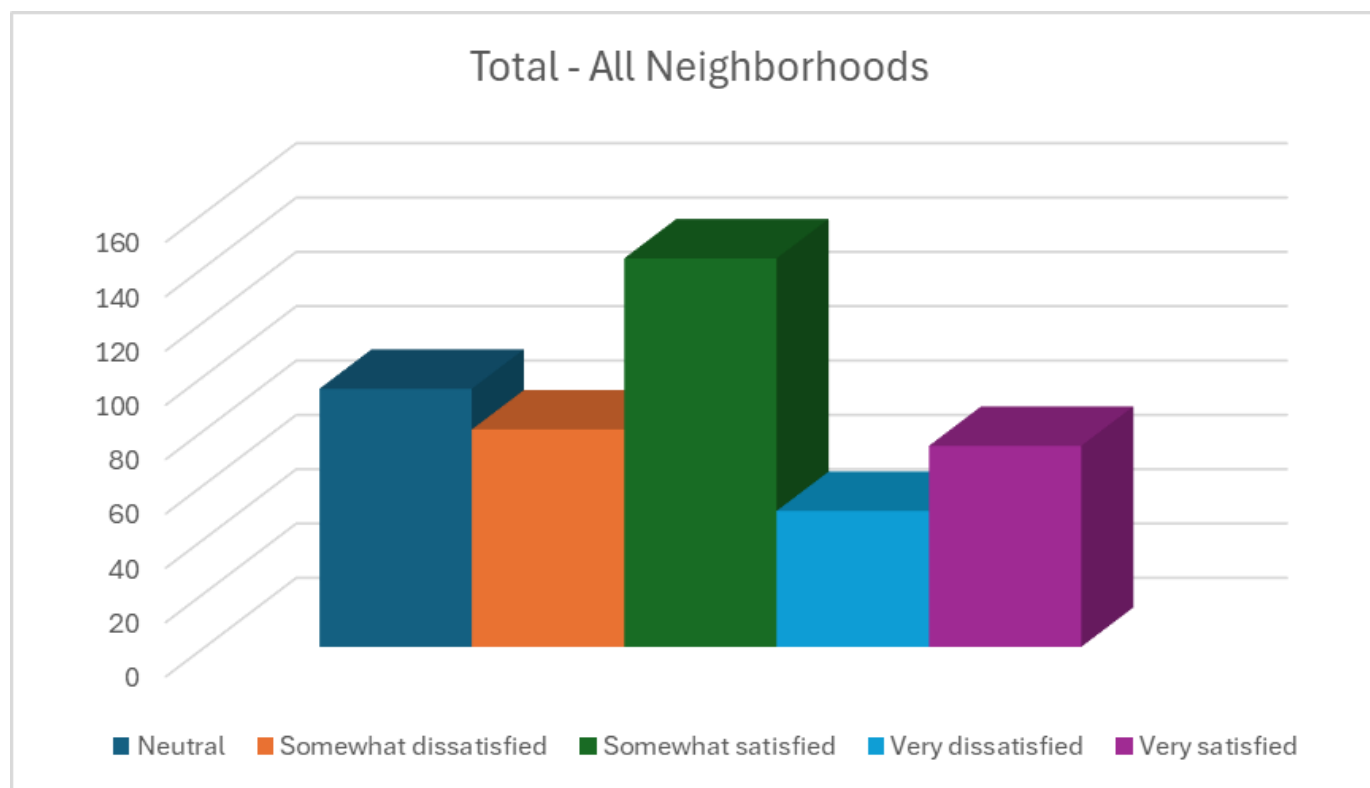


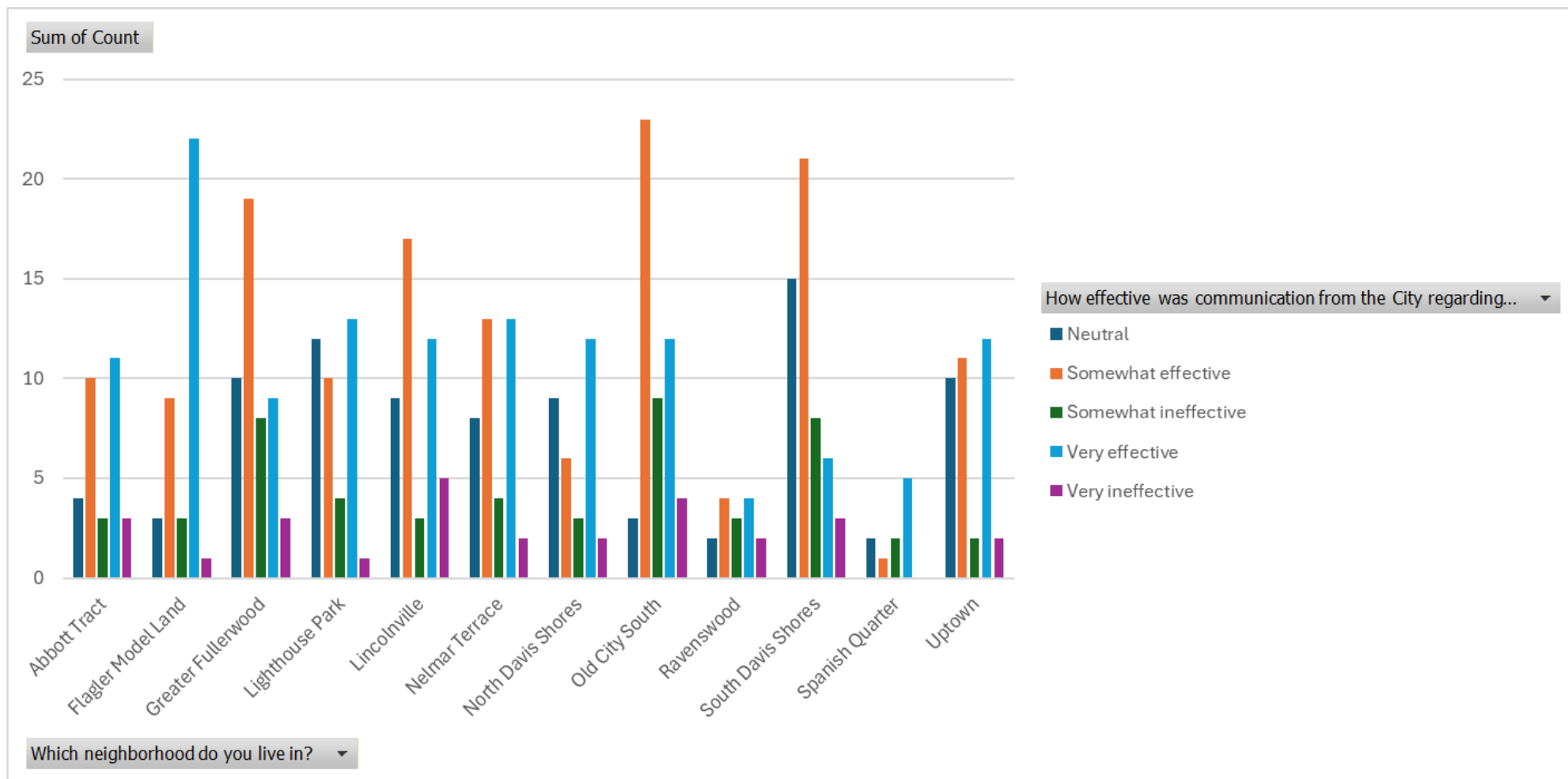


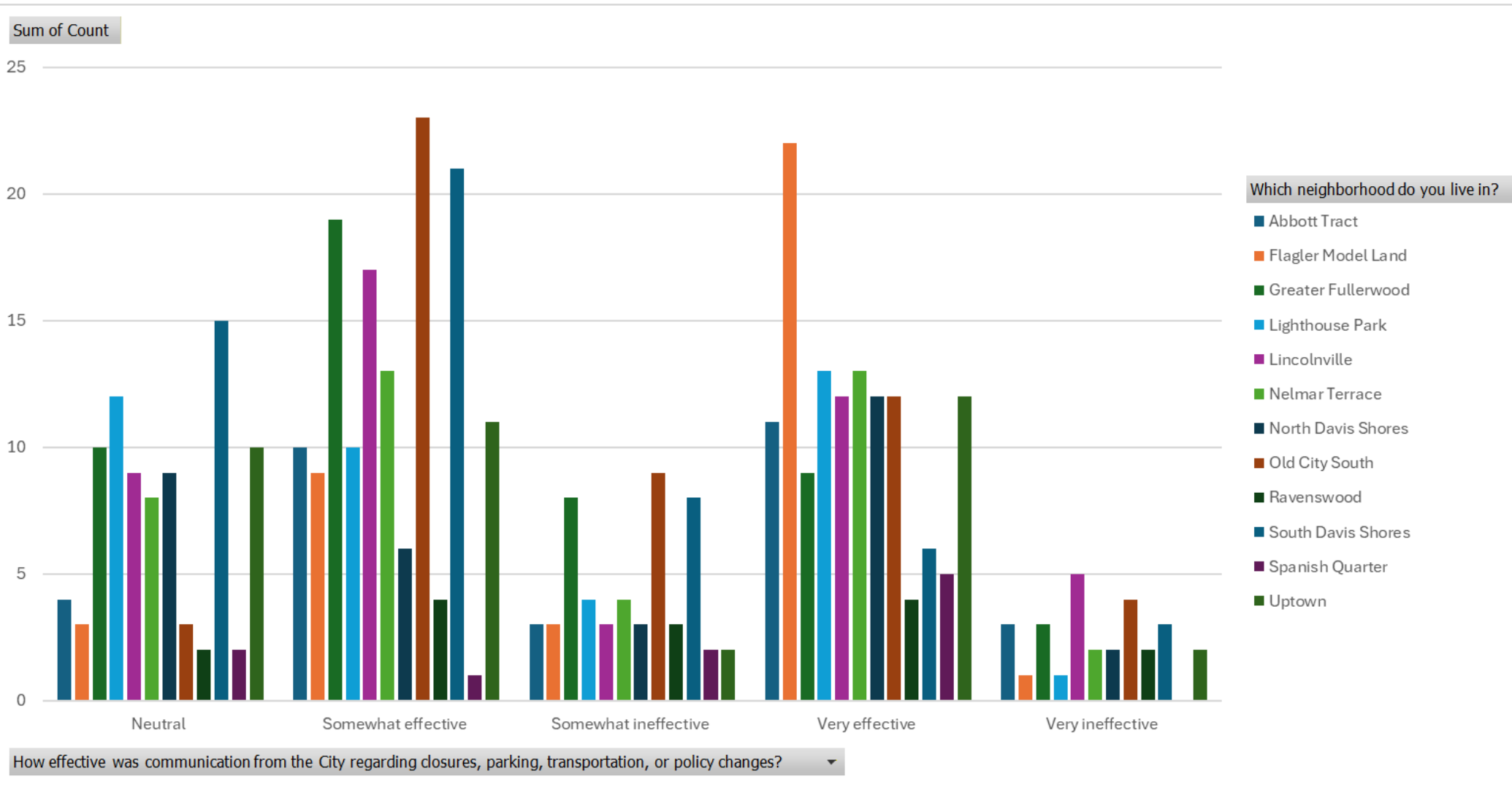


City's Management of Night of Lights

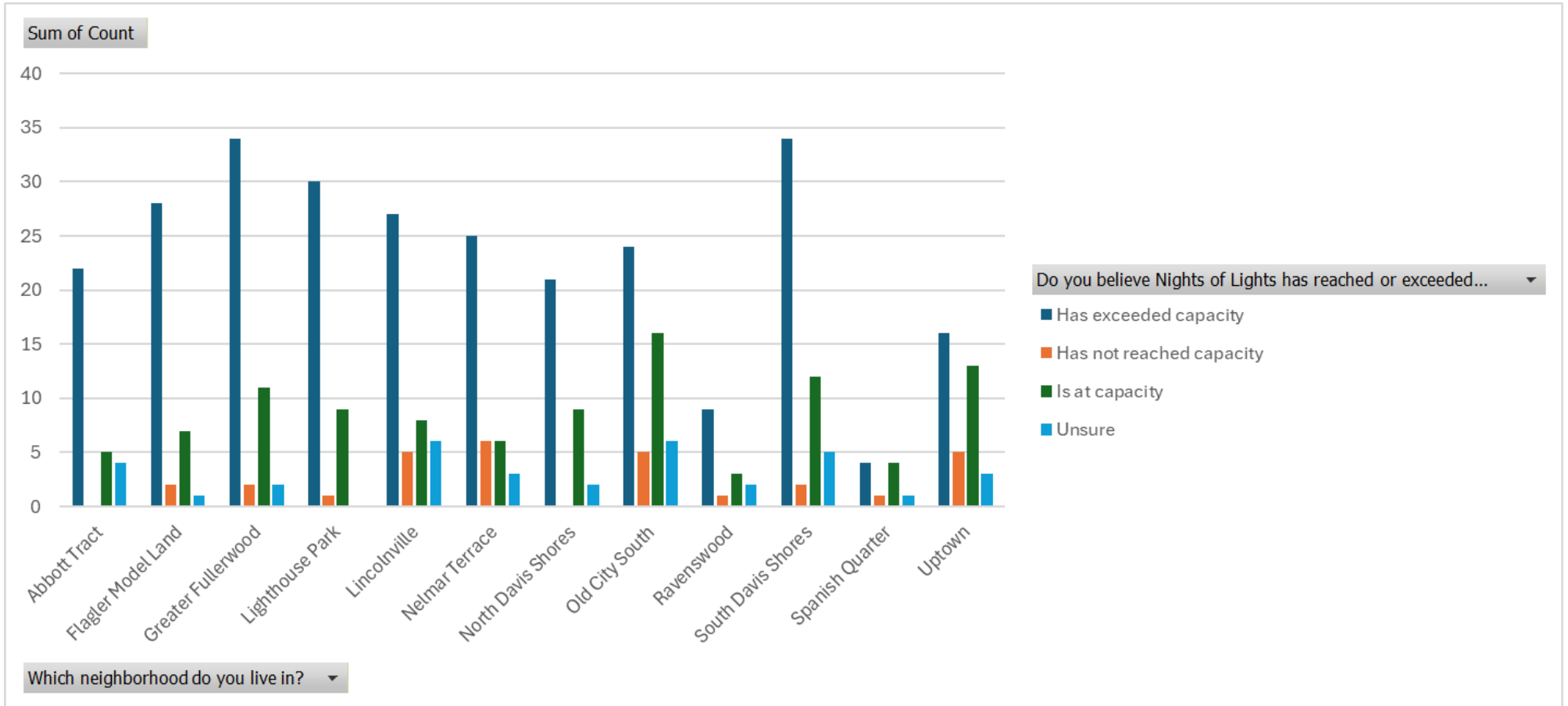


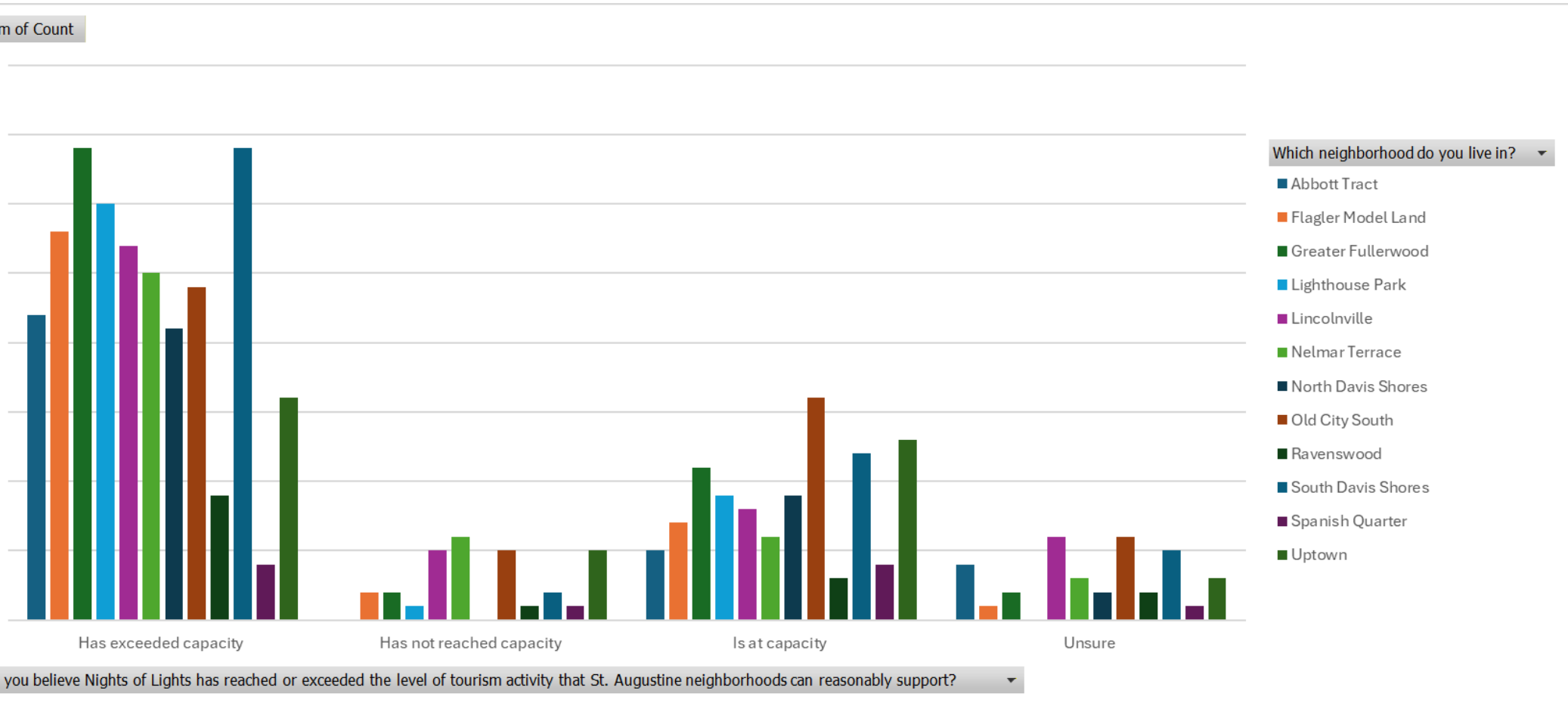


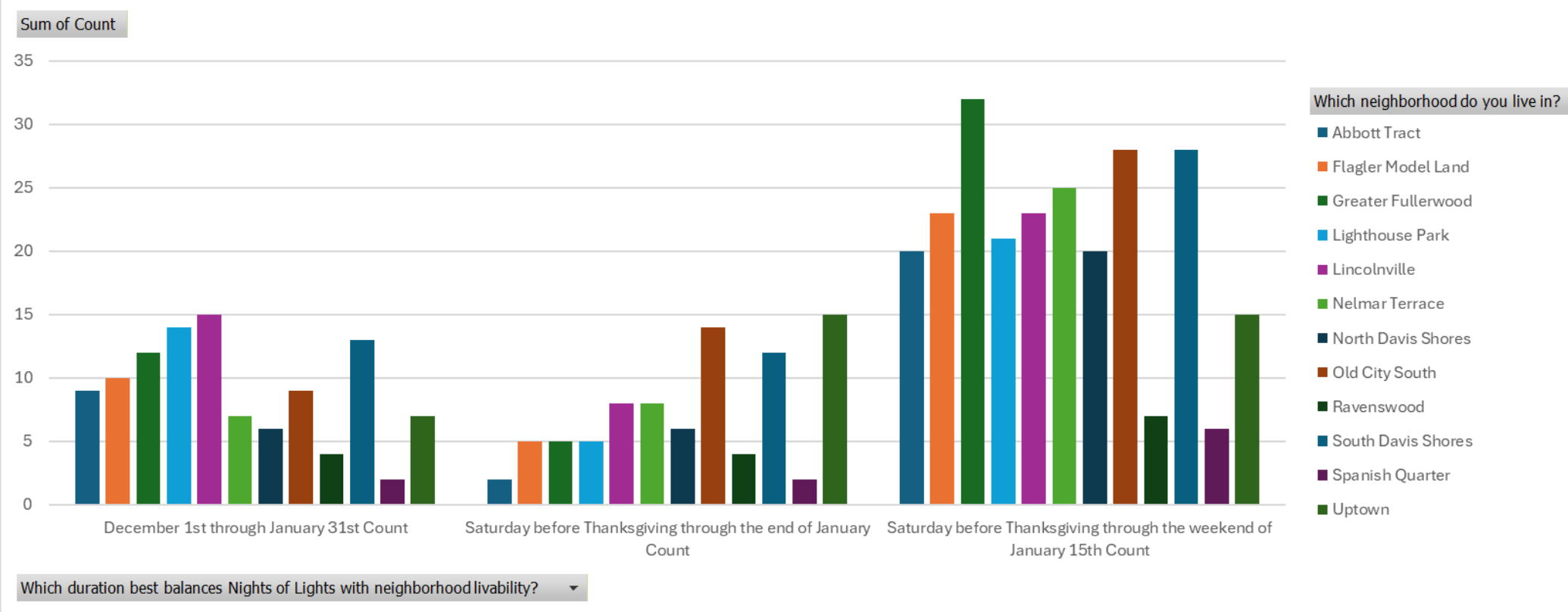




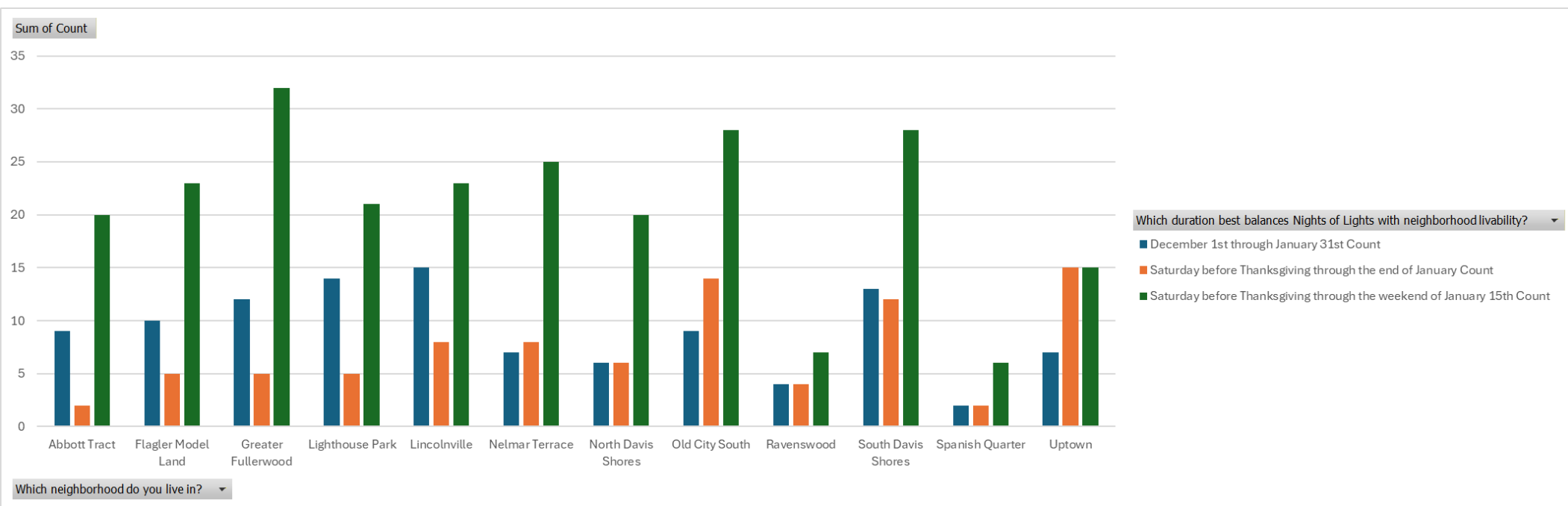
Capacity Impact of Night of Lights

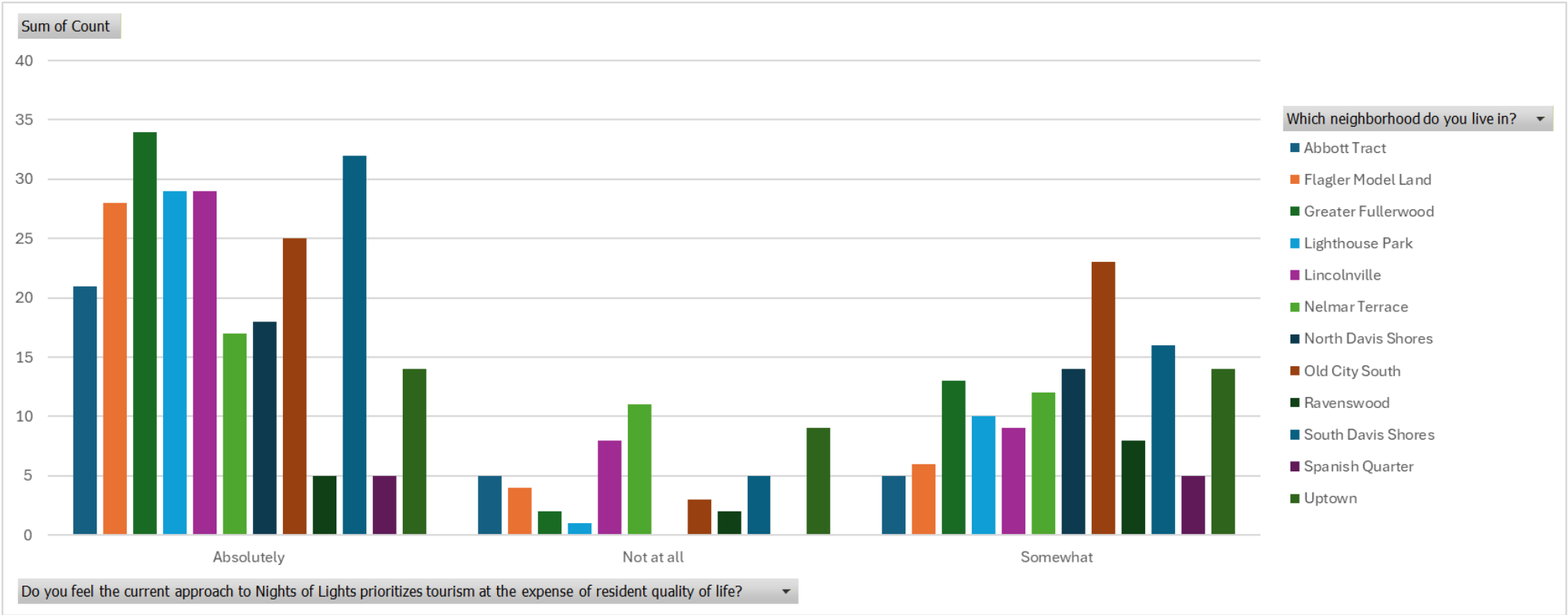


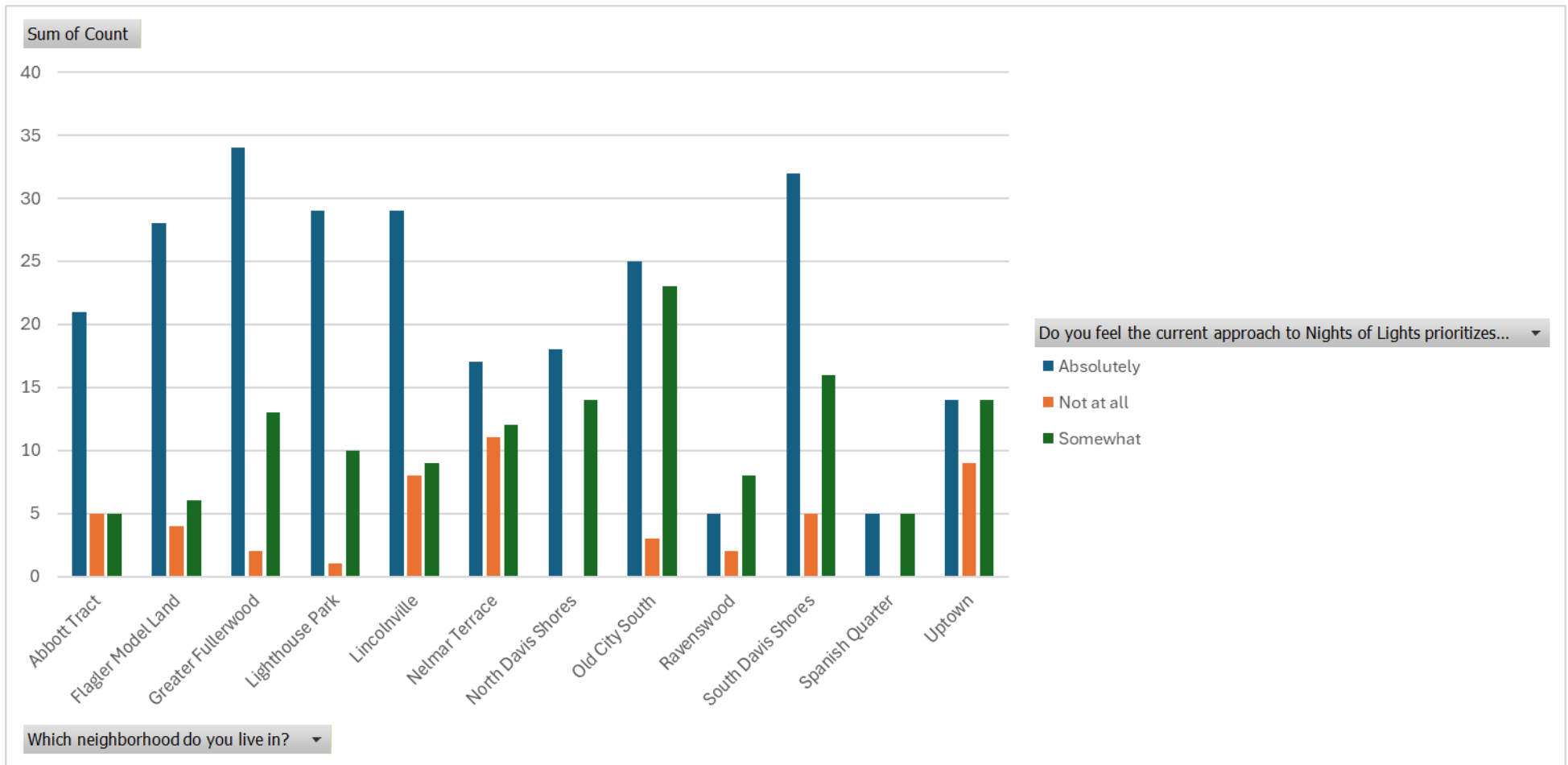


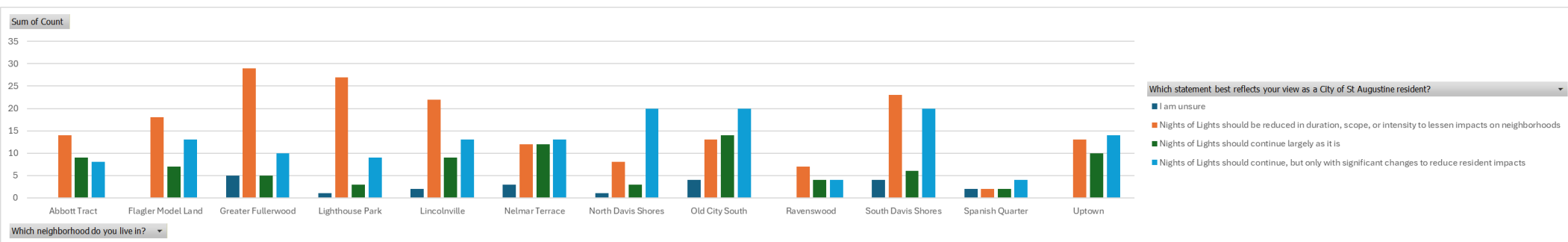


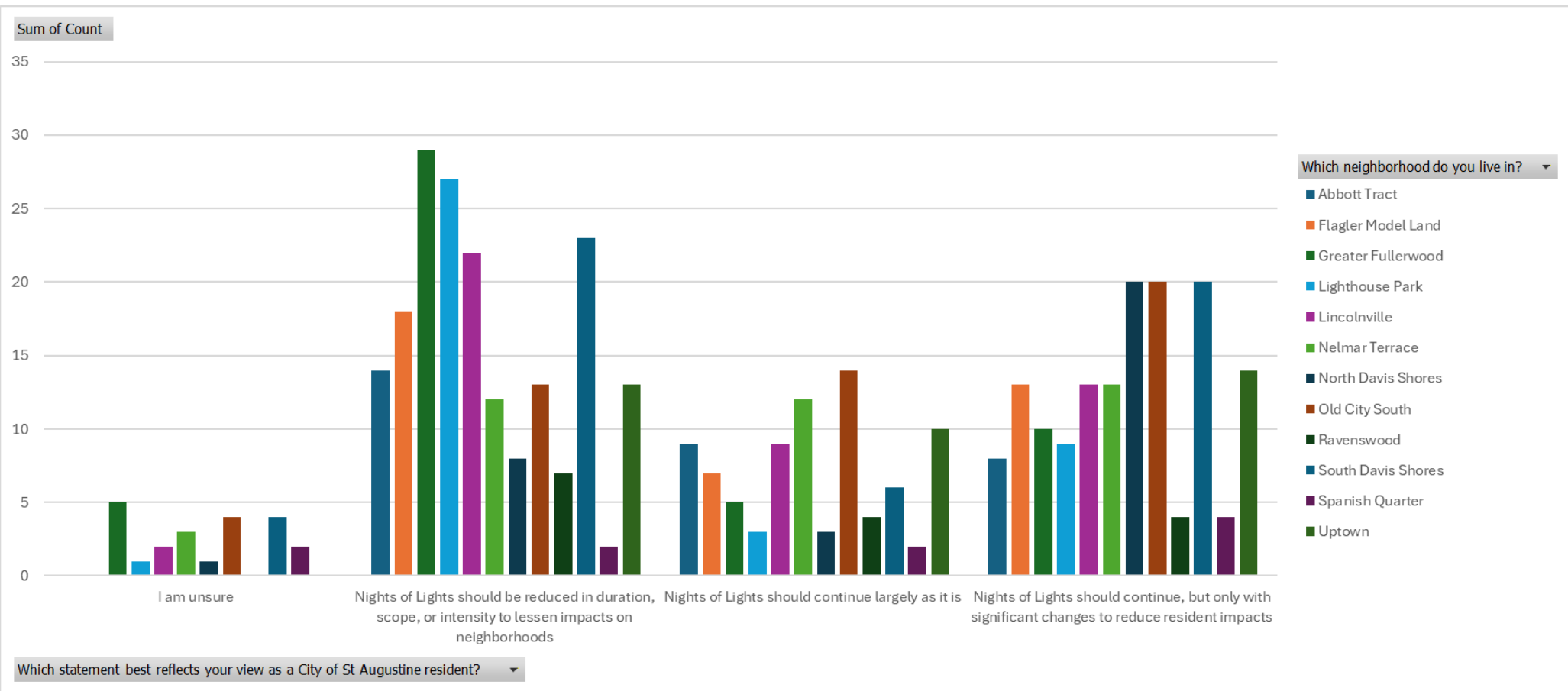
Duration Time of Night of Lights



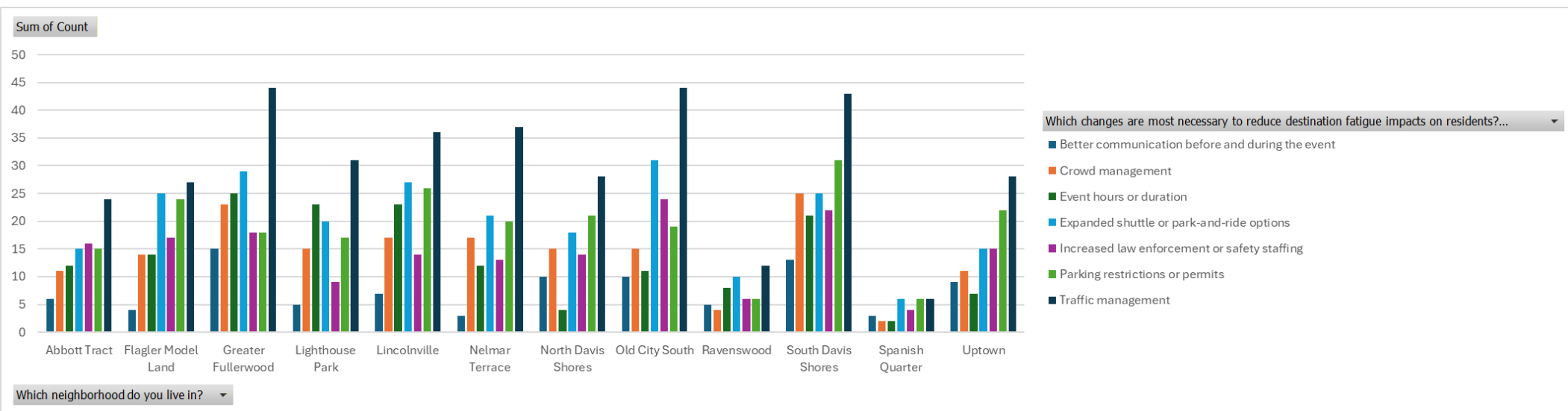




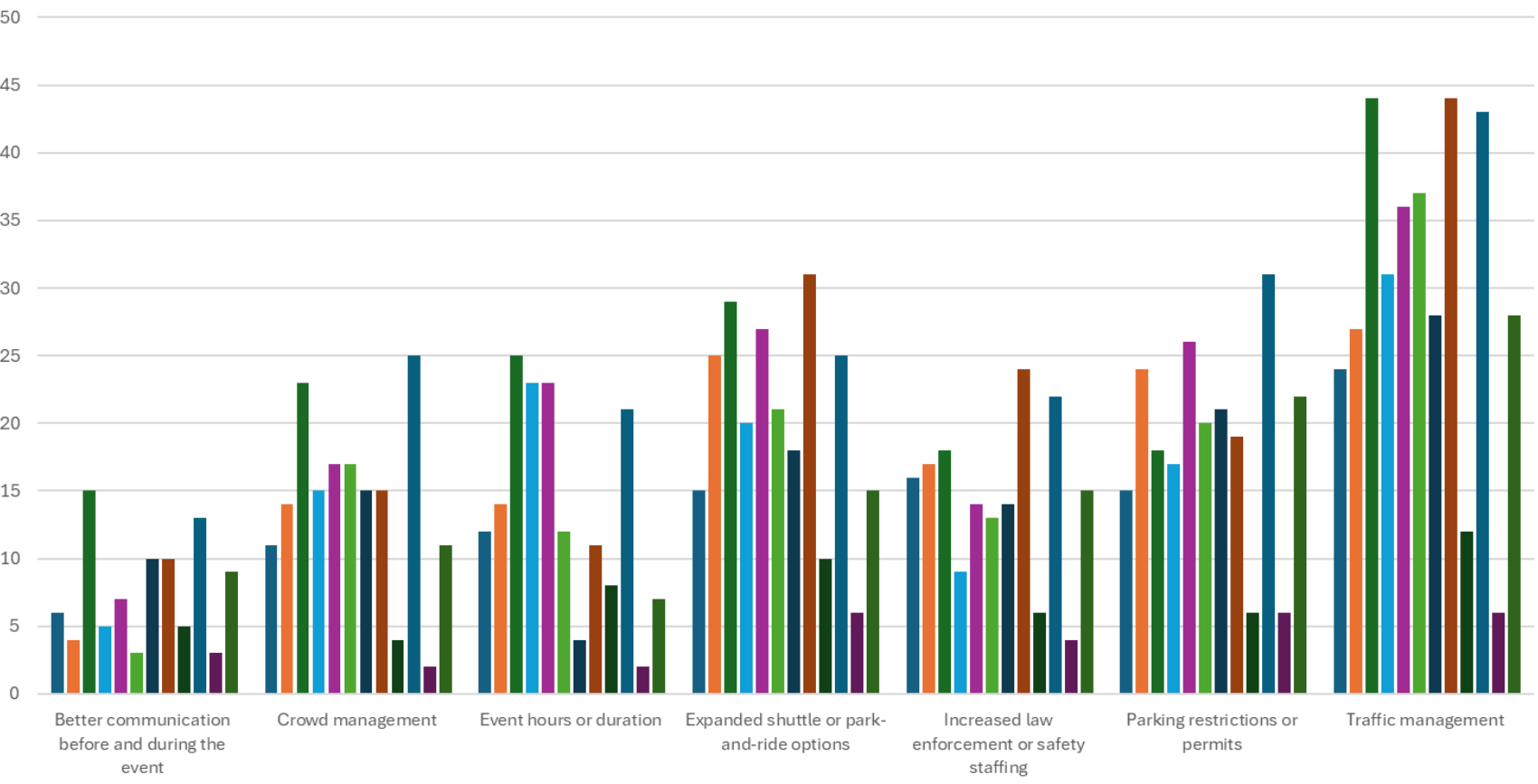




Changes needed during Night of Lights



Sum of Count



Which neighborhood do you live in? ▼

- Abbott Tract
- Flagler Model Land
- Greater Fullerwood
- Lighthouse Park
- Lincolnville
- Nelmar Terrace
- North Davis Shores
- Old City South
- Ravenswood
- South Davis Shores
- Spanish Quarter
- Uptown

Which changes are most necessary to reduce destination fatigue impacts on residents? (Select up to three) ▼

Written Comments Sorted by Neighborhood

Downtown Neighborhoods

- Flagler Model Land
- Spanish Quarter
- Linconville
- Old City South

Flagler Model Land

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Flagler Model Land_FT	1–5 years	No	We used the App to see which routes to take when coming into town. We used the hanging parking for guests and friends. We also gave two to musicians that play downtown. I think our neighbors generally had fewer light displays which reduced the traffic of the thousands of golf cart tours.	I would have liked to see more ticketing. Please stop the Grinch from using walkers as the butt of their jokes. I think two passes per household is enough and that some passes should be given to the smaller bars and restaurants and musicians. This city relies on the musicians to bring traffic in but does not support them with loading zones or parking. We had a few back yard pop-up parking lots that I think were curtailed quickly, please keep a lid on that. I have asked repeatedly for larger garbage cans during Nights of Lights and the largest festivals. People who park in the neighborhood cause our dog waste containers to overflow daily. One of those was tended (probably by the church that maintains the parking lot?) the other was not. The biggest impact for us was getting back into town after going out to see friends or traveling for Thanksgiving. We used the APP to see how long it was taking the buses to get to the VIC and planned our route. Some of those times were insanely long (90+ minutes from the county lot one night) We desperately need a bus lane for this to free up traffic. Also, every night we were returning to town, we saw at least one vehicle (usually a large pick-up) turn onto one of the restricted streets. We also had two experiences where we nearly met one of those vehicles in a crash. The only intentional thing I did for Nights of Lights was to go to the boat parade, walking down with neighbors. That worked and we were able to find a place to stand behind those with lawn chairs on the walk. I assume that will be more crowded once the new flood wall is done, and also safer because that chain is not safe. (So that's a toss-up, though flood protection wins.)
Flagler Model Land_FT	1–5 years	No	The parking reduced traffic	The times didn't make sense. People could park after 9pm. Go downtown and drink till 2am then come back to their cars very loudly.
Flagler Model Land_FT	1–5 years	Yes	Resident parking only on our streets was wonderful. This worked beautifully and helped create less chaos. All the signage indicating Residents Only parking with hours was done well.	Not being able to turn onto the side streets from US 1 was a nightmare. You forced everyone, including us residents, to turn into just a couple of streets to enter our neighborhood. FYI- Orange Street is very narrow and virtually one way only with cars parked on one side of the street Also The "No Right" turn signs from the south were a joke. Despite orange cones, People were still turning right onto the side streets. No police to enforce this. This was very dangerous as cars were trying to pull into one way traffic heading out of the neighborhoods.
Flagler Model Land_FT	1–5 years	Yes	Limiting the parking to residents	no response
Flagler Model Land_FT	1–5 years	Yes	Residential parking only and closing off streets	Need more trash receptacles around town and in neighborhoods and need better lighting on the streets and need to repair the streets. Several potholes make it unpleasant to drive

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Flagler Model Land_FT	Driving and trash	Frankly, I'd like to see the County put a moratorium on hotels. We keep hearing that the hotels need NoL to boost their numbers. If we didn't have an ever-growing hotel "population" maybe those who are here would have more visitors throughout the year. I get that this is a tourist town, and I'd like to see a more diverse economy that doesn't rely so much on the bed tax.	Email address removed for privacy
Flagler Model Land_FT	The golf cart tours. They run stop signs, go the wrong way on one way streets, stop in the middle of the street to talk about what they are pointing out. The grinch is the worst. We REALLY shouldn't have to be verbally assaulted for taking a walk in our neighborhood. He has said how badly I was dressed, insulted my dogs, and called my husband fat.		No need but you can. Smlynng@gmail.com
Flagler Model Land_FT	Not being able to turn onto my street from US 1 was a huge negative impact. Shortening the duration of NOL was a positive!	NOL has almost gotten to the point where we are seriously considering selling our home and moving away. We love our historic home but The impact on our quality of life for two months out of the year is hard. We have to plan our comings and goings strategically as we are trapped in our homes- not able to go out without worrying about all the traffic. The shorter duration this year definitely helped make it more manageable. Closing all the side streets made it even harder to come and go freely. The trash in the streets and our yards is a lot to put up with. Please do not expand or promote NOL.	
Flagler Model Land_FT	Having a parking place in front of my home		yes
Flagler Model Land_FT	Deborah's Tattoo shop gets residential parking, attaches different license plate numbers than the cars the tags are actually put in. Customers still park on street and had to ask them to not park on my residence several times. I'd have to leave my car parked in the middle of the alley and go inside the shop to ask people to move their car out of my backyard. Business picked up for them during NOL and customers and employees parked wherever they felt like parking.	Tourism is what keeps my favorite businesses open, so I'm all for it.	no

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Flagler Model Land_FT	1–5 years	Yes		We need more parking enforcement.
Flagler Model Land_FT	6–10 years	No	I appreciated the city's efforts to make changes to residential parking, street closures to divert through traffic, and having traffic controls to stop the flow of pedestrians at main intersections to keep traffic flowing.	Residential parking signs were removed from Valencia Street between Riberia and Cordova, and these spaces were taken by tourists (out of state plates and out of county tags). This was disappointing to see - if they wanted to open up this parking it should have been given to employees. This also went against the city's messaging of no parking in residential neighborhoods. Valencia is a main way for Fire Rescue to maneuver when King Street is backed up during NOL. So again, the removal of the residential parking signs in this section of Valencia was very disappointing.
Flagler Model Land_FT	6–10 years	Yes	Parking restrictions and limited street access	

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Flagler Model Land_FT	The restricted parking in Flagler Model Land was a great idea; however, enforcement was lacking especially after 5 pm. That was super frustrating.	Nights of Lights impacts our Flagler Model Land in several ways. 1) The trash left in the neighborhood during weekends was disgusting. Dirty diapers left on the wall of the Flagler Presbyterian church along with half full plastic cups of 'to go' drinks. I live on Valencia Street and would take a trash bag over and clean it up on weekends. There was also trash in our yards. 2) I have to be home by 3 pm on weekends to avoid heavy traffic on Valencia Street. Last year, my street (as well as others) experienced bumper to bumper traffic. It took me 20 minutes to drive down Valencia Street from Malaga Street to my house 2 doors down from Riberia Street. 3) Drivers constantly run the stops signs at the corner of Valencia and Riberia. It is very dangerous. I truly believe we need more manpower/law enforcement during Nights of Lights. We just don't have enough. Having said that, I do appreciate the effort the city to make our area more livable during Nights of Lights.	Yes. Email address removed for privacy
Flagler Model Land_FT	The single biggest impact to me is having to adjust work schedule to get home before 5pm on Friday evening (otherwise it is a 45 minute + drive home) and making sure I have completed all errands by 3pm on Saturday and Sundays. Driving into town 4pm or later on Friday, Saturday or Sunday during NOL's is a guaranteed delay of getting home. "Hell week" is even worse, but many residents are off during this week. But it does get very old having to adjust a working schedule because you know you are going to sit in traffic 45 minutes for a 3 mile commute home.	Quantity does not equal quality. And I believe the quality of the tourist the last 2 years has dropped dramatically. Instead of people with shopping bags and artwork under their arms, all I see are those coming to take Instagram photos, grab a slice of pizza and an ice cream cone, and then jump back into their cars and leave. There was a shift in advertising 2 years ago, and it is showing. I LOVE that this city has tourists who come to visit year-round, giving us unique shops, restaurants, and live music venues that cities our size don't have. But my fear is that we are on the brink of becoming a seasonal tourist destination. 10 years ago, places the size of River & Fort and their newest restaurant, The Saint, would never have worked. Sure they may be pretty full during NOL, but what about the other 10 months out of the year? When you run residents (and local St Johns County citizens) out of town during NOL because the city is packed with too many tourists, we develop new habits (going to smaller restaurants who know our names, cooking at home, etc). Look at Michaels Tasting Room, Boat Drinks, and Floridian - all decided that it was better to move their business from historic downtown so that they could keep their local "regulars" who keep them in business the other 10 months of the year. Residents are not against the Businesses here. That is a narrative that some on both sides like to pretend to get impressions on social media. Businesses that thrive here are tied into the local community. The businesses that are crying that without NOL they would fold have a very poor business model. We have to get back to making the historic downtown accessible to not just city residents, but to the residents of St Johns County so that 12 months out of the year, businesses are being supported. I would like to see our Chamber do a better job of advertising "come be a local" during the slower January/February months. My understanding is that VCB cannot do this type of advertising due to the restrictions of how bed tax dollars can be spent. I do think there are some not-so-great looking optics going on right now with TDC Chair Irving Kass hosting his own meeting, stating they are representing themselves while having Susan Phillips, president of VCB, running his PPT presentation. Makes a city resident feel like VCB is all for backing businesses. Not a good look, in my opinion.	Email address removed for privacy
Flagler Model Land_FT	Amount of trash throughout the city was not managed	Being a free event to all, the surrounding businesses should contribute to the city expenses with organized trash pick up and revitalization of landscaping and walking areas	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Flagler Model Land_FT	6–10 years	Yes	Resident only parking in Model Land Company was very effective as well as the increased parking fine of \$100.	Need more parking attendants to ticket the illegally parked cars on the street.
Flagler Model Land_FT	6–10 years	Yes	The No Parking on my street - closing off street at US1	It was loud. Crowded. Could not get out for normal household duties.
Flagler Model Land_FT	6–10 years	Yes	Residential parking badges	Lack of enforcement of non residential parking
Flagler Model Land_FT	6–10 years	Yes	Parking permit but not clear on the term residency. County and other neighborhoods can park?	The growth of the county alone puts thousands of more cars moving along US1 and side roads. NOL affects the people in the county as well and they should have a say in the growth or reduction of NOL. Businesses have been surviving on St. George Street forever. If they don't, it means they don't have a good business plan. The resident should not have to suffer because of a few greedy people. Our history is getting watered down and not appreciated by tiny little lights. And people like Irving Kass Who wants to expand it throughout the county and pack even more people in the small area just so he can make more money. His world class envision is not meant for a tiny town We cannot leave our house after 3 o'clock because we have no idea how long it will take to get back home. We had to go going to church on Saturday nights because of the long drive home. In trying to go out to eat in the city is not an option with two hour wait. But even in the county, it's ridiculous. It's not living It's just waiting till it ends. I used to tell people that they had to come during night of lights because it was so romantic and beautiful. But once the trolleys started going at night time it all changed. Now it's just a circus.
Flagler Model Land_FT	More than 10 years	No		
Flagler Model Land_FT	More than 10 years	No	Good communication with residents about this year's policies in advance of the event.	Not happy about residents not being able to turn down our own streets from U.S. 1
Flagler Model Land_FT	More than 10 years	No	Increased parking fines	Enforcement of parking rules

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Flagler Model Land_FT	Less overall street congestion due to lack of people constantly circling looking for parking in neighborhoods that had resident only parking.	We pay high taxes and get absolutely nothing from NOL except headaches and traffic woes. We do not leave our home at night on weekends/holidays during NOL unless absolutely necessary. Leave the dates as they were this past year. After 10 years, as a resident I hate NOL. It has become garish and way too much.	Email address removed for privacy
Flagler Model Land_FT	The traffic was tough. Tourists can be rude.	Marketing to venues outside of Florida, Traffic, Noise.	Email address removed for privacy
Flagler Model Land_FT	The golf cart tours through the neighborhood are a liability to residents and visitors. They go the wrong way on one way streets. They do not stop at stop signs and ride around cars in front of them. They stop in the middle of the road and block cars behind them. It is a miracle that no one has been hurt or killed due to their Heinous behavior. We were verbally assaulted by someone in a grinch costume every night when we walked our dogs or took a walk around the block. They throw trash in our yards as they drive by, I have picked up trash in my yard every single day during night of lights, without exception. There is no reason these tours should be in any of the cities neighborhoods!	There needs to be better enforcement of the laws. This event has been billed as a large profit center for the city. Thus, there should be funds for additional help in enforcement in the neighborhoods. If this is not a profitable event for the city, then it needs to stop immediately as the citizens should not be paying any of their taxes towards it, as that would be gross negligence in the fiduciary responsibility of the city council.	Email address removed for privacy
Flagler Model Land_FT	Too many people in a small area.	You can't call it living during nights of lights. It's just suffering through till it ends.	
Flagler Model Land_FT		NOL should end after New Years. On page 9 I didn't agree with any of the options but could not go forward without an answer. Should have had an option to put my opinion of duration	No
Flagler Model Land_FT	As usual, just not being able go anywhere during certain hours without having to be stuck in traffic for an excessive amount of time.	It's a beautiful event, and I understand people want to come here to enjoy it, but it's a shame that residents can't really enjoy it due to the overcrowding. When I absolutely must go somewhere, dealing with horrible congestion in order to get somewhere and then being redirected way out of the way to get back home again is a real pain; not everyone has the luxury to just stay at home until it's over. Residents pay exorbitant property taxes and don't even reap the benefits.	
Flagler Model Land_FT	We don't venture out after 4 pm during the event.		Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Flagler Model Land_FT	More than 10 years	No	Restricting parking within Flagler Model Land and restricting turns into neighborhoods during weekends.	Allowing pop up parking lots within the neighborhoods -- this leads to lots of cars driving around the very areas we are trying to keep them out of. I know it helps a few locals earn money from the tourism boom time, but it also defeats the purpose a bit. We either restrict traffic and parking within the neighborhoods or we don't -- this is trying to do both and it didn't work really well, especially on the busiest days and times. Does the City have a plan for this?
Flagler Model Land_FT	More than 10 years	No	Signage on the residential streets about parking fines help a little	Barrels at the end of streets. Felt like we were prisoners in own neighborhood!
Flagler Model Land_FT	More than 10 years	No	Parking restrictions and traffic cops.	
Flagler Model Land_FT	More than 10 years	No	limiting parking in the neighborhood, but it pushed traffic and gridlock to surrounding areas	Please stop the golf cart tours(Grinch), disruptive, rude and noisy
Flagler Model Land_FT	More than 10 years	No	The parking ticket price increase, the barricades, & the enforcement.	Possibly more ticketing of violators
Flagler Model Land_FT	More than 10 years	Yes	The NOL app	n/a
Flagler Model Land_FT	More than 10 years	Yes	All was much smoother, also due to all the police, sherrif, etc presence	All is good, I have been living 26 years downtown. I am driving twice to the plaza (at 5 pm and 10 pm) for the artist sales in the slave market) and walk in between there (from Valencia Street, around 8 or 9 pm. I only have a problem with the driving and obnoxious behavior of some golf carts.
Flagler Model Land_FT	More than 10 years	Yes	Block access from US1 into our neighborhood. I would like to see that become permanent just like May Street.	We did not have parking patrolled in our neighborhood. We had to call the Sheriff Department if there was a problem. The Bed and Breakfast at 14 Sevilla Street took up most of our parking which became a major problem. We also had neighbors selling parking in their driveways. I find the pop up parking lots downtown to be one of the biggest problems. Tourist circle and causing congestion.
Flagler Model Land_FT	More than 10 years	Yes	Residential parking improved significantly due to the residential-only parking barriers and enforcement. These measures worked well and greatly helped the neighborhood	Main road traffic congestion remains a major issue. Shuttles helped somewhat, but delays getting in and out of neighborhoods including for emergencies are still excessive

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Flagler Model Land_FT	Single biggest negative impact Nights of Lights had this year was getting around St Augustine on US-1. We are essentially either trapped within our neighborhoods or we cannot get home into our neighborhoods from elsewhere due to traffic. I've cancelled appointments, meetings and decided to just stay home because the traffic is so bad. Weekends are awful!	The cost to residents is real and significant. Businesses can put a number on their gains or profits during the event. The cost to residents is not so straightforward, but we pay taxes -- my taxes are almost \$12000 a year and during Nights of Lights I cannot enjoy the holiday season at home. People throw trash on our property, we hear crowd noise well into the night, and unless we are good with standing in traffic for extensive periods of time to travel a couple of miles for essentials, we have to restrict our errands to mid-week to escape the chaos. I just ask the decision-makers, the leaders of this community to live downtown during Nights of Lights for one season, try to maneuver downtown and try to live a normal life while this event is happening to us.	No thank you. Business interests always seem to win.
Flagler Model Land_FT	Our way of life and ability to enjoy the holiday season is significantly reduced by the volume of tourism and exploitation of our beautiful and unique ancient city!!	Years ago we would walk our kids to the Plaza during the holidays and a few years later we would take our grandchildren to enjoy the warm festivities. Not anymore, we don't ask them to come over at all to walk downtown because of the circus! Looking at fencing and por-a-lets and trash and mobs of people is this our best foot forward? Creed has overtaken our livable city charm. There must be a better middle ground for business and residents.	
Flagler Model Land_FT	Traffic congestion	City becomes Disneyland	
Flagler Model Land_FT	We don't want to be in downtown St. Augustine at all and decided to move	It is an over marketed mess--all of St. Augustine has lost its charm (I am 3rd generation)	No
Flagler Model Land_FT	Traffic and its impact on our infrastructure and ability to receive services and have guests in our home during the holidays.	We would like the City Commission to continue to recognize that OUR city's infrastructure, resident quality of life and ability to receive services is GREATLY declining due to a drive by some merchants to sell to masses of people.	
Flagler Model Land_FT	Seemed much more subdued, quieter with less traffic on Valencia Street.	I believe they all understand and act accordingly for the residents' best interests.	All good here. No need for contact. I appreciate our City leaders and committees to ensure best practices.
Flagler Model Land_FT	The limited parking in the neighborhoods was good, I was very pleased with all the presence of police, sheriff, security,... as well as their friendly attitude. Also liked very much the bannisters around the plaza, vehicle barriers around st George Street. I felt so much more secure than the previous years.	You live downtown, you live with it,,, I do think indeed that this years date 01/11 to end the event was good. Everywhere in the country (as well as all over Europe) these Xmas events end after the first weekend of January or eventually before mid January. Keep it exclusive and don't exceed 2 months!	Email address removed for privacy
Flagler Model Land_FT	I find that the nights of light has become a too big. My fear is that we are becoming Daytona. We are an historical destination and we have attracted the wrong tourist. I believe if we should spread events throughout the year with concerts, art festival and other festivals to attract a higher-end tourist. We don't need more t-shirt shops. I live downtown and most of the local restaurants have/are moving out. Unfortunately we avoid our own downtown now.	We get no benefit as residents from Nights of Lights.	Email address removed for privacy
Flagler Model Land_FT	The most significant impact was the inability to exit the neighborhood during an emergency due to severe traffic congestion and blocked intersections. Vehicles routinely blocked intersections, causing substantial delays, particularly at Street and King Street & Ponce. No police presence, give tickets for blocking intersections, use traffic cameras and post signs	Tourism is important to the local economy, but it should not come at the expense of residents and neighborhood safety. The impacts of major tourism events including traffic congestion, emergency access issues, and quality of life concerns need to be weighed more carefully against the tax burden residents already carry. I encourage the Board to explore additional revenue strategies that do not disproportionately affect residential neighborhoods	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Flagler Model Land_FT	More than 10 years	Yes	free shuttle service, increased parking fee in garage, expanded sidewalks, crossing guards, portable restrooms	n/a
Flagler Model Land_FT	More than 10 years	Yes	the \$100 fine and signage concerning it	
Flagler Model Land_FT	More than 10 years	Yes	Blocks on access from US 1 and residential parking passes	
Flagler Model Land_FT	More than 10 years	Yes	Parking in my neighborhood was addressed by city with signage however cars still congested area looking for parking in private lots (. Church's and businesses with parking lots ect.)	Access to my address was worse ! Approaching our residence from south US1 we were required to use King Street or Castillo Drive which were stopped traffic situations . Since our street was blocked off from US 1 with majority of cars ignoring and simply driving around barricades was totally ridiculous
Flagler Model Land_FT	More than 10 years	Yes	residential parking restrictions	parking restrictions for workers and students
Flagler Model Land_FT	More than 10 years	Yes	parking, mobility in the neighborhood, sidewalks clogged with people	vehicle mobility, parking in the hood
Flagler Model Land_FT	More than 10 years	Yes		This event overwhelms our small town, narrow streets, walking ability due to density of people. Also the number of cheap, blowup decorations and cheap articles for sale created a tacky carnival/bar scene. This is not what we want historic Augustine to be.
Flagler Model Land_FT	More than 10 years	Yes	attempt at satellite parking	traffic flow and too many cars driving through city and neighborhood
Flagler Model Land_FT	More than 10 years	Yes	Residential parking and street congestion	Ticket Enforcement,

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Flagler Model Land_FT	Positive: Increased number of guests staying at our AirBNBs during Nights of Lights	Increased traffic impedes resident's ability to come and go from their houses and could also affect our ability to receive emergency services	
Flagler Model Land_FT	The single biggest impact is that I had to adjust my schedule on weekends to avoid heavy traffic delays, but as a long term resident I just plan around it. I have family members whose jobs rely on downtown tourism and I believe Nights of Lights is important for the economy. Many don't realize that the downtown tourism has a positive effect on local businesses outside of the downtown. My son who owns a comic shop on US1 gets a healthy amount of tourist traffic and a holiday boost as but one example. The traffic delays are a small annoyance to me and well worth it		
Flagler Model Land_FT	THE "GRINCH" TOURS!!! Very intrusive in Flagler Model Land hood. Negative impact	Our streets are being impacted by increased traffic and are sadly in need of repair	Email address removed for privacy
Flagler Model Land_FT	Having to rearrange our personal outings due to the inability to return home. As a resident I walk daily downtown mornings and the sight of port a potties, trash, barricades change St Aug into a place that is no longer charming. - all for hotels and restaurants to make unrealistic excessive profits on residents backs Many years past we enjoyed walking to plaza for the celebration! now our friends, relatives and residents in our lying area of city refuse to come into town and laugh at the city for selling it self out!!!	To remember that Historic St Augustine (the living city) is nothing without the residents and our unique neighborhoods we so soulfully strive to save.	Email address removed for privacy
Flagler Model Land_FT	decreased neighborhood parking spot hunting traffis	We don't participate in the local economy in or around the city for a month. We do not need for the NoL to be a worldwide destination. We do not need our traffic patterns changed just to accomodate more people in our City. We have created a monster for the residents and "normal" visitors to our historic city. It seems that our residential Vision for our city is superceded by people who only want to make it a bigger monster.	Email address removed for privacy
Flagler Model Land_FT	The Wookiee at the SW corner of Saragossa and Sevilla. People would stop, get out of their cars and take pics. Luckily there was no incident. Iso the Golf Carts are a pain in MLC. They travel around making sarcastic remarks about the decorations and will stop in the middle of the street to explain some incorrect historical event that took place on the lawn of someone's house.	City taxes and services are paid for by residents; the profits of the expense goes to the business owners. Seems a little one sided. Go back to the original Len Weeks version. It is more authentic and doesn't rely on unchecked frivolity to produce a message. ...	Email address removed for privacy
Flagler Model Land_FT		Residents downtown are not able to live normal lives with the overwhelming number of people and LARGE cars. Downtown becomes a tacky bar scene full of loud, drinking obnoxious tourists. It's sad and embarrassing for us and our families here for Christmas holidays.	Occasionally. Email address removed for privacy
Flagler Model Land_FT	traffic on my street and ability to access my home. emergency vehicles ability to respond if necessary.	the inconvenience and stress it puts on long term residents over six to eight weeks.	Email address removed for privacy
Flagler Model Land_FT	Saturday night of nol we had to urgently leave our home to take our dog to emergency vet. While trying to get there we were significantly delayed by vehicles blocking intersections. This was not an isolated inconvenience. Cars were repeatedly stopped in intersections. Recommend do not block intersection signage. Active enforcement, or traffic.	Efforts by the TDC to extend the season or add new high draw attractions would only increase these impacts. NOL does not need to be expanded to be successful. The focus should be on better traffic control, enforcement, and protecting residents quality of life rather than increasing attendance and revenue	Email address removed for privacy

Spanish Quarter

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Spanish Quarter_FT	1–5 years	No		
Spanish Quarter_PT	1–5 years	Yes	Restricting where pedestrians could cross streets was brilliant. In the past, the mindless and the arrogant foot traffic was a mishap waiting to happen. thanks for doing this control.	parking for residents did not work.
Spanish Quarter_FT	More than 10 years	No		
Spanish Quarter_FT	More than 10 years	No	More bathrooms	Traffic
Spanish Quarter_FT	More than 10 years	Yes	Increase in fine for neighborhood parking	More areas for parking outside city and more vehicles to transport visitors into town. Dedicated fast lanes on San Marco and King St.
Spanish Quarter_FT	More than 10 years	Yes	Additional toilets; blocking traffic from St. George; preventing pedestrians from crossing streets at certain times	Still need work on Broudy lot parking - it may be too close to U S 1; need definite lanes for shuttles/emergency vehicles
Spanish Quarter_FT	More than 10 years	Yes	Neighborhood parking for residents; barriers at St. George Street intersections; police presence downtown; Nights of Lights app; blocking access from US 1 into Flagler Model Neighborhood; the number and availability of portable bathrooms in the downtown area; barriers on Cathedral Street	Needs to be more employee parking, especially for small businesses.
Spanish Quarter_FT	More than 10 years	Yes		Parking and was unused because of the restrictions. Employees of businesses had no place to park while the street parking remained empty.
Spanish Quarter_FT	More than 10 years	Yes	Removing parking on the plaza Increased shuttles Controlled intersections Closing Treasury Street Portable restrooms Beach shuttle Removing street vendors	
Spanish Quarter_FT	More than 10 years	Yes	Blocking off streets to traffic in neighborhoods! Shortened NOL calendar.	

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Spanish Quarter_FT	Traffic! I avoid downtown like the plague for 6 weeks.		
Spanish Quarter_PT	The positive is watching the reaction of families visiting. Wonderful. The negative is resident impact. We actually avoid downtown business during NoL.	What are the costs, first order, and residual. Getting a sense of the impact on visitors, and their likely return	Email address removed for privacy
Spanish Quarter_FT			Email address removed for privacy
Spanish Quarter_FT	Traffic	Traffic	No
Spanish Quarter_FT	Because I live in the commercial district I already expect crowds and noise. Getting TO my house is impacted by the Night of Lights traffic. This year the garage started filling up by noon so going out on weekends had to be done before 10 am. or not at all. The city did a wonderful job of keep the streets clean and trash picked up. But the city workers already do a wonderful job! The changes this year made a big impact in the neighborhoods parking and traffic during the day but at night, gridlock was still a problem. And we all know the solution to that problem is keeping the traffic out of the downtown area. But we also know that solution is not an easily solvable one!	If you are a resident of St. John's County and live within the city, you are already paying two times the taxes to live in the city limits. To find that our taxes are supporting the Night of Lights at a loss to the city monies is rather shocking especially considering how much the bed tax brings in each season. It is time for bed tax money be spent on expenditures for the event. Actually, the city should make money on the event, not just the businesses. As far as extending the time, the end of January is not very busy because people have spent all their money before Christmas. Starting a week earlier makes more sense than keeping it going to the end of January. I have heard said that the locals come down in January to see the Night of Lights. They just need to come down within a shorter period of time if that is the case.	
Spanish Quarter_FT	Some nights were difficult getting in/out due to traffic: weekends and holidays the cost	The cost is livability for all of us. The longer it goes on, the more it wears us down. I do feel that the city tried hard to make it better for all of us.	Email address removed for privacy
Spanish Quarter_FT	Improvements to overall plans and shorter duration of Nights of Lights event	Resident livability needs to be considered!	Email address removed for privacy
Spanish Quarter_FT			Email address removed for privacy
Spanish Quarter_FT	Nights of Lights brings visitors from all over the world to experience St. Augustine in its best possible light. Most will return within the next few years. I love greeting and meeting our guests.	We were all drawn to this magical town for some reason. Sharing is caring.	Email address removed for privacy
Spanish Quarter_FT	Restricts my movement around the city during weekends.	We residents sacrifice freedom of movement around the city and access to downtown businesses (especially restaurants) to accommodate NOL!	Only if more specific information is required.

Lincolnville

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lincolnville_FT	1-5 years	No	None that affected me personally	1) No left turn onto Marine when leaving the Bridge of Lions meaning that you have to join the line of cars up Avenida Menendez adding over an hour to a journey back home to Lincolnville. Could be easily fixed by having a windshield sticker showing that a Lincolnville resident can take the left. 2) Traffic congestion is still so bad on weekends and the holiday week that I have to be home by 3pm to avoid being stuck for hours. Raises huge concerns for response times if and when emergency vehicles are needed in Lincolnville 3) Monitoring the wait times it does seem that shuttles were often taking more than an hour to reach downtown. There needs to be a dedicated shuttle lane in order for this to be an effective solution.
Lincolnville_FT	1-5 years	Yes		The traffic into the city to get home was horrific. We spent 1 1/2 hours getting to our house on both Friday and Saturday evening just to go 1 1/2 miles. It was horrible. A bottleneck. If we tried to come in from Bridge of Lions, we couldn't take a left turn so had to go down San Marco which was even worse. We couldn't get to our own home!!!
Lincolnville_FT	1-5 years	Yes	Port o Johns and shuttles	Don't love the increase in parking costs for tourists
Lincolnville_FT	1-5 years	Yes	none	all
Lincolnville_FT	1-5 years	Yes	I really appreciated the crossing guards.	I think the crossing guards should be out as early as 5:30 pm and every evening. There was significant more traffic and issues without the crossing guards.
Lincolnville_FT	1-5 years	Yes	More traffic management, more bathrooms	Lack of parking or increase fee for parking
Lincolnville_FT	1-5 years	Yes	What were the strategies?	
Lincolnville_FT	1-5 years	Yes	Detours made a big difference in helping keep traffic flowing and one way in some areas.	No Parking in neighborhoods rolled over from places that required a permit into residential neighborhoods to visitors now parking in neighborhoods that didn't have permit required during NOL. Those of us now got the burden of shift in parking.
Lincolnville_FT	1-5 years	Yes	The barriers, the police directing traffic and the availability to park outside of downtown and be bussed in.	I think the businesses rely on the traffic and it wasn't that much of a burden that the night of lights should have been cut so short. People are so concerned with whether or not they can maintain their regular routines, but its also important for the businesses to be successful or they will close. I would rather maintain some of the new upscale businesses that have moved into the area and support them with a longer season than worry about my conveniences. Just out of curiosity, what is the average age of the people voting to shorten the night of lights? That would be good data to consider.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lincolnvile_FT	The biggest impact was that because of traffic I had to avoid leaving my home after 3pm on weekends. I resigned my retail job located in Cobblestone Plaza because it was taking over an hour to get home in the evenings.	Quality of life - residents are restricted to our homes on weekends and the holiday week unless we are prepared to wait hours in traffic for what should be a 20-minute journey or less. My sympathies are with the residents that have to leave their homes in order to drive to and from work.	Email address removed for privacy
Lincolnvile_FT	traffic	The increased taxes the City imposes pays for all the services for the events that do nothing for the residents. Tourists should be charged for attending the event somehow to offset the costs to residents and help ease their financial burdens, from which we receive NO benefit. Rather the business owners are the ones who benefit financially.	Email address removed for privacy
Lincolnvile_FT			Email address removed for privacy
Lincolnvile_FT	The city prioritizes tourists over high tax paying residence!	We pay a high tax cost as residence and should stop vehicle/foot traffic in hour neighborhood.	
Lincolnvile_FT	The crossing guards made a huge positive difference and should be kept and expanded to 5:30 pm and every evening!	I believe Nights of Lights should be extended from the beginning of November to the end of January. If we extend it then people will have more chances to enjoy it without being forced to attend at the same time everyone else is going. Make it longer to try and thin out and spread out the crowd.	
Lincolnvile_FT	Traffic getting in and out of town	Cost can be high to residents but if you restrict our businesses ability to survive, during a busy time of the year, then you're really hurting the City overall including the residents. When businesses make money the city makes money. I don't want my taxes to go up. And tourism keeps the value of our homes high.	Email address removed for privacy
Lincolnvile_FT	Too many people and too much traffic	Too busy that as a resident we can't enjoy walking the downtown to see the lights and dine out during the holiday season	
Lincolnvile_FT	I almost hit people crossing the street that were not in cross walks and darted out in front of cars. Also, after the traffic light changed to green for us drivers, pedestrian still walked across not caring about on coming traffic. Even people pushing babies in carriages crossed in dangerous intersections after the light had changed and they weren't supposed to cross. Very dangerous roadways downtown this past season. This was the worst I have ever seen this past.	I believe it was better for parking and traffic flow this past season but maybe block off more streets downtown during certain hours to foot traffic only like ST. George street is already. But, I don't see how you can do that due to so many residential homes down many streets. I'm really not sure what a fix is other than us locals dealing with it. All in all, it was better this past season except for dangerous crossing by pedestrians.	Not necessary.
Lincolnvile_FT	Time to get to my home and how I had to plan my day so that I wouldn't get stuck in the traffic.	Just that it is there and to police it as much as possible to safeguard residents property and peace. Otherwise, I absolutely loved seeing the Grinch travel around the town. He (they) made me smile every single time!!	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lincolnville_FT	1–5 years	Yes	The use of police to direct traffic. Pedestrian barriers worked somewhat but was more annoying to residents as there was no parking in town to visit the shops.	Parking for residents / guests to access restaurants in the area near Sundays / Hotbox. We should also think about some "fast pass" resident lane that allows residents to get in and out of town quickly vs having to sit in the traffic. This may increase traffic for non residents but will keep residents happy and open to extending night of lights (which I think would be a good idea)
Lincolnville_FT	1–5 years	Yes		Overall traffic management during Nights of Lights was extremely poor this year and significantly worse than prior years. The traffic patterns around the Bridge of Lions and access to Anastasia Island were inefficient and, at times, completely unworkable. In many cases, it was faster to detour over the SR-312 bridge rather than attempt to return over the Bridge of Lions, which is not intuitive and created unnecessary congestion. Our neighborhood became effectively inaccessible if we needed to go to or from Anastasia Island for any reason. Trips that would normally take 15–20 minutes routinely took over an hour, and sometimes closer to an hour and a half, due entirely to the traffic pattern that was implemented. Additionally, traffic direction and on-site management were ineffective. Many traffic directors appeared untrained or unaware of overall traffic flow, which compounded congestion rather than alleviating it. This discouraged both residents and visitors from traveling downtown on busy nights. As a result, we personally avoided downtown far more than in previous years, and based on conversations with others, many residents and tourists did the same. This likely had a negative impact on local businesses, as the difficulty of accessing downtown outweighed the appeal of attending. This was the worst traffic experience I have seen during Nights of Lights in all my years of visiting and living in St. Augustine, and it needs significant reevaluation before future events.
Lincolnville_FT	6–10 years	No		Still too many cars. If anyone need First Responders in my neighborhood they would be SOL
Lincolnville_FT	6–10 years	No	None that come to mind	Short Term rentals of 1 rental per 7 day period need to be enforced significantly. We had 2 and 3 turnovers some weeks. This is not just a nights of lights issues it just compounds it. We also need regulations that rental vehicles must be parked in driveways and not on streets or we need to sanction lincolnville with parking permits for residents only.
Lincolnville_FT	6–10 years	Yes	I felt more informed about changes.	It would be nice to see more enforcement of no street parking in neighborhoods for visitors. The STRs near me still park wherever they want and then we have no room for our holiday guests.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lincolnvillle_FT	It was a nice event to come home to and tell others about. I am an advocate for Night of Lights. I honestly think it should be longer both to help businesses but also the lights are nice to come home to. As a resident we just need to figure a way to also benefit from the constant beating the city takes from the millions of tourists we see. We should implement some sort of small tourism tax to help. No reason for residents to pay for the upkeep of tourists which only the businesses and state benefit from.	The city is a business. The customers are both residents and tourists. We need to monetize the tourists better where residents also benefit from tourism (lower taxes, better investment in infrastructure etc). The businesses benefit from tourism which is great and the residents benefit from the restaurants and shops being able to stay open because of this but that is about it. This is a much larger conversation that needs to be had with the city commission / county commission and even the state.	Email address removed for privacy
Lincolnvillle_FT	Overall traffic management during Nights of Lights was extremely poor this year and significantly worse than prior years. The traffic patterns around the Bridge of Lions and access to Anastasia Island were inefficient and, at times, completely unworkable. In many cases, it was faster to detour over the SR-312 bridge rather than attempt to return over the Bridge of Lions, which is not intuitive and created unnecessary congestion. Our neighborhood became effectively inaccessible if we needed to go to or from Anastasia Island for any reason. Trips that would normally take 15–20 minutes routinely took over an hour, and sometimes closer to an hour and a half, due entirely to the traffic pattern that was implemented. Additionally, traffic direction and on-site management were ineffective. Many traffic directors appeared untrained or unaware of overall traffic flow, which compounded congestion rather than alleviating it. This discouraged both residents and visitors from traveling downtown on busy nights. As a result, we personally avoided downtown far more than in previous years, and based on conversations with others, many residents and tourists did the same. This likely had a negative impact on local businesses, as the difficulty of accessing downtown outweighed the appeal of attending. This was the worst traffic experience I have seen during Nights of Lights in all my years of visiting and living in St. Augustine, and it needs significant reevaluation before future events.	Overall traffic management during Nights of Lights was extremely poor this year and significantly worse than prior years. The traffic patterns around the Bridge of Lions and access to Anastasia Island were inefficient and, at times, completely unworkable. In many cases, it was faster to detour over the SR-312 bridge rather than attempt to return over the Bridge of Lions, which is not intuitive and created unnecessary congestion. Our neighborhood became effectively inaccessible if we needed to go to or from Anastasia Island for any reason. Trips that would normally take 15–20 minutes routinely took over an hour, and sometimes closer to an hour and a half, due entirely to the traffic pattern that was implemented. Additionally, traffic direction and on-site management were ineffective. Many traffic directors appeared untrained or unaware of overall traffic flow, which compounded congestion rather than alleviating it. This discouraged both residents and visitors from traveling downtown on busy nights. As a result, we personally avoided downtown far more than in previous years, and based on conversations with others, many residents and tourists did the same. This likely had a negative impact on local businesses, as the difficulty of accessing downtown outweighed the appeal of attending. This was the worst traffic experience I have seen during Nights of Lights in all my years of visiting and living in St. Augustine, and it needs significant reevaluation before future events.	Email address removed for privacy
Lincolnvillle_FT	Speeding Traffic on neighborhood streets. The city refuses to put down Speed tables. Newest speed tables allow fire trucks to go over them, but slow down cars, The city council does not care about residents enough to keep us safe.	Which duration best balances Nights of Lights with neighborhood. I disagreed with all the answers but I had to select one to continue the survey. From Thanksgiving to January 2 is enough time to be inconvenienced by NoFL.	
Lincolnvillle_FT	Congestion and trying to park near my home.	We deal with the negative impact that increase revenue for the city and then the city doubles down and materially increases our real estate taxes. One or the other Mayor/City Council!	Email address removed for privacy
Lincolnvillle_FT	Parking of STRs near me	We live on a narrow street, which most of the roads in the downtown and surrounding areas are, and it is impossible to navigate their parking - there are times we still get blocked into our driveway even though we have yellow curb behind our driveway. Which was recently accomplished and we appreciate it but even when we call the cops, they will not ticket. They search for the people and then tell us there's nothing to do because they don't have the purview to police the parking in neighborhoods. Also, the traffic. It takes over 30 minutes to get our kids to dance on dance nights which on a good night, it takes seven. It's terrible. And it's annoying.	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lincolnvillle_FT	6–10 years	Yes	Police support at major traffic lights helped some; shortening the event to provide balance for residential life	Not allowing southbound traffic at traffic light at foot of Bridge of Lions (west side);
Lincolnvillle_FT	6–10 years	Yes	I did appreciate parking only for residents on streets near downtown	While I understand the strategy, closing all left hand turns into downtown except for Malaga Street made it difficult for me to get home so e days. I usually go Malaga and this increases the number of cars I normally deal with
Lincolnvillle_FT	6–10 years	Yes		The limited parking in the neighborhoods may have helped limit visitors parking there but it also significantly affected those trying to get work or those just trying to enjoy their town. Raising the cost of the parking garage was also ridiculous. It did not help any with traffic. They need to put up signs on the outskirts when the garage does fill to capacity. And they really don't need to block all of the street parking. It seemed to just encourage visitors to cross at any point on the street which was very dangerous. We had people walking out in front of us when trying to drive down the road.
Lincolnvillle_FT	More than 10 years	No		
Lincolnvillle_FT	More than 10 years	No		I didn't notice any satellite parking and shuttle services. I assumed they did not work in the past but in my experience, the concentration of traffic was greater this year.
Lincolnvillle_FT	More than 10 years	No	Parking restrictions on North of King Street	Not sure
Lincolnvillle_FT	More than 10 years	No	Cones, separating people from street; I heard the APP was helpful, tho' I did not personally use it	Keeping cars out of the city
Lincolnvillle_FT	More than 10 years	No	Reducing it by one week - I prefer it to be over with right after the new year.	Open too long.
Lincolnvillle_FT	More than 10 years	No	North City enjoyed basic auto traffic and pedestrian direction as well as parking deterrents. Was not implemented in surrounding city - especially at West King & King @ US 1. Foot traffic across the highway was frightening at times - very unsafe with autos blocking intersection ignoring signals and as a result access and egress from any direction at an impasse. In addition this intersection was treacherous walking with poor lighting compounding lack of crossing assistance into city. Lighting non existent on King street bridge causing safety concerns for foot traffic to and from West King parking.	Intersection traffic control, pedestrian lighting. Parking enforcement on streets in southern (Lincolnvillle) edges of downtown. We were continually confronted with visitors parking on both sides of streets, blocking corners and driveways. Some evenings we found ourselves redirecting attempt at inappropriate parking attempts. North City was heavily signed and it was a free for all, south of King Street into neighboring areas along The lake Washington street and all sides streets off of MLK. We were fortunate that no emergency calls were impacted because just turning into these streets were impossible especially on weekends.
Lincolnvillle_FT	More than 10 years	Yes	Barricades around the Plaza	Initially they prohibited any left turns off the Bridge of Lions, which required Lincolnvillle residents to drive down to Orange (or further) just to drive back to Lincolnvillle via Riberia

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lincolnville_FT	Traffic nightmares to get into/out of neighborhood	NOL has destroyed quality of life for residents. We are prisoners in our own homes for 2 months, not wanting (or able) to go out because of the traffic nightmares. What started as an event to celebrate the Christmas season and highlight the architecture of this beautiful city, has become a gaudy, Daytona Beach type tourist trap, with lights plastered on every square inch of a building and the only focus being on businesses making as much money as possible, with no regard for impact to residents. Quit advertising and expanding it and get it back to the much smaller scale it started as, and let residents enjoy it and have our city back!!!	
Lincolnville_FT	We have 4 STR right next to our house which have 4-5 cars each. Sometimes they park such that the street is impassable	Really, there is nothing to be done. The state has handcuffed the city in regards to Stars, and they will always maximize profit over residents.	Email address removed for privacy
Lincolnville_FT	I was so very disappointed that they moved up the end of Nights of Lights. As a permanent resident I usually am able to enjoy the lights all of January when the crowds are reduced.	We want to enjoy our downtown, too!!!	Email address removed for privacy
Lincolnville_FT	being able to get into and out of my neighborhood any time of the day	we stop going to town because of the crowds so we don't support the local businesses, but then they do get ALL of the visitors!	no
Lincolnville_FT			
Lincolnville_FT	Parking downtown was not available even during the week during City meetings	Resident impact is real yet businesses continue to push to undo restrictions	
Lincolnville_FT			Email address removed for privacy
Lincolnville_FT	Traffic getting in and out of the neighborhood.	It goes on for too long. After the new year we should be done.	Email address removed for privacy
Lincolnville_FT	Distorted or prejudicial attitude, supplanting resident consideration over merchant profit	Establish actual monetary benefit in relation to costs to the city to effect a safe event	
Lincolnville_FT	Traffic off of US1 and coming over the Bridge of Lions. Trying to get home from about 4:30 PM until 10 PM often added 30-45 minutes	Many residents don't go into the city during NoL because of the masses of tourist who behave as if they are entitled to cross the street anywhere they want, vehicle congestion, and long waits at bars and restaurants.	No

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lincolnville_FT	More than 10 years	No		Practically all downtown neighborhood streets had "Resident parking only signs" with the threat of a fine. Lincolnville had no such signs. This meant lots and lots of cars driving through our neighborhood each evening looking for (free) parking. Streets were lined with parked cars and were tight. In the late afternoon, early evening, Bridge Street was very busy with cars. There is no 4-way stop at Bridge and my street. One night I counted 20 cars pass, traveling East alone, before I could turn left onto Bridge St. That's a lot.
Lincolnville_FT	More than 10 years	No		Pedestrian
Lincolnville_FT	More than 10 years	No	I think the shuttles, some of the reserved parking and traffic control measures worked well. But I think with that volume of people, there is only so much the city and its plans can do to control the problem or balance the needs of residents with what has essentially become Disney World for visitors.	Traffic, maybe limiting it to residents in certain areas or times. Also, for areas like Lincolnville, the signs limiting parking in other downtown areas meant that we were flooded with people looking for parking and blocking streets, driveways and trolling our streets. We have never experienced so much traffic in Lincolnville before and it was a major inconvenience. If restricting parking for other areas, should do the same for Lincolnville so we don't end up carrying the burden for downtown.
Lincolnville_FT	More than 10 years	No	None	New traffic patterns downtown, forced cars into the surrounding residential areas. Altered traffic patterns made it extremely difficult for residents to get to their homes. Not all neighborhoods were issued resident only parking.
Lincolnville_FT	More than 10 years	No		
Lincolnville_FT	More than 10 years	No	There wasn't any improvement on my street in Lincolnville.	No change at all.
Lincolnville_FT	More than 10 years	No	None. The lack of parking for me was awful.	I could not get home quickly if I went over the bridge of lions. I live here. I should be able to come and go as I please.
Lincolnville_FT	More than 10 years	Yes	None. It was good to have portable bathrooms, but rent a parking lot don't put them in the street.	Shutting off the lights two weeks early did not do anything but make everybody come to see the lights in more concentration.--- Same number of people in fewer days. Barricading the plaza did not help pedestrians and caused increased congestion in the remaining open streets. ---same number of cars in fewer streets.
Lincolnville_FT	More than 10 years	Yes	Changes in parking, free shuttles	
Lincolnville_FT	More than 10 years	Yes		I understand the need for a better traffic flow, but there was nothing more frustrating than needing to get to Lincolnville while coming from the Bridge of Lions. Not being able to take a left onto Avenida Menendez and instead being forced to turn right and sit in all the Night of Lights traffic to go around the entire city to get home was very frustrating.
Lincolnville_FT	More than 10 years	Yes	Change in duration.	On-street parking moved to Lincolnville because of the ban on parking north of King Street.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lincolnville_FT	Large increase in volume of cars driving through and parking in Lincolnville	We joke, but it feels very true -- many feel stuck in our homes during NOL. We dread getting in the car to deal with the town traffic that awaits. Personally, family and friends don't like to visit because they avoid town. On Thanksgiving and Christmas Eve, which I host, everyone wants to be leaving by 3 or 4 to avoid traffic. We bought our house in 1997. We always attended the NOL Lightings during the early years. NOL used to be smaller and felt like it was for residents and visitors. Now it feels like locals avoid it and it's seen as a way to drive tourist dollars only.	
Lincolnville_FT	Visitor volume	Residents live here...most of the merchants don't. We vote. They don't.	No
Lincolnville_FT	Traffic congestion downtown making it impossible or at least incredibly difficult for residents to come and go in a reasonable time for basic needs.	We pay taxes and for city services all year, and vote!, but as residents, we feel like our rights and interests are often compromised for the benefit of businesses, tourism organizations and short term rentals. Is St. Augustine going to continue prioritizing business interests over the needs and concerns of its own residents? We don't pay taxes to live inside Disney World, or so other people can make money while we are negatively impacted, grossly inconvenienced and feeling like second class citizens.	
Lincolnville_FT	Traffic. I felt like a prisoner in my own home. If I had to venture out (doctor's appointment) it would take me a ridiculous amount of time to get home. Also, with all the tourists my neighborhood no longer felt like my neighborhood.	A few years ago Nights of Lights was for the residents and a few tourists. But now I feel that everything is geared to tourists and no one cares about residents. It doesn't seem to matter that resident quality of life goes down the tubes, as long as there is money to be made from tourists.	No
Lincolnville_FT	Traffic ,noise	Dial back on making Saint Augustine a tourist trap	Email address removed for privacy
Lincolnville_FT	Infringement of Residential parking.	Residents without driveways are inconvenienced by tourists parking in front of their houses for extended hours of the day/nights.	Email address removed for privacy
Lincolnville_FT	I could not get off the peninsula or back to lincolnville without have to wait 45 minutes in traffic. The amount of people walking their dogs and not picking up their poop, the loud music and the amount of golf carts and scooters was awful. I live here and should be able to live in peace.	This city doesn't have the residents needs at heart it's all about making a dollar. Shame on you	
Lincolnville_FT	Shortening the number of days merely forced the same number of people into the remaining days so the changes actually made things worse.	Tourism is not the enemy. Money from tourists is the only thing that saved Lincolnville from the brink of destruction from the weather and termites. Now that it has been turned into something beautiful balance and coexistence should be the goal. Unfortunately, this survey is highly biased in the way the questions are written.	Email address removed for privacy
Lincolnville_FT	Evening commute home from work more congested. I liked the traffic pattern change on US 1 where side streets close to Malaga were blocked off. Definitely made a helpful difference.		
Lincolnville_FT	I hated the requirement of having to take a right off of the bridge of lions during peak times. Being able to turn left to get to Lincolnville for residents would make things a lot easier for residents of this neighborhood. I also believe night of lights should go till MLK weekend at least.	It's beginning to feel more theme park than quaint, Christmas destination. The bike racks (although I understand are needed for safety) along the main drag were an eyesore. It looked like herding cattle down the street.	Email address removed for privacy
Lincolnville_FT	Vehicle traffic and parking in Lincolnville.	Living downtown has positive and negative aspects, they need to understand we live here and consideration for residents in planning and impact.	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lincolnville_FT	More than 10 years	Yes	Better management of traffic flow into and out of downtown Plaza area	Management of traffic flow in outer areas of downtown (King/US1, King/ Iberia, etc)
Lincolnville_FT	More than 10 years	Yes	increased parking & fines, signage on streets, Know before you go, Nights of Lights App, traffic on King Street was not gridlocked as long. last year after 10:30am delays getting home	Parking availability in lots like parking garage count, could be getting full vs actual count, shuttle length too long, tacky vendors midweek on bayfront and side streets, 360 photos on Lightner lawn & Gazebo!! not conducive to St Augustines historic image, tacky. Residents detoured towards fort from Anastasia Island.
Lincolnville_FT	More than 10 years	Yes	Closure of Hypolita St. to car traffic during peak times. Limited access to streets from US1.	Closure of Avenida Menendez going south towards Marine Street. Could not get to our home in Lincolnville when going west off of the Bridge of Lions. The Portable restrooms on King and Cathedral was HORRIBLE! Need to find a better location like near the parking garage & the parking area on Spanish St. away from the square. Trash on Cathedral and St. George St. was excessive early in the morning. Needed more bins & staff to collect trash.
Lincolnville_FT	More than 10 years	Yes		Need more Satellite parking areas for less congestion downtown
Lincolnville_FT	More than 10 years	Yes		Duration of lights should be shortened. Improve traffic direction.
Lincolnville_PT	More than 10 years	No	The App seemed to work well.	1) Enacting resident parking programs for only a few neighborhoods. Tourists simply came down to Lincolnville to hung for parking. 2) Forcing Lincolnville residents into the flow of traffic instead of allowing us entrance into our neighborhood.
Lincolnville_PT	More than 10 years	Yes	Park and ride shuttle service	Residential parking permits
Lincolnville_PT	More than 10 years	Yes	There seemed to be more employee only parking downtown	Traffic control- Routing traffic off the bridge of Lions into downtown at first did not allow Lincolnville residents to go left to get to our house on Washington Street. I understand this was changed at some point but I don't know for sure since I never went out after 4 during NOL.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lincolnvillle_FT	Negative - hard to get in and out of downtown due to traffic, especially vehicles "blocking the box" at intersections - wish the City had and ENFORCED a traffic restriction to keep people from doing that.	It was better this year than last year - less congestion in the downtown Plaza area, but getting home from work (US1 via King Street to Lincolnvillle) was often a nightmare. I usually did not leave the neighborhood unless necessary because of the traffic.	Email address removed for privacy
Lincolnvillle_FT	Pop up parking lots, that didn't comply with City Code! Flood lights shining in bedroom windows. Were they even permitted?	Some tourists were disrespectful of being in residential neighborhoods, perhaps signage/STR notices to respect residential neighbors. Educating them on City ordinances ie noise/parking & consequences & then staffing levels to support enforcement	Email address removed for privacy
Lincolnvillle_FT	Biggest impact was not being able to turn left on Avenida Menendez towards Marine St.	I am all for the NOL, there was little or no impact for me, as a local I just found alternate routes during peak times. Fortunately, I am able to walk to town, so parking is not an issue, however friends that live outside of the City avoid downtown, they do not agree with the shuttle service as it is a hassle to return to your vehicle. 2 New parking garages are needed!	Email address removed for privacy
Lincolnvillle_FT	Negative impact on Saturday mornings and afternoon in trying to get in and out of neighborhood. Saturday is the day to run errands when you work full time (I am a teacher).	Diminished quality of life due to traffic and abundance of trash from the Airbnb and vacation rental homes on our street. Airbnb owners should be paying more for city trash pick up.	Email address removed for privacy
Lincolnvillle_FT	Traffic. It takes 20 minutes to get from Lincolnvillle to US 1 South. Riberia & King congestion with long light change waits.	Shorten the event length.	Email address removed for privacy
Lincolnvillle_PT	Short-term rental turnover was ridiculous on our street. When the City doesn't make short-term rental owners/property management companies comply with the one rental per seven-day ordinance, everything becomes exponentially worse with 10 short-term rentals on the street: parking issues, increased number of guests in the rentals, drunkenness, increased golf cart traffic on the street, loud behavior in the early hours. It is all worse during Nights of Lights.	Residents avoid going downtown during Nights of Lights. I think long-range business plans should focus more on bringing in local residents who will continue to patronize local establishments throughout the year.	
Lincolnvillle_PT	I didn't have any issues with the Short term rentals on our street, however the parking in Lincolnvillle was not good. Washington St. Park Place double parking all the way around the lake. Washington from Park Place to Lovett St., double parking. M L King, King Ferry Way, Lincoln and Lovett St. near Washington St. For the most part I feel the Night of Lights is a great way to put something positive on the map for St. Johns County. We didn't have parking permits for Lincolnvillle.	I feel that it is a good business adventure, however some residents don't like it, but I feel that if you just make necessary changes each year and don't forget the residents and also don't forget the businesses that are bringing money into the county, so it will be a win win for everyone. Of course you can't please everyone, but you can be accommodating as possible.	Email address removed for privacy
Lincolnvillle_PT	Traffic is always so much worse during NOL.	We stop going downtown to eat all together and only walk to see the lights when visitors come. We try to get our visitors to come another time if possible	

Old City South

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_PT	Less than 1 year	Yes		Closing off ability to turn left over Bridge of Lions from Anastasia
Old City South_PT	Less than 1 year	Yes	Parking offsite and shuttles to downtown. Shortening NOL	The times when westbound traffic crossing the Bridge of Lions could only turn north on Avenida Menendez.
Old City South_FT	1–5 years	No	Increase of parking fines to \$100	Traffic management
Old City South_FT	1–5 years	No	more off site parking with shuttle service.	Blocking off residents to return home to old city south off bridge of lions toward OC Whites & making residents go thru traffic to the right on avenida menendez thru nights of lights when trying to get home. Increasing parking fees for illegal residential parking spots worked well. Blocking any potential parking in lot off hypolita street & St George Street to business only-making it difficult for residents who live here & willing to pay for parking if available, would enjoy benefits of parking here. This lot was left with open spots a lot during nights of lights. For businesses, shortening nights of lights 2 weeks later, I think really hurts businesses. After nights of lights ends, city business slows significantly in many stores, restaurants, bars until spring break/ summer season. Better parking/shuttle services and or supporting more pedestrian walking on streets vs bringing vehicles into city
Old City South_FT	1–5 years	Yes	Police presence, blocked street parking on main streets	
Old City South_FT	1–5 years	Yes	Police at streets and barricades on main strip	King street/riberia gets very backed up.
Old City South_FT	1–5 years	Yes	increased parking rates and creation of no parking zones	still too much traffic - needs to be kept out of city core as has been proposed in London/NYC
Old City South_FT	1–5 years	Yes	No parking signs posted	Somehow we need to encourage more use of shuttles into town. We also need parking for those who work in restaurants and hotels.
Old City South_FT	1–5 years	Yes		
Old City South_FT	1–5 years	Yes		Parking, traffic flow
Old City South_FT	1–5 years	Yes	Overall traffic management. Barriers to reduce parking. Increased number of port a potties.	No garbage cans south of the Marina along sea wall. I personally picked up bags of garbage every week.
Old City South_FT	1–5 years	Yes		i was unable to turn left when exiting the Bridge of Lions to get to my neighborhood. They should allow the police office to remove the barrier if you could prove your residency
Old City South_PT	1–5 years	Yes		

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_PT	Traffic - don't feel St. Augustine has the infrastructure for the amount of traffic. Could not get home from a show at the Amp. - ended up walking.	I bought a home here for the atmosphere and the people we've met, not for the tourist attractions.	
Old City South_PT	The main golf cart Grinch tour guy was super rude and consistently unprofessional to residents along his route. He's an absolute menace that drives fast, insults residents, unplugs resident Christmas lights, etc., and/or encourages his customers to behave the same way.	NOL severely affects the resident pattern of life/regular experience due to the traffic congestion, traffic pattern changes, and our ability to frequent our local establishments because of the massive crowds.	No
Old City South_FT	Traffic congestion, it is difficult to access my neighborhood due to limited routes into downtown. And strangers roaming the neighborhood.	There is little benefit for the residents during night of lights. Businesses, the city and state make money but the residents don't get anything out of it. We carry the brunt of it.	
Old City South_FT	Negative: Accessibility to my home in evening hours and or exiting my home in evening on a Friday, Saturday or Sunday is very difficult and plan my days to not leave my neighborhood on these days and when or if I do, the increased traffic makes it extremely aggravating to get out or back into the neighborhood.	I live on a "residential street" (Marine Street HP1 district) It becomes more commercially used with traffic, horses & carriages, loud golf carts, visitors etc. during nights of lights. I would like to see a specific signage & "quiet" times respected & (9pm or 10pm) posted &, so when we are in bed we aren't hearing loud Christmas singing, yelling, outside voices/conversations being heard from inside our residents & a way we can reach out/contact groups who may be offenders to improve our spaces. This is a detrimental cost to me as a resident here during nights of lights, in addition to the difficulty of getting home in evenings and or going out during evening times by car. We lose the right of quiet enjoyment of our homes.	Email address removed for privacy
Old City South_FT	Crowds of clueless, uninformed, rude visitors		
Old City South_FT	Overall, I love it. Biggest concern is traffic and safety	For us, traffic is the only issue	
Old City South_FT	North - south traffic gridlock nightly starting late afternoon making commute impossible and creating life safety issues	Keep non-resident cars out of the city core through offsite parking/staging and shuttles as is common in large venues such as concerts or sporting events.	Email address removed for privacy
Old City South_FT	Traffic coming in and out of town needs to be managed better.		No
Old City South_FT	Traffic and crowd control. Unsafe pedestrians (jaywalking, etc.)	I think our town is known for NOL and should be an expected impact on residents. I think we should capitalize on the tourism and assist businesses. I didn't like how the event was cut short this year.	
Old City South_FT			
Old City South_FT	Overcrowding pedestrian and traffic. Garbage along seawall.	We are actually now in the habit of leaving town after Christmas in part to get a break from the crowds. A shame we have to do it but Nights of Lights is long when you live it every day for two months.	
Old City South_FT			
Old City South_PT	I have to make sure I am home before 4:30 every day and it limits my ability to do things around town	While you are enjoying money coming in from outside the city, your city residents are taking their spending money elsewhere	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	1–5 years	Yes		
Old City South_PT	1–5 years	Yes	I am fine with the length of NOL and the event overall —what I believe would be extremely helpful is giving residents a decal that goes on our car and allows us to avoid detours etc. Our taxes went up an insane amount this year and we barely get to enjoy the city during the night of lights. Because we are patient and allow so many tourists to come to our town it should help lower our taxes so that we feel that we get something out of it. I couldn't even drive over the bridge without being stuck in hour long traffic jams. I wanted to plan a holiday party but couldn't knowing my guest would be impacted. Nothing about NOL positively affects the residents and we are tired of it.	The detours were hectic and not efficient. The bridge should not go up as often as it does.
Old City South_PT	1–5 years	Yes	frustrating residents, business owners, and visitors.	Parking, communication, system, road blocking, and poorly run government ideas.
Old City South_FT	6–10 years	No		

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Let's Let the Lights Shine a Little Longer Every winter, something magical happens in St. Augustine. The lights come on, the air cools off just enough, and our city feels like a postcard come to life. Nights of Lights has become more than an event — it's a tradition. One that locals are proud of and visitors plan their trips around. That's exactly why it may be time to consider letting Nights of Lights run a little longer. Not brighter. Not bigger. Just longer. Right now, so much excitement is packed into a relatively short window that it creates unintended side effects: gridlocked streets, packed sidewalks, and many locals choosing to stay home instead of enjoying the very event that's meant to celebrate our city. Extending the season would help spread that energy out. The same lights, the same charm — just shared over more days. That means fewer overwhelming peak nights and more opportunities for families, residents, and visitors to enjoy downtown at a relaxed pace. There's also a strong economic upside. The lights are already installed. Stretching the season gives local restaurants, shops, and hotels more steady business instead of intense bursts followed by quiet weeks. It encourages overnight stays, midweek visits, and longer trips — the kind of tourism that supports local jobs without overwhelming infrastructure. And for residents, a longer season brings balance. Instead of avoiding downtown altogether, locals can choose quieter evenings to walk the Plaza, bring visiting friends, or simply enjoy their own city again. Nights of Lights should feel like something we're part of, not something we have to endure. Most importantly, extending the season protects what makes this event special in the first place. When experiences feel rushed and overcrowded, they lose their magic. When they're allowed to breathe, they shine brighter. St. Augustine has always known how to blend history with hospitality. Letting Nights of Lights glow a little longer feels like a natural next step — one that honors tradition while improving the experience for everyone who calls this place home. Sometimes, the best way to preserve something special... is simply to give it more time.		I would not mind be contacted.
Old City South_PT	Traffic was terrible. Trolleys and golf carts have gotten out of hand. The smell from the horse carriages was disgusting, I could barely breathe	That it needs to positively impact the residents and we need to be put first since we are the ones paying the taxes and putting up with the above negatives in our daily lives.	Email address removed for privacy
Old City South_PT	Worst traffic congestion I have seen in the city during the nights of lights event. Unfortunately, I was caught in traffic on a daily basis.	Failing to support local businesses during this time risks pushing them out of our city altogether. We value the role the tourism industry plays in our community and believe a more balanced, symbiotic relationship is essential. Many businesses and their employees earn a significant portion of their annual revenue during December and January. Perhaps there is a more thoughtful solution for managing access, such as expanded shuttle systems —many towns in Switzerland successfully use limited-access models. It may be worthwhile for the city to conduct more thorough research and planning before implementing a similar approach next year.	Email address removed for privacy
Old City South_FT	very little	manage the event as a business opportunity -- not as a problem	no

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	6–10 years	No	The imposition of a shorter time frame for the event was a positive. Police on bicycle patrol I thought worked well. The addition of porta potties around town was good	Personally I thought illegal parking could have been more rigorously enforced
Old City South_FT	6–10 years	No	I don't know	
Old City South_FT	6–10 years	Yes	Barricades for sidewalks, more public restroom facilities	Virtually zero police presence for traffic, outside of BOL. Not enough required remote parking/shuttling. Residents are in essence trapped at home at 4pm-onward due to mind- numbing traffic. We must demand more remote parking and transit for guests...and prioritize local tax paying residents during NOL. Whether it's by a parking pass system issued, or some other means.
Old City South_FT	6–10 years	Yes	NOL shorter duration, improved rest room availability, extra trash receptacles, attempt to disseminate event info	Never clearly disseminated parking or traffic control changes. Which roads/ routes will be rerouted and when and for what duration. What areas will be closed. How hard is it to generate a shaded map showing same? Also a crossing officer is needed during weekend nights at these intersections; King/Aviles, King/Menendez (next to Vendor management and compliance efforts. Far too many roaming trinkets vendors, akin to third world. Regulate them! Horse tours; quaint but disruptive for traffic and sanitation. The stench of horse excrement at the corner of King and Menendez is noteworthy. Pedicabs license and control them. Surly drivers who twice nearly hit me in cross walks.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Tourists parking their cars on my street blocking my driveway,making it impossible to get my car out	The continued approval of hotel and restaurant/bar development. This just exacerbates the increased congestion of people and vehicles. Serving of alcohol should be curtailed after midnight . My experience has shown that nothing good happens by serving drinks after that time. The first responsibly and duty of the city commission should be to the residents of the city. I do support and enjoy all the entertainment and cultural activity this great city offers but a balance must be maintained. But when that balance comes into question the commission should always tilt their decision in favor of the residents of the city.	Email address removed for privacy
Old City South_FT	The Grinch characters going down the street are extremely loud even during school nights. They will be playing music and screaming at late hours even during the week without considering residents. They should have rules and they should follow them. Maybe a numbered permit so they can be reported easier if they are disturbing residents or public.	We want the town to succeed but there are also neighborhoods that need normalcy. We can coexist. They should considering limiting tourist traffic coming in by offering better park and ride options. There should be "no through traffic" in residential areas. The horse carriages are respectful. Some golf carts are not. I don't think making NOL shorter helps. It concentrates the public. Also, the decorations are all the same year after year. The Christmas tree at the plaza was pathetic. A ferry could be attractive to come to town and limit cars. Let's think outside the box.	Email address removed for privacy
Old City South_FT	As I stated before, after 4 PM downtown, residence are effectively held hostage in their homes because they have absolutely no way of getting out and about due to the increased traffic load. The city must utilize Francis Field for employee parking downtown. It would be a great idea to issue a residential parking pass to only allow residence to drive downtown. And in cooperation with the trolley tours and other mass transit entities, the city has to do a much better job of exploring, remote, parking and transit for guests to the city. Drop them off away from the center of the city and allow them to walk to their destination and then walk back to an assigned bus or trolley. Pick up stop. Secondly, we have to reroute the trolleys during nights of lights. Especially, on the south side of the bridge alliance on Marine Street. Often times we see half empty trolleys with three cars. Or we see four or five trolleys in a row, which makes it impossible for residential drivers to get from .8 to point B quickly and efficiently. If residents are forced to amend their driving habits, the trolleys need to be much more centrally located in the entertainment district, and not the residential districts for the duration of Knights of lights.	The major cost the residence incurred is time. You learn pretty quickly, not to be on the streets, trying to go about your daily business at any time close to 4 o'clock. Between the advanced traffic, tourists to illegally cross streets, the lack of consistent traffic direction by law-enforcement, no remote, parking, and trolley drivers who are somehow afforded primacy on the roadways is incredibly frustrating. Further, the same applies for the horses and carriages. It would be preferable if they come into an exit town down Liberia Street rather than down Charlotte or south or Marine as lovely as they are, they are an incredible impediment to the free flow of traffic. Lastly, barricading San Marco from Ripleys all the way to King Street is imperative the sidewalks can't handle the massive people and pedestrians, inevitably wander into the flow of traffic on either side of the street. We all understand how important nights of lights is to our local business community and to our community at large. As downtown residence, we hardly endorse its continuation. But the Chase for the Almighty dollar forgets the people who are paying taxes and has to live through 6 to 8 weeks of utter chaos on pretty much a nightly basis downtown. Either find ways to have more events that draw people directly away from downtown either at Francis Field, or on the field in front of the fort or, even across the bridge on Anastasia Island to diminish the straggle hold of humanity downtown or, let's get real serious about the negative impacts that what should be a wonderful event or having on the people who should matter most those of us who live in love St. Augustine	Email address removed for privacy
Old City South_FT	Event was much improved from last year but could be improved and balanced for businesses and residents by implementing a few changes. View with concern Mr Kass activism. I assert that his actions as chair of the TDC and threatening engagement with city officials advocating for business driven NOL changes as conflict of interest.	In my opinion residents endure minor convenience but generally enjoy NOL. The fear is business will hijack this event.	Yes. Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	6–10 years	Yes	Road closures, traffic and pedestrian crossings with police presence, remote parking. Can we also start parking on Francis Field?	
Old City South_FT	6–10 years	Yes	Traffic detour from the lions bridge	Some restaurant staff were unaware of the staff parking . Some restaurants had no clue, whether this was there oversight im not sure
Old City South_FT	6–10 years	Yes	Blocking off certain areas to driving was good but as a resident it would have been nice to be able to turn left at the end of the bridge of lions.	The offsite parking was full so people were still driving in to town to find parking.
Old City South_FT	6–10 years	Yes	Barricades and traffic control on Cathedral Place seemed to work very well keeping traffic flowing and keeping pedestrians from slowing down traffic by crossing in the middle of the block. The police and public safety officers did a good job of controlling traffic at he intersections around the plaza. Adding the \$100 fine signs to our Residential St. George Street North Parking Zone helped reduce scofflaw parkers.	Taking up metered parking spaces on King Street near Cordova with the Porta Potties. The trollies and carriages continue to be a source of backing up traffic.
Old City South_FT	6–10 years	Yes	I'm glad they had real people at the intersections to make sure the pedestrians went when they were supposed to go in the cars went when they were supposed to go...	It should have been clearer about residents having parking passes and using the garage... Were we supposed to pay \$40 \$20? \$3
Old City South_FT	6–10 years	Yes	Because it ended earlier than last year I was able to drive home last night.	Parking. Road closure notifications
Old City South_PT	6–10 years	Yes	Wider sidewalks	Ending early
Old City South_FT	More than 10 years	No	Better parking and traffic control	Rubbish control and general safety
Old City South_FT	More than 10 years	No		
Old City South_FT	More than 10 years	No	Much better control of parking in restricted areas. I did not see any illegal parking around Maria Sanchez Lake. The \$100 fines seemed to work.	Still much pedestrian traffic crossing US 1 at King St. At night it is dangerous. Building an elevated crosswalk over the highway should be done as soon as possible, even before the parking garage on West King is built.
Old City South_FT	More than 10 years	No		
Old City South_FT	More than 10 years	No		Police tended to watch but not control
Old City South_FT	More than 10 years	No		Businesses need to cover cost of Nights of Lights, not residents. Residents dont benefit from it at all. Tourism dollars should be used to pay outrageous property taxes. Restaurants should stop raising prices so residents cant even afford to eat downtown.....supposed to be a benefit of living in walkable city 😞. They no longer care about us, why should we suppot them!

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Having additional law enforcement for traffic direction really helped prevent pedestrians from crossing illegally, which always adversely impacted traffic in the past. Remote parking worked well. Can we also utilize Francis Field?	Marketing needs to heavily target families and people who will come and spend money (shopping, dining, etc). Too many come to experience the lights and leave.	
Old City South_FT	The ability to simply drive my vehicle anywhere in a timely manner	We pay outrageous property taxes and seem to get very little back, with all of this tourism why are our taxes so high.	Email address removed for privacy
Old City South_FT	Driving home was a nightmare during the holiday weeks. The offsite parking was full so the cars were all going in to town and traffic was horrible.	You feel trapped in your house because it takes too long to get back home.	No
Old City South_FT	Overall I think this yer was improved over previous years. We live in the heart of downtown at the corner of King and St. George so we are ground zero for Nights of Lights. I understand and respect that the Nights of Lights brings in a lot of business which is important to allow the great restaurants, shops, and entertainment venues to survive here year round. Perhaps further restrictions on traffic for non downtown residents would be helpful on weekends. I think starting Nights of Lights two weekends before Thanksgiving as was the case this year was good rather than the weekend immediately before Thanksgiving. I think a nice compromise on the end date would be extend one or two additional weekends though the 3rd, maybe the 4th weekend of January. The last weekend of January is too long but the second weekend in my opinion is too short.		Email address removed for privacy
Old City South_FT	My friends and family enjoyed it	If the city is losing money on this why are we doing it so long?	No
Old City South_FT	Trying to drive home was absolutely ridiculous (and I've lived for a very long time in LA) to the point of gridlock	We pay taxes and it's like our voice (please refer to 2014 vision) is completely ignored	Email address removed for privacy
Old City South_PT	St george st and the park were way too crowded. Too many daytrippers	Dont advertise to daytrippers. Only promote hotel stays	
Old City South_FT	Short term rental in my neighborhood are starting to reduce my quality of life living in Saint Augustine.	Quality of life in this city is in jeopardy.	Yes
Old City South_FT	Increased traffic in quiet streets at all hours of the nights	Residents deserve freedom to move around at all hours of the day	
Old City South_FT	Visitor volume and neighborhood conditions were much better this year compared to last year. Also, I changed my habits this year and stayed away from downtown for 2 months. However, family who came to visit could not enjoy the town or the beach or going to restaurants.	Shortening Nights of Lights benefited the residents more than the businesses.	No
Old City South_FT	Increased traffic on King Street and US 1 during Nights of Lights, especially in PM hours	It affects access to emergency vehicles, traffic, noise levels, and safety	
Old City South_FT	traffic congestion	charge for parking in shuttle lots	no
Old City South_FT	Over tourism, way to many people trying to be squeezed into this small city. Becoming more like a disney event - lights have become gaudy. Not classic and proper for what used to be a lovely historic town. Very sad.	Residents are subsidizing and lives being terribly impacted for an event that doesn't benefit us at all!	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	More than 10 years	No	\$100.00 fines for parking in residential neighborhoods and no parking signs around Lake Maria Sanchez	The NoL app that still listed parking availability all over downtown which draws tourists into downtown instead of keeping cruisers out of downtown. The gorilla parking lots are part of the problem.
Old City South_FT	More than 10 years	Yes	Removal of street vendor, portable toilets, better parking communication	Extend to the end of January so participation is spread out over more weeks. Also to give the businesses more opportunities as once NOL ended, the businesses suffered.
Old City South_FT	More than 10 years	Yes	Blocking sidewalks preventing people from crossing streets anywhere	Shortening the dates was a mistake and the Broudy lot lacked signage regarding traffic flow, lot full and having a police officer directing traffic at US1 and King Street.
Old City South_FT	More than 10 years	Yes	Pocket parking, increased police presence	
Old City South_FT	More than 10 years	Yes	Pedestrian control, traffic in neighborhoods	Getting in OCSN weekend bights
Old City South_FT	More than 10 years	Yes	Park people away and bus them in. Block off certain areas and streets to no cars.	Dont over think this. There is only so much you can do when this many people come to town. Just be sure emergency people can get through.
Old City South_FT	More than 10 years	Yes	Fencing for pedestrians	Toques lot was taken away; no pay parking
Old City South_FT	More than 10 years	Yes	Pedestrian barriers on the square. Parking shuttles out of downtown.	Traffic in the square
Old City South_PT	More than 10 years	No	Shortened duration — we heaved avhuge sigh of relief!	Need more police presence and traffic control.
Old City South_PT	More than 10 years	Yes		Parking garage spots available
Old City South_PT	More than 10 years	Yes		Making all traffic coming into town over bridge of lions turn right and go to San Marco. Took us over an hour to get home on Marine St
Old City South_PT	More than 10 years	Yes	Parking fines increase in reserved parking for residents, shuttle services for tourists.	More ticket agents needed for cars parked illegally and for people spending the night in their cars on bayfront.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Getting to and from my home in all directions because of gridlock on all roads to either access US1 or access Anastasia Blvd to get out. Coming back in the backup to access King St from the South was all the way to 312. West King St was also gridlock all the way to Holmes Blvd. Coming over the BoL I do not want to turn North into gridlock to go South to my home. That strategy to alleviate traffic in Davis Shores coming into the city does not work and punishes residents who live South of the BoL.	We worked hard in 2014 to adopt a Vision Plan and to update it in 2024. The NoL does not consider this plan at all. Being trapped in our home for the entire Holiday season and not being able to have family and guests over to enjoy the Holiday season is the antithesis of what the most important season of the year is all about. Figure out a way to keep ALL nonresident cars out excluding friends, and family, paid hotel guests, workers and other necessary drivers . Eliminate all downtown parking lots and garage access where available and use Congestion Pricing System (the service can design a specific plan for the needs of St Augustine) with high priced (\$250.00 +) fines to drive into downtown during the NoL season. The city policy from years ago to discourage downtown parking garages was adopted as a response to acknowledging that drawing more cars into the city was a recipe for disaster, and that is where we are now. It is a disaster.	Email address removed for privacy
Old City South_FT	Loss of revenue once NOL ended - Kenwood Inn	When you move into a city which tourism based, don't get upset with the tourists!	Email address removed for privacy
Old City South_FT	Traffic congestion	City should charge for people to park at the Broudy lot so to encourage traffic to park at outlying lots outside City limits. Parking garage charge should be higher than \$40 during NOL. Also County should completely pay 100% of the cost of NOL not the City taxpayer.	No
Old City South_FT	Handling of illegal parking greatly improved	Tourist car parking needs to be managed to protect residents.	
Old City South_FT			
Old City South_FT	Im a local and we know what and where to avoid. Require most people to park remotely and bus in. Block off certain streets and areas.	The airbnb's are full and do add cars and people inside the city. Not sure if anything can be done with that.	
Old City South_FT	The impact to the residents south of the bridge were negligible. There was no gridlock at all. However, I think the businesses were hurt as well.	The residents need to get over themselves. We are an active downtown. It's the same old phrase from years ago "I'm here, now close the gate so no one else can get in" If people didn't want to be in an active village, then they need to move to Palatka. As a resident and business owner in the historic district, residents need to understand that they aren't the only ones that this city depends on for taxes. Since the beginning 32 years ago, we wanted to get st. augustine on the map. It has taken that long to do so. Just because of a screwed up 2024 season, doesn't mean we have to reduce or eliminate the night of lights. However, there's definitely some changes that need to be made in this year Was a good start!	Email address removed for privacy
Old City South_FT	traffic out of downtown	Traffic congestion	Email address removed for privacy
Old City South_PT	It took much too much extra time to get anywhere we were going. There were people cruising up and down local streets looking for parking. It took us an hour to go three miles!	We enjoy this city because of its walkability and its easy access to restaurants, historical sites, shopping, etc. All of these are impacted substantially by Nights of Lights.	No
Old City South_PT	More room for pedestrians to walk in the plaza		
Old City South_PT	Traffic around bridge of lions	We pay taxes	Yes
Old City South_PT	Traffic and parking	Poorer quality of life	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	More than 10 years	Yes	Raising the parking ticket price to \$100 was excellent.	I almost never go out to the Island on Friday or Saturday night during NOL because its so difficult to get back in. But one time this year I had an event on the Island Friday evening that I HAD to attend. Afterwards, I came back and crossed the Bridge of Lions with no delay at all. I prepared to turn left into our neighborhood. An officer was there directing traffic and he would not let me turn. I said "Please, I live in this neighborhood. I'll show you my driver's license." No. He sent me into the worst part of the traffic. I had to turn right toward the Fort and could not turn left until West Castillo. It took a full hour to get from the bottom of the Bridge of Lions to my home near Maria Sanchez Lake. PLEASE - make a plan to allow us to turn left into our neighborhood - even if it means showing credentials, having a special tag, anything.
Old City South_FT	More than 10 years	Yes		Shuttles did not work well
Old City South_PT	More than 10 years	No	I did not see any that worked well for me.	I live in old city south and getting home at night was a nightmare. Closing off left turns at the foot of the Bridge of Lions for locals and forcing us to turn north with no U-turns allowed was most unpleasant experience. The city needs to have trained traffic control officers at that intersection to make it work for downtown residences and business owners. Riberia at King was gridlocked, no traffic control in sight. Police officer blocked off west King causing a huge back up. The officer seemed clueless about the effects of him blocking off the street to traffic. SAPD officers need better training to handle NOL traffic. Locals must have a way to go home from 6pm to 10pm. Emergency vehicles can not access King street when it is in gridlock from US1 to the BOL.
Old City South_PT	More than 10 years	No	Shortened duration — we heaved avhuge sigh of relief!	Need more police presence and traffic control.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Not being able to go out to the Island and come back in at a decent time because of traffic.	First, we live in a beautiful city and I feel fortunate to be able to enjoy the opportunities it offers. I also feel the City Commission has done a phenomenal job of working to balance livability issues vs. tourist appeal. With that said, the resident cost involves 1) increased traffic obstruction which increases driving time to work, doctor appointments, or grocery runs; 2) a decrease in the sense of safety and security; and 3) limitations in the ability to stroll through town and enjoy the beauty of the season without crowds that push, pull and feel unmanageable and sometimes unruly. We DO have a tourist economy and I know that some think favoring livability improvements can diminish the appeal to tourists. But truly, even tourists don't like to be in a logjam of traffic. They don't want to be on a trolley that can't move for half an hour on the bayfront. Both residents AND tourists alike want the city to be safe. None of us want to be pickpocketed. And, all of us - residents and guests alike - want to be able to walk down St. George Street without feeling like we are in Times Square. Originally, the appeal of nights of lights was the holiday magic that our quaint and ancient Old City exudes - not the hustle and bustle of NYC crowds. We should do everything we can to hold on to that original appeal that allowed both residents and tourists to enjoy a meaningful and memorable holiday.	
Old City South_FT	Too many people competing for limited resources, restaurants etc.	Night of Lights has nothing to do with St Augustine or its residents. Its only purpose is to generate profits for businesses as demonstrated by efforts to extend the production and complaints about how much money they were missing. The city has no business putting on or paying for Nights of Lights. Go back and read the results of the St. Augustine visioning effort.	Email address removed for privacy
Old City South_PT	Not being able to get in and out of my neighborhood. (Old city south) There is no market downtown and if I need items I need to drive out of the city and drive back in. Put yourself in my position. It's like being held hostage. Normal drive to Winn Dixie takes less than 10 minutes one way normally, on NOL evenings it's 30 minutes one way and 30-45 minutes back in gridlock. Go out to eat outside of downtown and you can't get back home because of road blocks and gridlock. You don't want to leave your house knowing how bad traffic is. Not so great quality of life. Way too many people coming into the downtown area.	We pay additional property taxes to live in St Augustine, we also pay county property taxes. I want my tax dollars to go toward my quality of life. I want to be able to live downtown and not feel like I don't count because business's want to maximize revenue at my expense. If the city of SA wants to promote business over residents then give the resident a tax credit for the loss of quality of life during the NOL event. How about a two month tax holiday for homeowners who are trapped in their neighborhoods. Although I'm not sure that is enough money as a trade off for being trapped in our homes for two months. While I'm here, the city needs to add more bicycle stencils on the all the major roads inside the city limits. They should be painted with green reflective paint. The white stencils are faded and hard to see. If the city wants to promote alternative modes of transportation like bicycles they should make it safer for riders. Especially where the city has installed crossing islands that protrude into the roadway. Also on major streets where parking is allowed forcing riders to take the entire lane for their own safety. Drivers should have more notice that bike riders are allowed to take the entire lane when necessary.	Email address removed for privacy
Old City South_PT	It took much too much extra time to get anywhere we were going. There were people cruising up and down local streets looking for parking. It took us an hour to go three miles!	We enjoy this city because of its walkability and its easy access to restaurants, historical sites, shopping, etc. All of these are impacted substantially by Nights of Lights.	No

Old City South

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_PT	Less than 1 year	Yes		Closing off ability to turn left over Bridge of Lions from Anastasia
Old City South_PT	Less than 1 year	Yes	Parking offsite and shuttles to downtown. Shortening NOL	The times when westbound traffic crossing the Bridge of Lions could only turn north on Avenida Menendez.
Old City South_FT	1–5 years	No	Increase of parking fines to \$100	Traffic management
Old City South_FT	1–5 years	No	more off site parking with shuttle service.	Blocking off residents to return home to old city south off bridge of lions toward OC Whites & making residents go thru traffic to the right on avenida menendez thru nights of lights when trying to get home. Increasing parking fees for illegal residential parking spots worked well. Blocking any potential parking in lot off hypolita street & St George Street to business only-making it difficult for residents who live here & willing to pay for parking if available, would enjoy benefits of parking here. This lot was left with open spots a lot during nights of lights. For businesses, shortening nights of lights 2 weeks later, I think really hurts businesses. After nights of lights ends, city business slows significantly in many stores, restaurants, bars until spring break/ summer season. Better parking/shuttle services and or supporting more pedestrian walking on streets vs bringing vehicles into city
Old City South_FT	1–5 years	Yes	Police presence, blocked street parking on main streets	
Old City South_FT	1–5 years	Yes	Police at streets and barricades on main strip	King street/riberia gets very backed up.
Old City South_FT	1–5 years	Yes	increased parking rates and creation of no parking zones	still too much traffic - needs to be kept out of city core as has been proposed in London/NYC
Old City South_FT	1–5 years	Yes	No parking signs posted	Somehow we need to encourage more use of shuttles into town. We also need parking for those who work in restaurants and hotels.
Old City South_FT	1–5 years	Yes		
Old City South_FT	1–5 years	Yes		Parking, traffic flow
Old City South_FT	1–5 years	Yes	Overall traffic management. Barriers to reduce parking. Increased number of port a potties.	No garbage cans south of the Marina along sea wall. I personally picked up bags of garbage every week.
Old City South_FT	1–5 years	Yes		i was unable to turn left when exiting the Bridge of Lions to get to my neighborhood. They should allow the police office to remove the barrier if you could prove your residency
Old City South_PT	1–5 years	Yes		

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_PT	Traffic - don't feel St. Augustine has the infrastructure for the amount of traffic. Could not get home from a show at the Amp. - ended up walking.	I bought a home here for the atmosphere and the people we've met, not for the tourist attractions.	
Old City South_PT	The main golf cart Grinch tour guy was super rude and consistently unprofessional to residents along his route. He's an absolute menace that drives fast, insults residents, unplugs resident Christmas lights, etc., and/or encourages his customers to behave the same way.	NOL severely affects the resident pattern of life/regular experience due to the traffic congestion, traffic pattern changes, and our ability to frequent our local establishments because of the massive crowds.	No
Old City South_FT	Traffic congestion, it is difficult to access my neighborhood due to limited routes into downtown. And strangers roaming the neighborhood.	There is little benefit for the residents during night of lights. Businesses, the city and state make money but the residents don't get anything out of it. We carry the brunt of it.	
Old City South_FT	Negative: Accessibility to my home in evening hours and or exiting my home in evening on a Friday, Saturday or Sunday is very difficult and plan my days to not leave my neighborhood on these days and when or if I do, the increased traffic makes it extremely aggravating to get out or back into the neighborhood.	I live on a "residential street" (Marine Street HP1 district) It becomes more commercially used with traffic, horses & carriages, loud golf carts, visitors etc. during nights of lights. I would like to see a specific signage & "quiet" times respected & (9pm or 10pm) posted &, so when we are in bed we aren't hearing loud Christmas singing, yelling, outside voices/conversations being heard from inside our residents & a way we can reach out/contact groups who may be offenders to improve our spaces. This is a detrimental cost to me as a resident here during nights of lights, in addition to the difficulty of getting home in evenings and or going out during evening times by car. We lose the right of quiet enjoyment of our homes.	Email address removed for privacy
Old City South_FT	Crowds of clueless, uninformed, rude visitors		
Old City South_FT	Overall, I love it. Biggest concern is traffic and safety	For us, traffic is the only issue	
Old City South_FT	North - south traffic gridlock nightly starting late afternoon making commute impossible and creating life safety issues	Keep non-resident cars out of the city core through offsite parking/staging and shuttles as is common in large venues such as concerts or sporting events.	Email address removed for privacy
Old City South_FT	Traffic coming in and out of town needs to be managed better.		No
Old City South_FT	Traffic and crowd control. Unsafe pedestrians (jaywalking, etc.)	I think our town is known for NOL and should be an expected impact on residents. I think we should capitalize on the tourism and assist businesses. I didn't like how the event was cut short this year.	
Old City South_FT			
Old City South_FT	Overcrowding pedestrian and traffic. Garbage along seawall.	We are actually now in the habit of leaving town after Christmas in part to get a break from the crowds. A shame we have to do it but Nights of Lights is long when you live it every day for two months.	
Old City South_FT			
Old City South_PT	I have to make sure I am home before 4:30 every day and it limits my ability to do things around town	While you are enjoying money coming in from outside the city, your city residents are taking their spending money elsewhere	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	1–5 years	Yes		
Old City South_PT	1–5 years	Yes	I am fine with the length of NOL and the event overall —what I believe would be extremely helpful is giving residents a decal that goes on our car and allows us to avoid detours etc. Our taxes went up an insane amount this year and we barely get to enjoy the city during the night of lights. Because we are patient and allow so many tourists to come to our town it should help lower our taxes so that we feel that we get something out of it. I couldn't even drive over the bridge without being stuck in hour long traffic jams. I wanted to plan a holiday party but couldn't knowing my guest would be impacted. Nothing about NOL positively affects the residents and we are tired of it.	The detours were hectic and not efficient. The bridge should not go up as often as it does.
Old City South_PT	1–5 years	Yes	frustrating residents, business owners, and visitors.	Parking, communication, system, road blocking, and poorly run government ideas.
Old City South_FT	6–10 years	No		

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Let's Let the Lights Shine a Little Longer Every winter, something magical happens in St. Augustine. The lights come on, the air cools off just enough, and our city feels like a postcard come to life. Nights of Lights has become more than an event — it's a tradition. One that locals are proud of and visitors plan their trips around. That's exactly why it may be time to consider letting Nights of Lights run a little longer. Not brighter. Not bigger. Just longer. Right now, so much excitement is packed into a relatively short window that it creates unintended side effects: gridlocked streets, packed sidewalks, and many locals choosing to stay home instead of enjoying the very event that's meant to celebrate our city. Extending the season would help spread that energy out. The same lights, the same charm — just shared over more days. That means fewer overwhelming peak nights and more opportunities for families, residents, and visitors to enjoy downtown at a relaxed pace. There's also a strong economic upside. The lights are already installed. Stretching the season gives local restaurants, shops, and hotels more steady business instead of intense bursts followed by quiet weeks. It encourages overnight stays, midweek visits, and longer trips — the kind of tourism that supports local jobs without overwhelming infrastructure. And for residents, a longer season brings balance. Instead of avoiding downtown altogether, locals can choose quieter evenings to walk the Plaza, bring visiting friends, or simply enjoy their own city again. Nights of Lights should feel like something we're part of, not something we have to endure. Most importantly, extending the season protects what makes this event special in the first place. When experiences feel rushed and overcrowded, they lose their magic. When they're allowed to breathe, they shine brighter. St. Augustine has always known how to blend history with hospitality. Letting Nights of Lights glow a little longer feels like a natural next step — one that honors tradition while improving the experience for everyone who calls this place home. Sometimes, the best way to preserve something special... is simply to give it more time.		I would not mind be contacted.
Old City South_PT	Traffic was terrible. Trolleys and golf carts have gotten out of hand. The smell from the horse carriages was disgusting, I could barely breathe	That it needs to positively impact the residents and we need to be put first since we are the ones paying the taxes and putting up with the above negatives in our daily lives.	Email address removed for privacy
Old City South_PT	Worst traffic congestion I have seen in the city during the nights of lights event. Unfortunately, I was caught in traffic on a daily basis.	Failing to support local businesses during this time risks pushing them out of our city altogether. We value the role the tourism industry plays in our community and believe a more balanced, symbiotic relationship is essential. Many businesses and their employees earn a significant portion of their annual revenue during December and January. Perhaps there is a more thoughtful solution for managing access, such as expanded shuttle systems —many towns in Switzerland successfully use limited-access models. It may be worthwhile for the city to conduct more thorough research and planning before implementing a similar approach next year.	Email address removed for privacy
Old City South_FT	very little	manage the event as a business opportunity -- not as a problem	no

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	6–10 years	No	The imposition of a shorter time frame for the event was a positive. Police on bicycle patrol I thought worked well. The addition of porta potties around town was good	Personally I thought illegal parking could have been more rigorously enforced
Old City South_FT	6–10 years	No	I don't know	
Old City South_FT	6–10 years	Yes	Barricades for sidewalks, more public restroom facilities	Virtually zero police presence for traffic, outside of BOL. Not enough required remote parking/shuttling. Residents are in essence trapped at home at 4pm-onward due to mind- numbing traffic. We must demand more remote parking and transit for guests...and prioritize local tax paying residents during NOL. Whether it's by a parking pass system issued, or some other means.
Old City South_FT	6–10 years	Yes	NOL shorter duration, improved rest room availability, extra trash receptacles, attempt to disseminate event info	Never clearly disseminated parking or traffic control changes. Which roads/ routes will be rerouted and when and for what duration. What areas will be closed. How hard is it to generate a shaded map showing same? Also a crossing officer is needed during weekend nights at these intersections; King/Aviles, King/Menendez (next to Vendor management and compliance efforts. Far too many roaming trinkets vendors, akin to third world. Regulate them! Horse tours; quaint but disruptive for traffic and sanitation. The stench of horse excrement at the corner of King and Menendez is noteworthy. Pedicabs license and control them. Surly drivers who twice nearly hit me in cross walks.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Tourists parking their cars on my street blocking my driveway,making it impossible to get my car out	The continued approval of hotel and restaurant/bar development. This just exacerbates the increased congestion of people and vehicles. Serving of alcohol should be curtailed after midnight . My experience has shown that nothing good happens by serving drinks after that time. The first responsibly and duty of the city commission should be to the residents of the city. I do support and enjoy all the entertainment and cultural activity this great city offers but a balance must be maintained. But when that balance comes into question the commission should always tilt their decision in favor of the residents of the city.	Email address removed for privacy
Old City South_FT	The Grinch characters going down the street are extremely loud even during school nights. They will be playing music and screaming at late hours even during the week without considering residents. They should have rules and they should follow them. Maybe a numbered permit so they can be reported easier if they are disturbing residents or public.	We want the town to succeed but there are also neighborhoods that need normalcy. We can coexist. They should considering limiting tourist traffic coming in by offering better park and ride options. There should be "no through traffic" in residential areas. The horse carriages are respectful. Some golf carts are not. I don't think making NOL shorter helps. It concentrates the public. Also, the decorations are all the same year after year. The Christmas tree at the plaza was pathetic. A ferry could be attractive to come to town and limit cars. Let's think outside the box.	Email address removed for privacy
Old City South_FT	As I stated before, after 4 PM downtown, residence are effectively held hostage in their homes because they have absolutely no way of getting out and about due to the increased traffic load. The city must utilize Francis Field for employee parking downtown. It would be a great idea to issue a residential parking pass to only allow residence to drive downtown. And in cooperation with the trolley tours and other mass transit entities, the city has to do a much better job of exploring, remote, parking and transit for guests to the city. Drop them off away from the center of the city and allow them to walk to their destination and then walk back to an assigned bus or trolley. Pick up stop. Secondly, we have to reroute the trolleys during nights of lights. Especially, on the south side of the bridge alliance on Marine Street. Often times we see half empty trolleys with three cars. Or we see four or five trolleys in a row, which makes it impossible for residential drivers to get from .8 to point B quickly and efficiently. If residents are forced to amend their driving habits, the trolleys need to be much more centrally located in the entertainment district, and not the residential districts for the duration of Knights of lights.	The major cost the residence incurred is time. You learn pretty quickly, not to be on the streets, trying to go about your daily business at any time close to 4 o'clock. Between the advanced traffic, tourists to illegally cross streets, the lack of consistent traffic direction by law-enforcement, no remote, parking, and trolley drivers who are somehow afforded primacy on the roadways is incredibly frustrating. Further, the same applies for the horses and carriages. It would be preferable if they come into an exit town down Liberia Street rather than down Charlotte or south or Marine as lovely as they are, they are an incredible impediment to the free flow of traffic. Lastly, barricading San Marco from Ripleys all the way to King Street is imperative the sidewalks can't handle the massive people and pedestrians, inevitably wander into the flow of traffic on either side of the street. We all understand how important nights of lights is to our local business community and to our community at large. As downtown residence, we hardly endorse its continuation. But the Chase for the Almighty dollar forgets the people who are paying taxes and has to live through 6 to 8 weeks of utter chaos on pretty much a nightly basis downtown. Either find ways to have more events that draw people directly away from downtown either at Francis Field, or on the field in front of the fort or, even across the bridge on Anastasia Island to diminish the straggle hold of humanity downtown or, let's get real serious about the negative impacts that what should be a wonderful event or having on the people who should matter most those of us who live in love St. Augustine	Email address removed for privacy
Old City South_FT	Event was much improved from last year but could be improved and balanced for businesses and residents by implementing a few changes. View with concern Mr Kass activism. I assert that his actions as chair of the TDC and threatening engagement with city officials advocating for business driven NOL changes as conflict of interest.	In my opinion residents endure minor convenience but generally enjoy NOL. The fear is business will hijack this event.	Yes. Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	6–10 years	Yes	Road closures, traffic and pedestrian crossings with police presence, remote parking. Can we also start parking on Francis Field?	
Old City South_FT	6–10 years	Yes	Traffic detour from the lions bridge	Some restaurant staff were unaware of the staff parking . Some restaurants had no clue, whether this was there oversight im not sure
Old City South_FT	6–10 years	Yes	Blocking off certain areas to driving was good but as a resident it would have been nice to be able to turn left at the end of the bridge of lions.	The offsite parking was full so people were still driving in to town to find parking.
Old City South_FT	6–10 years	Yes	Barricades and traffic control on Cathedral Place seemed to work very well keeping traffic flowing and keeping pedestrians from slowing down traffic by crossing in the middle of the block. The police and public safety officers did a good job of controlling traffic at he intersections around the plaza. Adding the \$100 fine signs to our Residential St. George Street North Parking Zone helped reduce scofflaw parkers.	Taking up metered parking spaces on King Street near Cordova with the Porta Potties. The trollies and carriages continue to be a source of backing up traffic.
Old City South_FT	6–10 years	Yes	I'm glad they had real people at the intersections to make sure the pedestrians went when they were supposed to go in the cars went when they were supposed to go...	It should have been clearer about residents having parking passes and using the garage... Were we supposed to pay \$40 \$20? \$3
Old City South_FT	6–10 years	Yes	Because it ended earlier than last year I was able to drive home last night.	Parking. Road closure notifications
Old City South_PT	6–10 years	Yes	Wider sidewalks	Ending early
Old City South_FT	More than 10 years	No	Better parking and traffic control	Rubbish control and general safety
Old City South_FT	More than 10 years	No		
Old City South_FT	More than 10 years	No	Much better control of parking in restricted areas. I did not see any illegal parking around Maria Sanchez Lake. The \$100 fines seemed to work.	Still much pedestrian traffic crossing US 1 at King St. At night it is dangerous. Building an elevated crosswalk over the highway should be done as soon as possible, even before the parking garage on West King is built.
Old City South_FT	More than 10 years	No		
Old City South_FT	More than 10 years	No		Police tended to watch but not control
Old City South_FT	More than 10 years	No		Businesses need to cover cost of Nights of Lights, not residents. Residents dont benefit from it at all. Tourism dollars should be used to pay outrageous property taxes. Restaurants should stop raising prices so residents cant even afford to eat downtown.....supposed to be a benefit of living in walkable city 😞. They no longer care about us, why should we suppot them!

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Having additional law enforcement for traffic direction really helped prevent pedestrians from crossing illegally, which always adversely impacted traffic in the past. Remote parking worked well. Can we also utilize Francis Field?	Marketing needs to heavily target families and people who will come and spend money (shopping, dining, etc). Too many come to experience the lights and leave.	
Old City South_FT	The ability to simply drive my vehicle anywhere in a timely manner	We pay outrageous property taxes and seem to get very little back, with all of this tourism why are our taxes so high.	Email address removed for privacy
Old City South_FT	Driving home was a nightmare during the holiday weeks. The offsite parking was full so the cars were all going in to town and traffic was horrible.	You feel trapped in your house because it takes too long to get back home.	No
Old City South_FT	Overall I think this yer was improved over previous years. We live in the heart of downtown at the corner of King and St. George so we are ground zero for Nights of Lights. I understand and respect that the Nights of Lights brings in a lot of business which is important to allow the great restaurants, shops, and entertainment venues to survive here year round. Perhaps further restrictions on traffic for non downtown residents would be helpful on weekends. I think starting Nights of Lights two weekends before Thanksgiving as was the case this year was good rather than the weekend immediately before Thanksgiving. I think a nice compromise on the end date would be extend one or two additional weekends though the 3rd, maybe the 4th weekend of January. The last weekend of January is too long but the second weekend in my opinion is too short.		Email address removed for privacy
Old City South_FT	My friends and family enjoyed it	If the city is losing money on this why are we doing it so long?	No
Old City South_FT	Trying to drive home was absolutely ridiculous (and I've lived for a very long time in LA) to the point of gridlock	We pay taxes and it's like our voice (please refer to 2014 vision) is completely ignored	Email address removed for privacy
Old City South_PT	St george st and the park were way too crowded. Too many daytrippers	Dont advertise to daytrippers. Only promote hotel stays	
Old City South_FT	Short term rental in my neighborhood are starting to reduce my quality of life living in Saint Augustine.	Quality of life in this city is in jeopardy.	Yes
Old City South_FT	Increased traffic in quiet streets at all hours of the nights	Residents deserve freedom to move around at all hours of the day	
Old City South_FT	Visitor volume and neighborhood conditions were much better this year compared to last year. Also, I changed my habits this year and stayed away from downtown for 2 months. However, family who came to visit could not enjoy the town or the beach or going to restaurants.	Shortening Nights of Lights benefited the residents more than the businesses.	No
Old City South_FT	Increased traffic on King Street and US 1 during Nights of Lights, especially in PM hours	It affects access to emergency vehicles, traffic, noise levels, and safety	
Old City South_FT	traffic congestion	charge for parking in shuttle lots	no
Old City South_FT	Over tourism, way to many people trying to be squeezed into this small city. Becoming more like a disney event - lights have become gaudy. Not classic and proper for what used to be a lovely historic town. Very sad.	Residents are subsidizing and lives being terribly impacted for an event that doesn't benefit us at all!	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	More than 10 years	No	\$100.00 fines for parking in residential neighborhoods and no parking signs around Lake Maria Sanchez	The NoL app that still listed parking availability all over downtown which draws tourists into downtown instead of keeping cruisers out of downtown. The gorilla parking lots are part of the problem.
Old City South_FT	More than 10 years	Yes	Removal of street vendor, portable toilets, better parking communication	Extend to the end of January so participation is spread out over more weeks. Also to give the businesses more opportunities as once NOL ended, the businesses suffered.
Old City South_FT	More than 10 years	Yes	Blocking sidewalks preventing people from crossing streets anywhere	Shortening the dates was a mistake and the Broudy lot lacked signage regarding traffic flow, lot full and having a police officer directing traffic at US1 and King Street.
Old City South_FT	More than 10 years	Yes	Pocket parking, increased police presence	
Old City South_FT	More than 10 years	Yes	Pedestrian control, traffic in neighborhoods	Getting in OCSN weekend bights
Old City South_FT	More than 10 years	Yes	Park people away and bus them in. Block off certain areas and streets to no cars.	Dont over think this. There is only so much you can do when this many people come to town. Just be sure emergency people can get through.
Old City South_FT	More than 10 years	Yes	Fencing for pedestrians	Toques lot was taken away; no pay parking
Old City South_FT	More than 10 years	Yes	Pedestrian barriers on the square. Parking shuttles out of downtown.	Traffic in the square
Old City South_PT	More than 10 years	No	Shortened duration — we heaved avhuge sigh of relief!	Need more police presence and traffic control.
Old City South_PT	More than 10 years	Yes		Parking garage spots available
Old City South_PT	More than 10 years	Yes		Making all traffic coming into town over bridge of lions turn right and go to San Marco. Took us over an hour to get home on Marine St
Old City South_PT	More than 10 years	Yes	Parking fines increase in reserved parking for residents, shuttle services for tourists.	More ticket agents needed for cars parked illegally and for people spending the night in their cars on bayfront.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Getting to and from my home in all directions because of gridlock on all roads to either access US1 or access Anastasia Blvd to get out. Coming back in the backup to access King St from the South was all the way to 312. West King St was also gridlock all the way to Holmes Blvd. Coming over the BoL I do not want to turn North into gridlock to go South to my home. That strategy to alleviate traffic in Davis Shores coming into the city does not work and punishes residents who live South of the BoL.	We worked hard in 2014 to adopt a Vision Plan and to update it in 2024. The NoL does not consider this plan at all. Being trapped in our home for the entire Holiday season and not being able to have family and guests over to enjoy the Holiday season is the antithesis of what the most important season of the year is all about. Figure out a way to keep ALL nonresident cars out excluding friends, and family, paid hotel guests, workers and other necessary drivers . Eliminate all downtown parking lots and garage access where available and use Congestion Pricing System (the service can design a specific plan for the needs of St Augustine) with high priced (\$250.00 +) fines to drive into downtown during the NoL season. The city policy from years ago to discourage downtown parking garages was adopted as a response to acknowledging that drawing more cars into the city was a recipe for disaster, and that is where we are now. It is a disaster.	Email address removed for privacy
Old City South_FT	Loss of revenue once NOL ended - Kenwood Inn	When you move into a city which tourism based, don't get upset with the tourists!	Email address removed for privacy
Old City South_FT	Traffic congestion	City should charge for people to park at the Broudy lot so to encourage traffic to park at outlying lots outside City limits. Parking garage charge should be higher than \$40 during NOL. Also County should completely pay 100% of the cost of NOL not the City taxpayer.	No
Old City South_FT	Handling of illegal parking greatly improved	Tourist car parking needs to be managed to protect residents.	
Old City South_FT			
Old City South_FT	Im a local and we know what and where to avoid. Require most people to park remotely and bus in. Block off certain streets and areas.	The airbnb's are full and do add cars and people inside the city. Not sure if anything can be done with that.	
Old City South_FT	The impact to the residents south of the bridge were negligible. There was no gridlock at all. However, I think the businesses were hurt as well.	The residents need to get over themselves. We are an active downtown. It's the same old phrase from years ago "I'm here, now close the gate so no one else can get in" If people didn't want to be in an active village, then they need to move to Palatka. As a resident and business owner in the historic district, residents need to understand that they aren't the only ones that this city depends on for taxes. Since the beginning 32 years ago, we wanted to get st. augustine on the map. It has taken that long to do so. Just because of a screwed up 2024 season, doesn't mean we have to reduce or eliminate the night of lights. However, there's definitely some changes that need to be made in this year Was a good start!	Email address removed for privacy
Old City South_FT	traffic out of downtown	Traffic congestion	Email address removed for privacy
Old City South_PT	It took much too much extra time to get anywhere we were going. There were people cruising up and down local streets looking for parking. It took us an hour to go three miles!	We enjoy this city because of its walkability and its easy access to restaurants, historical sites, shopping, etc. All of these are impacted substantially by Nights of Lights.	No
Old City South_PT	More room for pedestrians to walk in the plaza		
Old City South_PT	Traffic around bridge of lions	We pay taxes	Yes
Old City South_PT	Traffic and parking	Poorer quality of life	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Old City South_FT	More than 10 years	Yes	Raising the parking ticket price to \$100 was excellent.	I almost never go out to the Island on Friday or Saturday night during NOL because its so difficult to get back in. But one time this year I had an event on the Island Friday evening that I HAD to attend. Afterwards, I came back and crossed the Bridge of Lions with no delay at all. I prepared to turn left into our neighborhood. An officer was there directing traffic and he would not let me turn. I said "Please, I live in this neighborhood. I'll show you my driver's license." No. He sent me into the worst part of the traffic. I had to turn right toward the Fort and could not turn left until West Castillo. It took a full hour to get from the bottom of the Bridge of Lions to my home near Maria Sanchez Lake. PLEASE - make a plan to allow us to turn left into our neighborhood - even if it means showing credentials, having a special tag, anything.
Old City South_FT	More than 10 years	Yes		Shuttles did not work well
Old City South_PT	More than 10 years	No	I did not see any that worked well for me.	I live in old city south and getting home at night was a nightmare. Closing off left turns at the foot of the Bridge of Lions for locals and forcing us to turn north with no U-turns allowed was most unpleasant experience. The city needs to have trained traffic control officers at that intersection to make it work for downtown residences and business owners. Riberia at King was gridlocked, no traffic control in sight. Police officer blocked off west King causing a huge back up. The officer seemed clueless about the effects of him blocking off the street to traffic. SAPD officers need better training to handle NOL traffic. Locals must have a way to go home from 6pm to 10pm. Emergency vehicles can not access King street when it is in gridlock from US1 to the BOL.
Old City South_PT	More than 10 years	No	Shortened duration — we heaved avhuge sigh of relief!	Need more police presence and traffic control.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Old City South_FT	Not being able to go out to the Island and come back in at a decent time because of traffic.	First, we live in a beautiful city and I feel fortunate to be able to enjoy the opportunities it offers. I also feel the City Commission has done a phenomenal job of working to balance livability issues vs. tourist appeal. With that said, the resident cost involves 1) increased traffic obstruction which increases driving time to work, doctor appointments, or grocery runs; 2) a decrease in the sense of safety and security; and 3) limitations in the ability to stroll through town and enjoy the beauty of the season without crowds that push, pull and feel unmanageable and sometimes unruly. We DO have a tourist economy and I know that some think favoring livability improvements can diminish the appeal to tourists. But truly, even tourists don't like to be in a logjam of traffic. They don't want to be on a trolley that can't move for half an hour on the bayfront. Both residents AND tourists alike want the city to be safe. None of us want to be pickpocketed. And, all of us - residents and guests alike - want to be able to walk down St. George Street without feeling like we are in Times Square. Originally, the appeal of nights of lights was the holiday magic that our quaint and ancient Old City exudes - not the hustle and bustle of NYC crowds. We should do everything we can to hold on to that original appeal that allowed both residents and tourists to enjoy a meaningful and memorable holiday.	
Old City South_FT	Too many people competing for limited resources, restaurants etc.	Night of Lights has nothing to do with St Augustine or its residents. Its only purpose is to generate profits for businesses as demonstrated by efforts to extend the production and complaints about how much money they were missing. The city has no business putting on or paying for Nights of Lights. Go back and read the results of the St. Augustine visioning effort.	Email address removed for privacy
Old City South_PT	Not being able to get in and out of my neighborhood. (Old city south) There is no market downtown and if I need items I need to drive out of the city and drive back in. Put yourself in my position. It's like being held hostage. Normal drive to Winn Dixie takes less than 10 minutes one way normally, on NOL evenings it's 30 minutes one way and 30-45 minutes back in gridlock. Go out to eat outside of downtown and you can't get back home because of road blocks and gridlock. You don't want to leave your house knowing how bad traffic is. Not so great quality of life. Way too many people coming into the downtown area.	We pay additional property taxes to live in St Augustine, we also pay county property taxes. I want my tax dollars to go toward my quality of life. I want to be able to live downtown and not feel like I don't count because business's want to maximize revenue at my expense. If the city of SA wants to promote business over residents then give the resident a tax credit for the loss of quality of life during the NOL event. How about a two month tax holiday for homeowners who are trapped in their neighborhoods. Although I'm not sure that is enough money as a trade off for being trapped in our homes for two months. While I'm here, the city needs to add more bicycle stencils on the all the major roads inside the city limits. They should be painted with green reflective paint. The white stencils are faded and hard to see. If the city wants to promote alternative modes of transportation like bicycles they should make it safer for riders. Especially where the city has installed crossing islands that protrude into the roadway. Also on major streets where parking is allowed forcing riders to take the entire lane for their own safety. Drivers should have more notice that bike riders are allowed to take the entire lane when necessary.	Email address removed for privacy
Old City South_PT	It took much too much extra time to get anywhere we were going. There were people cruising up and down local streets looking for parking. It took us an hour to go three miles!	We enjoy this city because of its walkability and its easy access to restaurants, historical sites, shopping, etc. All of these are impacted substantially by Nights of Lights.	No

North City Neighborhoods

- Abbott Tract
- Uptown
- Nelmar Terrace
- Greater Fullerwood

Abbott Tract

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Abbott Tract_FT	1–5 years	No	Temporary residential parking permit during nights of lights - was very helpful	I'd suggest dedicating a nearby side street to residents-only access in the evenings. This would allow local residents to more easily travel between Ponce De Leon Blvd and San Marco Ave in order to get to and from home.
Abbott Tract_FT	1–5 years	No	Parking tags: great for Abbott Tract. I do feel for businesses who normally have access. Getting creative with specific business tags might be an option.	I may get ahead of some questions that are coming. To quote Yogi Berra: It's so crowded, no one goes there anymore. We did not do a single nights of lights activity as a resident after always doing something with our 3 kids under 10. Not a single thing. Over it. In fact, we INTENTIONALLY left for two weeks. We understand that we are in a tourist city, there is appeal to that. I lived in San Francisco, CA for 25 years. I attended almost every big event. Loved it. But I tell St. Augustine is difficult because of the RELENTLESS drone of 2 straight months. so, to discuss traffic control on 1: we didn't go out, period. Can't say I experienced it. My thoughts: 1) thank you to the City and Neighborhood Council for getting ahead of things and making an attempt. Thank you. 2) parking tags are good - just one caveat for local businesses. the parking garage and Uptown are a bit far apart... so maybe some business tag specific should be considered. 3) the light in front of Ripley's is multiple deaths waiting to happen. the odd timing (which makes sense after you live here) will cause problems. NEED traffic monitors/control 4)directing traffic on 1: great idea, didn't experience it. Overall, this is a city of residents who understand the tourist component. but if business and other people want a Disneyland esque experience - then build it elsewhere. Don't force it or it will implode from the inside with time.
Abbott Tract_FT	1–5 years	Yes	Having the remote parking lot and shuttles seemed to help downtown traffic. And the barricades on the bayfront to prevent pedestrians from walking into traffic was great!	As a resident with a driveway, I missed the hustle and bustle of tourists parking in our neighborhood. It's fun and festive! But, I know I'm in the minority with that opinion.
Abbott Tract_FT	1–5 years	Yes	Parking enforcement	The city's decoration could use a refresher, the city's lights are a little tired in comparison to the lights the merchants put up.
Abbott Tract_FT	6–10 years	Yes	Parking restrictions	Shuttles
Abbott Tract_FT	6–10 years	Yes	Making the Abbott tract permanently residential parking only would be great!	
Abbott Tract_FT	6–10 years	Yes		More bathrooms, restricted parking, shuttles did nothing to curb traffic . It took hours to access our home due to traffic, which appeared much worse this year

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Abbott Tract_FT	Temporary residential only street parking made a big difference in a positive way	Getting from Ponce de Leon to San Marco Avenue is still a huge disruption due to heavy traffic backup. What normally takes 3 minutes, can take up to 20 minutes starting at around 4:30pm to about 10pm.	Email address removed for privacy
Abbott Tract_FT	Put it in another question. we will leave every year for 2 weeks going forward. I suspect that \$5-\$10k of discretionary spending from my family that would normally go to St. Augustine goes elsewhere. (we'd never invite friends to come visit during this time, for example)	Above - I don't spend \$ in town. In fact, it's not like we start spending now that NOL is gone, we have adjusted patterns to spend elsewhere. Might be March/April until I start spending in town again.	
Abbott Tract_FT	It was annoying to have to give everyone who came by a parking permit and then have them have to walk and back and forth to put it in their car. We love Nights of Lights and wish it was all year round! I am not the one to ask for negative impact.	It doesn't affect my costs at all. I wish there was more Nights if Lights!	No
Abbott Tract_FT	I have a pretty positive view of the festivities	Not all residents go online to get there information, a public forum with open conversations in each neighborhood would be awesome	
Abbott Tract_FT	Traffic to get home even during daytime .	I would like more police presence especially on St George street to handle vagrants and pan handles. Throughout the year but especially NOL. More patrolling in neighborhoods to keep people safe .	No
Abbott Tract_FT	Residential only parking in the Abbott tract was the best thing, however it should be at all hours ..		No
Abbott Tract_FT	Traffic was overwhelming	We live hear, pay taxes and are the least likely to go out during this time. We support the city when there are no tourists and no consideration is given to us. We clean up liquor bottles , condoms, trash to keep our kids from exposure. There are increasing reports of violence . Businesses care about making money, often not living in the neighborhood. Traffic impacts life significantly, making routine tasks and responsibilities a major inconvenience.	Yes

Abbott Tract_FT	6–10 years	Yes		
Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Abbott Tract_FT	More than 10 years	No	residential parking permits were a big help.	The new parking restrictions are very helpful to keep our streets available to residents and workers. However, the City's focus on a 2 months + period for Nights of Lights continues to cause problems for residents who live near downtown. We have to plan appointments, shopping, and any visits with friends who happen to live out of the neighborhood during morning or early afternoon hours lest we get stuck in the backup of tourist traffic. In the Abbott Tract it is nearly impossible to get out of our landlocked neighborhood during busy tourism times because traffic on San Marco is bumper to bumper and that is our only ingress and egress. I believe the duration of the Nights of Lights should be shortened. Thanksgiving to New Years Day is ample time for visitors to see and enjoy the lights, and give us our city back.
Abbott Tract_FT	More than 10 years	No	The parking tags really helped our neighborhood this year. Thank you	The traffic is an absolute nightmare. If we try to leave our home in the late afternoon/evening, even to run to Publix (which is only about 1.5 miles away), it takes forever, is stressful, and is a complete headache. The traffic is just way too much for our little neighborhood.
Abbott Tract_FT	More than 10 years	No		Parking was not monitored. The people that took a chance and parked anyway had no worries about receiving a ticket since the city wasn't coming during peak hours.
Abbott Tract_FT	More than 10 years	No		The current strategy caused harm to local businesses on San Marco. People were "afraid" to come to Saint Augustine because of parking- first hand knowledge. Also, the predatory nature of the tow truck businesses in "cahoots" with Firestone is unethical and hinders any positive experience local residents and visitors may have!
Abbott Tract_FT	More than 10 years	No	Residential Parking Passes	City enforcement of parking violations. City only traverses only the outer roads in the Abbott Tract, neglecting streets running North/South. Frequency of city enforcement is a joke.
Abbott Tract_FT	More than 10 years	No		
Abbott Tract_FT	More than 10 years	No	The No _arming Sings in our neighborhood were very effective	
Abbott Tract_FT	More than 10 years	No	Notices threatening \$100 fine for unauthorized parking	Trash collection was inadequate.
Abbott Tract_FT	More than 10 years	No		
Abbott Tract_FT	More than 10 years	No		

Abbott Tract_FT			
Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Abbott Tract_FT	I avoid going into downtown as much as possible during this time, so the best thing that happened was the posting of residential parking.	Many residents (such as residents of Vilano Beach) refuse to drive into town as the traffic backup can be horrific. Other people are deciding to move away as the quality of life in established neighborhoods has been seriously eroded by the influx of short term lodging.	No thank you.
Abbott Tract_FT	The traffic really ruins the entire experience and instead of enjoying Nights of Lights as a resident, we dread it.	The traffic makes coming and going from our home miserable in the late afternoons/evening	
Abbott Tract_FT	Although parking in the Abbott track was less than in prior years with the exception of the few law breakers the impact of the traffic is the major concern. San Marco was gridlocked making the biggest concern if there was ever the need for an emergency vehicle to get in the neighborhoods could they? A fire, or health emergency could become a tragedy.	We are being put in danger with all the traffic and the inability to get emergency vehicles to us if needed. We as residents cannot enjoy the place we call home!	Email address removed for privacy
Abbott Tract_FT		Please address the predatory nature of the tow truck practices and how they work with a business to unjustly, unethically profit from visitor parking misunderstandings. Please promote an image of welcome and civility in messaging to residents and visitors. (Back to the tow trucks as one example.) Please consider ways to promote the local (truly local) businesses- especially on San Marco Avenue.	
Abbott Tract_FT	Quality of life. You cannot leave and get back home in any timely manner because of traffic. Tourists do not care about parking violations, parking wherever they want and they lack of cleanliness from what they leave behind is abhorrent.	We care about the quality of the businesses that benefit off of NOL as much as they do about the neighborhood's quality of life, which is 0%.	Yes. I was born and raised in St. Augustine, and would love to speak about NOL.
Abbott Tract_FT			Email address removed for privacy
Abbott Tract_FT	No parking signs you placed in our neighborhood were very effective and therefore helpful to the neighborhood	Horrendous, traffic issues, not enough police	
Abbott Tract_FT	Downtown traffic and parking.	More full time residents are considering selling and moving elsewhere.	No.
Abbott Tract_FT			
Abbott Tract_FT	Visitor volume and duration of event	Absolutely NO residents should pay for this	

Abbott Tract_FT	More than 10 years	No	Restricting parking and clearly visible signs ,enforcement of residential parking, traffic control at Castillo intersections and bridge. Don't know if city helped with ripleys access but for first in a long time Ripleys did not block access to their back lot so Abbott track residents were able to catch the light to get out. That is a real help !	Allowing parking at Mission and behind ripleys in residential zones. Remedies are not enough to deter these unauthorized activities. These parking areas create more congestion on San Marco and impact ingress and egress to Abbott track.
Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Abbott Tract_FT	More than 10 years	No		

Abbott Tract_FT	Restricting all plans to leave neighborhood especially on weekends. Have to plan all errands for first thing in morning.	NOL significantly reduces the livability and enjoyment of St Augustine. The benefits only go to businesses and the residents feel all the burden. It's become the tackiest display of lights along the bayfront. It's a total embarrassment. It's ridiculous for the city and TDC to continue to promote any events at any time with the constant and ever growing congestion just due to the county growth alone.	
Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Abbott Tract_FT	The fatigue of NOL was much less obvious this year - thank you - I think it's due mostly to the neighborhoods having some sovereignty - the quiet streets were a godsend	I would very much like an overall cost impact study of the event. Solid waste is a huge and obvious cost categories absorbed by the City during Nights of Lights. Additional impacts include increased sewer and wastewater treatment loads, expanded demands on emergency services and traffic management, free parking and shuttle operations, and significant administrative and planning time by City staff. These represent real expenditures and opportunity costs that are not directly offset by visitor spending. I respectfully request that the City publish a transparent cost analysis that includes ALL COSTs borne by City and Residents alike. It is TIME that Nights of Lights stops functioning as a public subsidy for private profit—funded through municipal resources and resident quality of life rather than through equitable cost-sharing. For too many years NOL has been funded off the backs of the residents and that needs to end if the event is to continue. City Residents pay for the services and infrastructure that all of the the tourists use and that is hugely disproportionate - the City and TDC need to come up with a fee structure that funds tourism directly from the tourists that visit us - that fee needs to return directly to the City and fund our infrastructure waste water, water, trash, and time (staff) - Curious to know how much TIME the city staff spends on administrating NOL - lets quantify that - if we can't quantify and fund that time - then having a 6 week event that does not pay for itself makes no fiscal sense going forward. Unlike St. Johns County, the City of St. Augustine operates its own solid waste and sanitation services. As a result, increased visitation directly translates into increased municipal labor hours, overtime, vehicle use, fuel consumption, and landfill tonnage borne by the City budget. These are not abstract or regional costs—they are immediate, local, and publicly funded - and its NOT FAIR for the bulk of these costs to be borne by residents who do not benefit and many times are affected negatively by it. Nights of Lights risks functioning as a public subsidy of private profit—funded through municipal resources and resident quality of life rather than through equitable cost-sharing. LETS CHANGE THAT COST SHARING BURDEN and at the same time give back to the RESIDENTS by easing their burden financial (thru taxes) and materially (thru ease of life during NOL) . Thank you! Susan Gregory	Email address removed for privacy

Uptown

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Uptown_FT	1–5 years	No	Shuttle service	
Uptown_FT	1–5 years	No	Parking was kinda more open on the street because they new they would get towed i suppose other than that not much good came out of it	Trying to get around was impossible the whole time 3 1/2 hours to get from fullerwood to cincinnati thats ridiculous and you cant get around cluster mess people turning around honking pedestrian all over the place which made the traffic not move because the button got hit ever 5 seconds so traffic was constantly stopped. Dangerous gor our residents and the tourists worst year yet. Our neighbors Airbnb and were rude with parking couldn't even get into our yard on our property not in the street telling her costumers to park on the line so we couldn't get out or in due to them blocking our personal driveway. In which they have a garage and a personal driveway and none of them park up front or use a pass which made it even harder for us full time residents. Just disrespectful all the way around.
Uptown_FT	1–5 years	No		Restricted parking should be extended to 5PM instead of 1PM to better support the Uptown businesses.
Uptown_FT	1–5 years	Yes	The signs worked well.	Putting up signs with certain times and then removing or changing directions of signs and times with no notice.
Uptown_FT	1–5 years	Yes	Part-time residential parking	US-1 and San Marco traffic congestion
Uptown_FT	1–5 years	Yes	Posted signs	Sandwich board signs interfered with visibility & walking & driving
Uptown_FT	1–5 years	Yes	limited access from Rte. 1 to streets in UpTown	Speed on Traffic on San Marco...especially between 3 and 4 pm.;
Uptown_FT	1–5 years	Yes	Parking passes	1. Stopping vehicles traffic during all season from Ripley "Bealived or not" to "Bridge of Lyons" 2. Light installation for each street for better visibility and safety during night time! 3. Camera installation at the entrance and exits of each street to increase safety! 4. Patching the holes with asphalt 5. Installing Speed-bumps for each street
Uptown_FT	1–5 years	Yes	Less RV overnight parking on street	Asked for additional tags(declined), no driveway, 3 cars registered to address, so we parked on front lawn, when we had holiday family & friends. This was issue brought up but ignored. Wanted 6 tags so we could have 3 extra for residents family & friends

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Uptown_FT			
Uptown_FT	The traffic was number 1 negative impact it was just horrible and 2nd the Airbnb after waiting in traffic not being able to park in the driveway due to her having her guest park behind our driveway which isnt technically a spot and she has plenty of parking. Due to us all having passes I dont understand why her guest didn't have passes to park outfront instead of blocking our driveway just very rude. Negative experience all the way around.	That it impacts us who wants to work all day and cant get home due to visitors everywhere in non moving traffic and then not to be able to park where you always park because now your neighbor is rude just causing problems for the neighborhood.	Email address removed for privacy
Uptown_FT	The event created friction between residents and local business owners because it felt like there wasn't compromise that suited both parties. Residents shouldn't have to sacrifice their quality of life and businesses should not be negatively impacted because people aren't able to get to their establishments.	As residents, we have to change our entire thought process on accessing businesses or leaving our homes due to the increased traffic and volume of people. Our tax payer dollars support this community and I, for one, am excited to share it with the general public during this special time of year, but it seems concessions should be made to make sure the city is still supporting local's needs.	Email address removed for privacy
Uptown_FT	My only issue was putting up the signs on our block and then changing them and the times. I had no problem with time change to accomodate the business in the area inner was no communication. After the fact found out that parking enforcement was not allowed to write tickets because of where commercial properties vs residential properties begin and end. Overall we were very satisfied with how the parking passes and restrictions worked out, just need better communication.	The impact it has on going out to shop or eat. Have to go shopping before 10am as to not get stuck in traffic.	Email address removed for privacy
Uptown_FT			
Uptown_FT	Traffic in residential areas	Shuttles worked best, it's great for local shops, so I wouldn't want to take their business away or shorten their bulk of good sales times.	
Uptown_FT	Nights of Lights brings a positive energy to the Town; adding to the Historic City experience.	The City Commission and the Police Dept. should consider enforcement of Noise/decibel level parameters for purposefully altered / loud car and pickup truck mufflers and headers.	Email address removed for privacy
Uptown_FT	Parking passes+ Speeding cars -	I would suggest permanent communication between residents and the City Institutions through new and fast communication channels! This questionnaire is a good example! * I have 10 years of work experience and a Master degree on Tourism management and tourism policies and I would like to volunteer if needed!	Email address removed for privacy
Uptown_FT	Stoping at Stop signs 1st & Rohde, drivers annoyed with no parking on streets & tend to speed in frustration.	Residents should get special permanent sticker, & 2 extra "guests" tags, so if they need to get home they can get to their homes rather than spend 30min in traffic.	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Uptown_FT	1–5 years	Yes	I could almost always park in front of my house, and everyday on my street. I do not have a driveway so this was great!	There was still a lot of traffic, especially after 4pm on Fridays and Saturdays during nights of lights. Walking downtown was terrible on the most crowded evenings (like shuffling in a line). I would love to see the A1A completely closed off from W Castillo through the Bridge of Lions and pedestrian only (or trolley + pedestrian only) on those peak Friday and Saturday evenings. It'd be more enjoyable for viewing the lights (and safer).
Uptown_FT	1–5 years	Yes	Closing off turn lanes on HWY 1	Should have closed more turn lanes off HWY 1. Everyone funneled down our street...Bernard
Uptown_FT	6–10 years	No		
Uptown_FT	6–10 years	Yes	No strategies were effective.	As a born-and-raised resident, now father of 4, with a full time job and evening job I don't have time to watch tv or really listen to the radio. The most information I get from the city is through the mail like the stormwater preparedness mailers for example. I had no idea that the south-bound turn lane for my street (Grove Ave.) from US1 would be blocked or that friends from outside of the city would be ticketed for parking in our neighborhood. We do NOT have an HOA, nor do we want one and once our driveway was full, no friends could visit for holiday parties or walking downtown. This is one of the things we love most about living here is having friends park and walk to enjoy the lights. We love Nights of Lights, don't care for the traffic in the city, but the blocking of the turn lanes and public parking restrictions in our neighborhood were a gross overreach that directly impacted my family. We do not need new laws but merely enforcement of the existing yellow-curbs, stop-signs, and speed limits.
Uptown_FT	6–10 years	Yes		Way to many Metal Fences
Uptown_FT	6–10 years	Yes	Having police presence and directing traffic also barricades	Need a lane for buses trolleys and emergency vehicles
Uptown_FT	Less than 1 year	Yes		
Uptown_FT	More than 10 years	No	temporary parking permit, closing street from US1 access during weekends and christmas week.	
Uptown_FT	More than 10 years	No	Resident passes	I witnessed many cars, ignoring the barricades and going around them to get on residential streets that were blocked off
Uptown_FT	More than 10 years	No	Putting orange barrels at the end of our street and neighboring streets helped to keep traffic down. Also refreshing yellow curbing before NOL began helped with those thinking of parking illegally.	
Uptown_FT	More than 10 years	No	residence parking only	exit off 1

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Uptown_FT	Traffic (negative) Enjoying the lights on foot (positive)	I have to plan my errands and outings around nights of lights traffic. If I'm not home by 5pm on the busiest nights, I'll get stuck sitting in traffic close to my house (my longest wait in traffic was 45 mins this year). With a young child in the car, and close to dinnertime....it's pretty awful. Kudos for fixing the parking problem! I don't have a driveway so it was nice to have priority street parking without having to compete for a spot. Last year I had to park in my front yard/sidewalk most nights.	Sure.
Uptown_FT	Traffic volume. My wife works at the library and it is a pain to drive back and forth.	Financially, none. Time, yes. Driving to get groceries, errands and so on can be difficult. Definitely limits our ability to pick up and go.	Email address removed for privacy
Uptown_FT			
Uptown_FT	Our street has many short-term rentals but they're always full anyway. NOL didn't significantly change that. The highly restricted neighborhood conditions were the biggest negative impact. The closed turn lane was an annoyance. The cut-through traffic is most of an issue when people break the existing laws of speed, stop signs, and yellow-curbs. The parking restriction was entirely inappropriate because is essentially killed any "legal" party by preventing friends from visiting. One of our favorite things is the lighting ceremony and inviting friends to park and walk down with us. Once the driveway was full we would then be asking our friends to risk a \$100 fin just to join us. I strongly disagree with this policy. Please do NOT continue it next year.	The destination fatigue is real. Shortening the duration from the week after Thanksgiving to the weekend after NYE could help. Or stop advertising it. plenty of people obviously already know.	Email address removed for privacy
Uptown_FT	Lasted way to long, inconvenience re being able to get to the City! Lack of parking for Residents	We Deserve Better!	No Thank you
Uptown_FT	With police directing traffic trolleys could actually move through town at a reasonable rate	We live in a tourist city by choice. Nights of lights is enjoyed by all and is not going away. We are a German Christmas market. We just need to continue to make changes to better the process for everyone. I think making it more desirable to take shuttles by adding characters in the busses etc to encourage people to take them	Email address removed for privacy
Uptown_FT	Commuting time/traffic		
Uptown_FT	travel times to and from home during evening hours		
Uptown_FT	Getting to and from my home, especially on nights and weekends during any events is quite challenging. I work outside the home full-time so I deal with it every day. And these car owners that think that they can park in driveways but block the sidewalks are usually short term rentals.	Let them all get together and stay in one or two of the large STRs for a full weekend, that would be Thursday until Sunday in December, so they can get the full experience. We are still prisoners in our homes on the weekends, even with the parking restrictions in place.	Email address removed for privacy
Uptown_FT	Visitor volume.		
Uptown_FT	quietness of our street	effects living freely in At Augustine and not having to evaluate if I can get somewhere avoiding Night of Lights traffic.	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Uptown_FT	More than 10 years	Yes	I'm not convinced that any of them worked particularly well. My sense is that the reason it seemed better this year is because it was SO bad last year that a lot of people swore off the event entirely, and thus we had lower turnout this year.	The parking restrictions were overbroad and punished local businesses while bizarrely favoring AirBnBs. Ending the event early punished locals (who often wait until after Christmas to come to Nights of Lights) while also forcing more potential attendees in to a narrower window of availability.
Uptown_FT	More than 10 years	Yes		Sequestering public parking on the streets limits it for residents and their guests. It's a bad idea. If parking on yellow were enforced it would work better and more justly.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Uptown_FT	Traffic. The City of St. Augustine simply cannot accomodate that many cars. It cannot accomodate even half that many cars. The only way for the city to continue to ensure that Nights of Lights is a viable event is to significantly reduce the number cars entering the city center, which will require congestion pricing, removal of traffic lanes on San Marco, or similar to disincentivize driving and incentivize remote parking and shuttle use.	Downtown residents are trapped in their homes on weekends during Nights of Lights because of the gridlock. No amount of removable metal traffic signs and cops on street corners is going to ameliorate the traffic problem. We need to completely rethink how we're moving people in to and out of downtown during this event. Having said that, it's also important to remember that resident quality of life is positively impacted by the high level of adjacency to business that we enjoy downtown. Without Nights of Lights, many of those businesses that we love to frequent in the off season would not be financially viable, and losing them would be a significant detriment to downtown living. The City and the TDC (and the County, and State DOT) need to work together to come up with some better traffic management solutions, so that we don't end up throwing the baby out with the bathwater.	Email address removed for privacy
Uptown_FT	I live on East Lane and my family lives on Grove, so I'm on both a lot. We generally enjoy the visitors. They're a festive happy crowd of families and friends, not like a roudy crowd. We have ways of coping with the traffic that work for us.	Just enforce yellow curb parking. Don't take away on street free parking parking.	Email address removed for privacy

Nelmar Terrace

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Nelmar Terrace_FT	Less than 1 year	No	1. The increase in available restrooms was evident both in a good way (you could find a restroom) and in a not-so-good way (those ugly things kind of mess up the pretty experience... maybe in future we can find less intrusive ways to hide them or put temp walls around them so they don't detract from what people are coming to see? 2. The parking lot and shuttle was a good improvement and I appreciate that progress, but you all already know we still have a major congestion and traffic problem with NoL.... just trying to get to friends' homes for holiday parties in south city and on Anastasia made me wonder what happens when emergency vehicles need to get through. 3. The barricades into the streets that allowed visitors to overflow into the street safely was (while not pretty) effective. Last year the sidewalks were so crowded that it was dangerous.	Honestly, it almost felt like the shortened length of time just congested things more? But I will not lie, it was a happy relief on Jan 12 when things felt back to normal. More parking/shuttles obviously. Trollies are TERRIBLE and rude during nights of lights... they should be part of the solution not causing issues. Put some pretty fake greenery walls or something on the portable toilets.
Nelmar Terrace_FT	Less than 1 year	Yes		
Nelmar Terrace_FT	Less than 1 year	Yes		
Nelmar Terrace_FT	1–5 years	No		
Nelmar Terrace_FT	1–5 years	Yes		The city needs to plan for NOL at the beginning of the year, not a month before. The City has to find balance for residents and businesses. There are ways to discourage people from driving around downtown to "look at the lights".
Nelmar Terrace_FT	1–5 years	Yes	Communication of no parking on streets and having officers directing traffic and pedestrians crossings	
Nelmar Terrace_FT	1–5 years	Yes		
Nelmar Terrace_PT	1–5 years	Yes	Blocking parking on residential streets.	
Nelmar Terrace_FT	6–10 years	No		
Nelmar Terrace_FT	6–10 years	No		Taking away entire parking lots for businesses
Nelmar Terrace_FT	6–10 years	No	It was a good idea to help some downtown workers have access to parking; however, it created less parking for everyone else including locals.	Taking away parking from tourists and charging them \$40 also took parking away from locals.
Nelmar Terrace_FT	6–10 years	Yes		
Nelmar Terrace_FT	6–10 years	Yes		

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Nelmar Terrace_FT	The weekend of Christmas (26 - 28th) was awful... even in our neighborhood (Nelmar Terrace) that is further from downtown and not easy to cut through thanks to barricades and restricted access, the traffic (especially) Saturday night that was constantly FLYING down our street -- even including one of the red trains - was absurd. This seemed to be solely because the traffic was NOT MOVING on any of the main roads and people thought they would try to cut through to move around it. I will say that the major issue with NofL is absolutely traffic and parking related, so in that respect it might be the only time that short term rentals that allow people to stay and WALK or ride bikes into town for the lights might be an advantage. (Please don't misconstrue this to mean that I want the number of STRs to increase. No thank you on that.)	The inability to actually go into downtown and enjoy our city for two months is disappointing, but I do still love Nights of Lights. I just wish there was a way we could cap the people (non-residents) on any given night, but I can't fathom how that would be done.	I think I have already covered all I can. I wish I knew the solution to it all without hurting our businesses. Email address removed for privacy
Nelmar Terrace_FT	Traffic. Maybe having police or assistants stationed at troublesome intersections to keep people from blocking intersections and keep overall flow moving would help relive frustration from drivers.		
Nelmar Terrace_FT			
Nelmar Terrace_FT			
Nelmar Terrace_FT	The closure of so much public parking downtown made it very difficult to go downtown during the daytime on non-peak weekdays. The City needs to come up with better solution for traffic management.	Not all of your residents are retired and elderly. There are a lot of us residents that own businesses, and there are even more that work at them. The City needs to understand that certain residents don't want this town to be based around tourism, but they do not understand that this town survives on tourism. Every meeting I go to is the same handful of retired residents that have nothing but time to complaint about their individuals needs.	Email address removed for privacy
Nelmar Terrace_FT	It's great for the city's business owners and for a sense of pride for locals. It's always good to live where people vacation.		
Nelmar Terrace_FT		I believe that this short period of high tourism is not such a huge disturbance to me as a local full time resident. I chose to live near the busy part of town and enjoy the activity brought to our city through the nights of lights. It's only a month out of the year to deal with heavier than usual traffic. I'd rather more visitors throughout the year than more people moving here permanently.	
Nelmar Terrace_PT			
Nelmar Terrace_FT			
Nelmar Terrace_FT			
Nelmar Terrace_FT	It was hard for me to do business downtown during the nights of lights. A 5 minute drive becomes 40 on a weekend, and barricades and "permit only" signs make it even harder for me to find an actual parking spot. I also have a business downtown and I meet with clients downtown and I felt the parking changes made things worse for me and my clients.	As a resident, I understand that we are a tourist town and our town depends on tourism. I would just like to have better access to our town during the Nights of Lights. The barricades were a pain and so were the \$100 parking fines without a permit.	Sure
Nelmar Terrace_FT	no real impact other than heavy traffic.	It's a tourist town, with that comes times with heavy traffic. it's annoying but part of what you get when you live in a tourist town. Dont buy a house on the ocean then complain about salt spray.	neutral
Nelmar Terrace_FT			

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Nelmar Terrace_FT	6–10 years	Yes	Bus shuttles, sidewalk barriers	Do not stage portable toilets in the Basilica parking lot adjacent to the church.
Nelmar Terrace_FT	6–10 years	Yes	Police at cross walks and barriers along sidewalk	Should go back to all of January
Nelmar Terrace_FT	6–10 years	Yes	Traffic personal controlling intersections; guardrails for sidewalks downtown	
Nelmar Terrace_PT	6–10 years	No		
Nelmar Terrace_FT	More than 10 years	No		
Nelmar Terrace_FT	More than 10 years	No	Sign with bar codes for NofL info, offsite lots and shuttle	Locals ability to park downtown if not close enough or too elderly to walk
Nelmar Terrace_FT	More than 10 years	No	The city "strategy" failed	Date change was a mistake
Nelmar Terrace_FT	More than 10 years	No	Protection of the Abbott Tract, Rohde Addition and Model Land with respect to parking was greatly improved and with that, San Marco Ave was not as gridlocked as it has been in the past. The additional bathrooms, barricades and people buffers were helpful in managing the crush.	This is more than can be answered in a survey. We need to protect the north and south Davis Shores neighborhoods too and I believe that is in the 2026-2027 NOL discussion.
Nelmar Terrace_FT	More than 10 years	No	I didn't experience any difference at all, mainly because I COMPLETELY STAYED AWAY FROM DOWNTOWN ST. AUGUSTINE	I think shortening the duration didn't do anything, if anything made it worse
Nelmar Terrace_FT	More than 10 years	No		
Nelmar Terrace_FT	More than 10 years	No	no change in my neighborhood	

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Nelmar Terrace_FT	We love Nights of Lights! It's our Hallmark town that everyone wants to come and experience. I feel blessed to live here full time.	I think it is great for the city. We thrive on tourism and the money the event brings to the town is necessary for us to grow and thrive as a community. PLEASE CLEAN UP ALL OF THE GUM AND STAINS ON THE SIDEWALKS AND STREETS AFTER IT IS OVER. Other than that, my family loves it.	Email address removed for privacy
Nelmar Terrace_FT	Not sure	I like it because it introduces St Augustine to new people	Email address removed for privacy
Nelmar Terrace_FT			
Nelmar Terrace_PT		No increased taxes or fees to residents or shortfalls that would pass on to residents/homeowners.	No
Nelmar Terrace_FT			
Nelmar Terrace_FT	Not able to enjoy... stayed home. Traffic, restaurants too crowded to go out to eat and take our out of town fam. No easy parking. Even Publix at Vilano was challenging.	We pay taxes to live here but two months a year the city is not livable. Disrupts our quality of life. Do the good dollars go to repair or infrastructure or o a cerise (advertise?) to bring in more tourists?	
Nelmar Terrace_FT	B&B's should not be allowed in our city. Biggest impact - stop the growth. Everything is overwhelmed because of growth, even before an event. Money, money, money, but at what cost to our historical city?	Our city can do just fine without ALL DECISIONS being based on how much money the city/county bring in.	
Nelmar Terrace_FT	The parking restrictions in the neighborhoods along San Marco and in Model Land were very helpful, although getting to and from home is still very much impacted by the traffic on the major roadways. The volume of people, the gaudiness of the light show (which is so far from what NOL started out to be), the complete and total abandonment of any heritage tourism in favor of bars and a proliferation of restaurants that may well rise and fall with the volume of tourists (tourists who have the budget to patronize these places) at any other time of the year, the amount of trash and overflowing bins (it is impossible for the Solid Waste people to manage it on foot, given the navigability issues on the sidewalks), the barrage of noise from the trolleys and the truly insufferable Grinchies piloting the mini-Mokes and taking the level of Grichiness to a level that has Dr Seuss rolling in his grave. The constant shrieking of SAPD and SAFD sirens speaks to the hazards of the holiday season and I have long believed we don't have more serious injuries is because a driver can't get up enough speed to do such damage. You can summarize this lengthy paragraph by stealing from Frank Capra movie, "It's a Wonderful Life." St Augustine used to be like Bedford Falls and now it is Pottersville. I am not so naive as to believe you can suspend time but honestly, the town has turned into a runaway circus.	Our lives are dictated by the season - when we go out, how we get out, when we hide at home, how long to plan for ordinary trips within a 2-3 mile radius. During the NOL period, personal appointments are canceled for the duration because it is not worth the aggravation. It's not a question of not being able to dine out in your own town because there are wonderful local restaurants that we support year round and they base their businesses around locals (they are NOT the businesses screaming for extensions of the festivities because they don't live or die by the visitor patronage). It's more whether it's worth the craziness and increased possibility of getting in a car wreck or even leaving home. I am retired but I am a musician and have gigs around town. I can tell you our local audiences are greatly diminished during the season as no one wants to get trapped in traffic. I have lived in Nelmar Terrace for 34 years and it makes me sad to see the city look dirty, smell badly and the pride of ownership has taken a big nosedive. I pick up trash on my walks, I act as an ambassador for visitors in need of help, I am active in my community but it is no longer enough to counterbalance the exhaustion so many residents are experiencing.	Email address removed for privacy
Nelmar Terrace_FT	No real impact to me this year, because I chose not to go anywhere near downtown, only to church. I'm in Nelmar Terrace, so it was the traffic on San Marco Avenue that impacted me the most, mostly on weekend nights. It was frequently completely jammed all the way back to DOS.	I think it's obvious, the full time year round residents (and natives, like me) have lost something that we treasured and nothing can bring it back. 60+ years for me, and I know I'm the exception. Still live in North City in my childhood home. It's all about money now, for the merchants and developers	Not really
Nelmar Terrace_FT		It's absurd that our taxes are increased to pay for NoL, yet we barely get to experience it. The businesses should shoulder the additional costs since they reap the benefits of all the tourists.	
Nelmar Terrace_FT	traffic	tourist development should be eliminated	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Nelmar Terrace_FT	More than 10 years	No	The fencing on the Bayfront to keep the streets open from jaywalkers.	Convincing the tourist to use the shuttle services.
Nelmar Terrace_FT	More than 10 years	No	Porta-pots	Blocking off the streets downtown and re-routing traffic flow.
Nelmar Terrace_FT	More than 10 years	No	As a real estate agent who spends time in every city neighborhood, I both witnessed and heard from fellow residents that their individual areas were greatly improved thanks to the permit parking program and the signage. I felt that travel on San Marco Ave was a little more manageable but getting to it was still challenging. King St was generally gridlocked and getting in and out of my office at the corner of King and Granada was impossible after 2pm on weekdays. I did not even try on weekends except before 8am. From my office location, I felt that the extra port-a-potties, the barriers and the pedestrian management was certainly an improvement and it will all likely improve as it gets fine-tuned in the future.	I personally saw the impact on both sides of Davis Shores so parking relief needs to be introduced there which naturally leads to continued improvements to both communications about shuttles and more shuttles if needed. I know this is a double-edged sword as the shuttles get stuck in the same traffic.
Nelmar Terrace_FT	More than 10 years	No		Increase of cost for parking garage.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Nelmar Terrace_FT	Negative: City services are unavailable. No way a firetruck or ambulance could get down San Marco in either direction. Fullerwood to Flagler Hospital was 90 minutes. We have to be home before 12:00pm daily. No fun being block out of mobility to the city. Nights of Lights looks glorious, if you don't not have to live in it for a month. The city is not New Orleans, but fast becoming it.	How do we the downtown residents benefit? We don't. We didn't ask for this traffic and rude people. Frustrated motorist now speed though the neighborhoods looking for parking and short cuts. #1 Stop advertising this nightmare. #2 Make hotel tourist tax fund pay for everything, including the overtime police needed. This would cap the funds spent of this.	
Nelmar Terrace_FT	Ability to get around - traffic - Not just downtown.	Adjusting the length of time of the event to me is irrelevant. Doesn't make a difference except extending the inconvenience. Parking & traffic are the major issues all year round anymore. This event is all about the \$\$\$\$. On a street of 31 houses I deal with 17 short term rentals. That is the other issue. There is NO control on that growth or monitoring compliance. I am	Email address removed for privacy
Nelmar Terrace_FT	58 days felt like 3 months, possibly because I never recovered from last year. For several years now I cancel all my personal appointments for the duration of NOL because it is pointless to pay for and fight to get to the chiropractor (by way of example), if the stress of it all wipes out the benefit of the visit. My work is compromised by my inability to access my office after 2pm on weekdays and arranging appointments and getting to them on time is a crashout. The increased aggression exhibited in drivers (as evidenced by the accidents I pass every day) makes traveling more of a defensive event and sometimes it is downright dangerous. I routinely walk 5-6 blocks to the south, west and north of my office and the amount of trash of all sizes and types is disgusting. The grass (where it is still alive) is matted and full of bits of junk, the sidewalks have alarming stains, the smells - the city needs to be boiled. More importantly, this shows a disconnect between government, citizens and visitors. Why is it okay that the city looks like this? Why doesn't this bother shopowners/shopkeepers? We used to have a community spirit where the beautification of our neighborhoods, both residential and commercial, was important. A number of us still walk with trash bags in hand and clean up as we go but it's a losing battle. The culture has shifted, and not for the better. Finally, the cacophony of noise is worse than it was when I used to speak up at the CC meetings during the tenure of Joe Boles as mayor. The trolleys (once somewhat subdued after discussion) are loud again but they are almost overshadowed by the incredibly obnoxious Grinches all over town in their Mini-Mokes. Part of their schtick is to be as Grinchy as possible which translates into aggressive behaviour, oftentimes with people on the sidewalk. More than once, I was alarmed on their behalf before I realized it was part of the act. The pedicabs, powered by people who hope to attract attention by blasting music, are another menace. The result is the city is turning into a giant freak show at holiday time. When I think back on the many, many, many meetings I attended with people like Bob Hall, George Gardner, Bill Leary and innumerable locals like the Micklers, the Pellicers, etc, to talk about heritage tourism, I am truly appalled at where we have ended up.	See previous	Email address removed for privacy
Nelmar Terrace_FT			

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Nelmar Terrace_FT	More than 10 years	No		The city has been totally incompetent planning roadways throughout this city, and traffic here is horrible most of the time because of it, and during the Nights of Lights residents have to stay home because of it! We cannot plan holiday events at any family members home in town, or on the Island unless it's early in the morning so forget about residents being able to enjoy living in the same town as each other, because neither family can get through town to each other's house to enjoy the holidays together!
Nelmar Terrace_FT	More than 10 years	Yes	Barricades downtown and police at crosswalks and lights	Shortening the timeframe of Nights of Lights - should go on through end of Jan
Nelmar Terrace_FT	More than 10 years	Yes	A shuttle lane to move the shuttle more quickly. The NoL app needs to be graphically designed to match the promo & look like an official City app.	My answers were directed more to the improvement by the City concerning traffic and access to the neighborhoods. However I would like to address how the atmosphere and type of crowd we seem to be attracting is degrading the Nights of Lights experience. I have always loved how the city looked when its historic buildings and trees were outlined in white lights, especially a City Hall and the Plaza. I liked having them up in January so the locals could enjoy them without the heavy holiday crowds. However, the importance and beauty of our unique historic buildings is starting to give way to more of a tacky carnival atmosphere with shoulder to shoulder crowds buying light balloons, necklaces, and souvenirs. While fortunately many of the inflatable figures have been taken down, some places are still overdone with cheap holiday decorations. If we are to continue Nights of Lights, I feel that if we return to the original simple white outlining of the buildings and trees, we won't attract the carnival crowd that overwhelms and cheapens our important historical status.
Nelmar Terrace_FT	More than 10 years	Yes	Offsite parking with buses and officers at intersections seemed to help the flow of traffic.	
Nelmar Terrace_FT	More than 10 years	Yes		need additional building for parking
Nelmar Terrace_FT	More than 10 years	Yes	Good shuttle plan	More trash can emptying was needed at times
Nelmar Terrace_FT	More than 10 years	Yes	closure of streets going in to downtown	traffic control in San Marco Ave.
Nelmar Terrace_FT	More than 10 years	Yes		Need improvement: blocking access to neighborhood streets off us1 made it challenging to get to downtown church Sunday mornings. Could barricades be removed late Saturday night or early Sunday mornings?
Nelmar Terrace_FT	More than 10 years	Yes	Satellite parking	Traffic jams downtown and in north city and US 1
Nelmar Terrace_FT	More than 10 years	Yes	Closure of neighborhood parking during peak hours.	Much improved over last year.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Nelmar Terrace_FT	No one can even get to my 92 year old mother's apartment to help her downtown, and I cannot see my children and grandchildren either unless it's before 3pm because of the traffic!	Resident Taxpayers are trapped at home during Nights of Lights because of insufficient roadways designed to accommodate about 1/4 the amount of people living here throughout this town much less all the people that come for the Nights of Lights!	
Nelmar Terrace_FT	Abillity to drive from North town to Anastasia through town		
Nelmar Terrace_FT	Because I was not here for Christmas week, I did cannot comment on the worst period. However as someone who has lived in North City since Nights of Lights began, I can say that much of the bumper to bumper traffic on San Marco is from people who want to drive through to look at the lights, not those looking to park.	While Nights of Lights is nice for the holidays and can be enjoyed by the residents as well, traffic needs to be controlled and decreased, so that residents can not only get to and from their homes, but most importantly emergency services must be able to reach a resident in need.	Email address removed for privacy
Nelmar Terrace_FT	Traffic. It's the holidays and we couldnt leave our house in the evenings because of the gridlock.	It affects the liviabilty of the city while also adding to the charm. Balance is critical.	Email address removed for privacy
Nelmar Terrace_FT			Email address removed for privacy
Nelmar Terrace_FT	Traffic is always the most impactful part. I do love Nights of Lights and am willing to put up with some of it.		
Nelmar Terrace_FT	going in and out of my neighborhood and transportation throughout US1	We live in our neighborhoos 12 month of the year and during night of lights traffic is a nightmare	
Nelmar Terrace_FT	I usually plan not to go out on the weekends in the afternoon and evenings during Nights of Lights. Twice I went out on a Friday and a Saturday evening. What would normally be a seven minute drive to my house took 52 minutes. Literally took me 16 minutes to go two blocks on San Marco. A second time I was traveling from Home Depot to North city. The backup was so bad on US 1 that I went around 312 to Holmes to 16.. what normally would be a 10 minute drive took me 48 minutes.	I get trapped in my home unless I am willing to be stuck in traffic to get home.	No
Nelmar Terrace_FT	Trapped in my neighborhood had to walk if I wanted to go somewhere or meet someone	Prevents my friends from visiting. If ambulances need to get through they may not have access.	Email address removed for privacy
Nelmar Terrace_FT	Traffic and pedestrian I'm.	The TDC is pushing to expand NOL without significant contribution of resources. What they've supplied is inadequate. The county benefits from NOL but the city residents pay the price, monetarily and in reduction in quality of life. We want our city's businesses to thrive (which they are) but there has to be a middle ground.	

Greater Fullerwood

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Greater Fullerwood_FT	1–5 years	No	Public shuttles	The traffic on San Marco was horrendous gridlock and during busy evenings needs to be monitored and potentially rerouted to US 1. We don't need the pollution, noise and general aggravation.
Greater Fullerwood_FT	1–5 years	No	It was very helpful to have some police presence directing traffic and some pedestrians. The barriers on access roads and St George for security purposes were appreciated.	Pedestrians crossings on streets downtown particularly perpendicular to Avenida Menendez or crossing Menendez was impassable for cars. I work downtown and it was impossible to get home because of the pedestrians not letting cars go. It would be helpful to have temporary walk/don't walk lights as opposed to the crossing buttons since the buttons are constantly pressed. It would allow for a more balanced flow of both human and car traffic. Definitely need more trash bins that are adhering to the aesthetics of downtown St. Augustine.
Greater Fullerwood_FT	1–5 years	Yes	The city placed "NO OUTLET" signs at the entry of each street in Fullerwood. This did help and I want to thank Ruben for the installation of these. Of course, you will still have a few that did not see the sign and they drive throughout Fullerwood thinking they will find a shortcut only to be stopped at the marsh. I did see a difference within our neighborhood of drivers trying to cut through, when San Marco backs up to the free park and ride lot.	Paying a higher fee at the garage to discourage people from parking in the city to rather encourage the free shuttle. I don't think this did anything, if the goal was to encourage use of the free shuttle. It only caused visitors to become angry at the people who collect the money at the garage, as if it was their fault. By the way, you need to update some things at the garage like accepting payments from ALL credit cards and place large signage with the current prices before they get in line to park in the garage. Some people unfortunately do not read.
Greater Fullerwood_FT	1–5 years	Yes	Increased assistance at cross walks for pedestrians	Taking parking away from Uptown wasn't great
Greater Fullerwood_FT	1–5 years	Yes	Increased police presence, expanded pedestrian walkways, barricades, more parking options, fines in certain parking areas.	Do not allow driving downtown during the weekend- shuttles only. Need more shuttles. Designated website for Nights of Lights to tell about activities, better parking communication.
Greater Fullerwood_FT	6–10 years	No	Gates along Avenida Menendez, King Street, and Cathedral Place kept pedestrians from crossing mid-block. Larger number of portable toilets was helpful.	IMO, there is no way the city can balance the needs/wants of residents, businesses, and tourists. They are too diverse and conflicting.
Greater Fullerwood_FT	6–10 years	No	Shuttle service but it should have stopped in Uptown so that those businesses could have benefitted from the influx of visitors.	Resident Parking only in Uptown without a parking solution for Uptown customers.
Greater Fullerwood_FT	6–10 years	Yes	Communication about satellite parking made it bearable to drive from Fullerwood to the island on the weekend. We were able to enjoy evenings out better in the areas surrounding downtown. In past years downtown clogged all traffic in the greater area, not allowing us to even leave the house on weekends	Satellite parking, one way traffic flows, limiting street parking were all net positives for traffic

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Greater Fullerwood_FT	Drastically increased traffic congestion	Don't let the charm and tranquility of this fair village be destroyed by crass commercialization.	Yes. Email address removed for privacy
Greater Fullerwood_FT	I feel that more or larger isn't necessarily better. On the weekend the streets are so crowded and lines at restaurants long which doesn't allow for people to enjoy. I heard from tourists that they could not enjoy all because of the crowds and difficulty parking. The biggest impact personally was the inability to get home from downtown to Greater Fullerwood in less than 45 minutes. Mostly due to allowing people to cross the streets. There was no balance of flow.	We would like to enjoy the nights of lights as well, however many residents choose to avoid the chaos and no parking. Perhaps some resident parking permit or similar or resident shuttle would be helpful. Priority reservation or coupon/voucher for residents at events or restaurants, or how about a dedicated night prior to the "GRAND OPENING" of Nights of Lights that is for residents, before the tourist rush. This way, many of us can also experience the beauty of our SMALL Historic town during the holidays. It would be nice to also have a cohesive visual aesthetic of lights that compliments the history of this colonial town. Some decor (like the big GRINCH) actually looks tacky and created a big crush of people trying to get a photo for social media. Not necessary! It will only get worse if decor rules are not placed and adhered.	Email address removed for privacy
Greater Fullerwood_FT	The visitor volume of people was really too much, Although I see both sides. The business side and the livability side. It is important for our businesses to succeed and come back from the Covid era which caused a lot of economic pain for all of us. In my opinion, this event should be shortened in hopes that it won't affect business income by doing so.	Please consider hiring Florida Highway patrol to manage the traffic flow as well as St. Johns and city of St. Aug police, especially Thursdays thru Sundays in the future. Give the task to those that know how to handle traffic. Let them develop the plan and implement. They know what to do. they should start working on this plan immediately for next season.	Email address removed for privacy
Greater Fullerwood_FT	Seeing the crossing guards was really nice, it helped flow a lot.	TDC needs to understand the City's capacity. Stop spending so much money marketing Out of County for one event. We have a lot of events throughout the year and we should not be hit with an unmanageable tourist influx during the holidays.	
Greater Fullerwood_FT	Traffic congestion and visitor volume.	Christmas has always been my favorite time of the year. It's frustrating because we can't enjoy what our city has to offer during the holiday. Can we add a \$.05 sales tax on goods/services to help with the cost? Who is paying for the shuttle service?	Email address removed for privacy
Greater Fullerwood_FT	Traffic	We pay high property taxes and feel like the last group of 3 (businesses, tourists, residents) whose needs prioritized. People feel like prisoners in their homes and that's not right.	Email address removed for privacy
Greater Fullerwood_FT	Keeps locals away from Uptown and downtown for the NOL season. Impacts my business in Uptown.	Residents don't want Nights of Lights! Put up lights and be jolly but we don't need to advertise this as a major event. Tourists will come vacation here as they always do.	Email address removed for privacy
Greater Fullerwood_FT	Increased communication about satellite parking for people coming into town was a positive	As a resident I enjoy night of lights and can easily adjust my life for a month so that businesses and the city can see a positive growth in revenue. this year was a great improvement compared to last year, at least from a traffic standpoint	Email address removed for privacy

Greater Fullerwood_FT	6–10 years	Yes	Ending it when it did.	Added law enforcement bc many stayed in patrol cars and on bay front really needed them out directing pedestrians crossing main road
Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Greater Fullerwood_FT	6–10 years	Yes		Garage parking is still overcrowded
Greater Fullerwood_FT	6–10 years	Yes		It seemed an unsuccessful strategy to shorten NOL and may have made it more crowded. With so many people and cars coming into St Aug during NOL, the city should be shut down to all but local and local business/ employees traffic/driving on the roads and use trollies running like a bus system coming all the way up San Marco near DOS and then back -- not the small loop now done. I am very concerned about the traffic jam the proposed garage will cause at King and Rt 1. as that is the only way to get to stores or onto Anastasia when NOL has the city at a standstill. On Christmas night, why was there a mariachi band playing in the town square? Christmas music would have been more appropriate (given it was Christmas day) and festive.
Greater Fullerwood_FT	6–10 years	Yes		Parking, shuttle use, streets shut down
Greater Fullerwood_FT	6–10 years	Yes	The NOL app was good but insufficient	You restricted Uptown parking to residents which means employees who work in that area were left high and dry. Very poor management here as you threw Uptown "under the bus" in favor of businesses downtown. Local customers of Uptown businesses could not park and patronize these businesses. As local residents we generally avoid downtown during NOL as we do not want to deal with the crowds, noise, etc. This year, in addition, we were unable to access our favorite Uptown spots due to the parking restrictions. The NOL greed has resulted in the city prioritizing one group of businesses over others.
Greater Fullerwood_FT	6–10 years	Yes	Extra potties. Stronger communication about shuttles & remote parking	
Greater Fullerwood_FT	6–10 years	Yes	Metal barriers blocking cars from attempting to ram pedestrians, porta potties	Ways to get people into downtown without driving
Greater Fullerwood_FT	6–10 years	No	Increasing price of parking garage. Posting and ticketing no parking around the residential streets surrounding downtown	Driving through downtown town
Greater Fullerwood_FT	More than 10 years	No	"No Outlet" signs to my neighborhood, Fullerwood. Resident only parking in Uptown where I visit family daily.	The orange barricades just aren't very pretty. And the signage on Rohde was a bit ugly as well (lots of signs, some in the road, etc.). But nothing too significant.
Greater Fullerwood_FT	More than 10 years	No		The flow of traffic on San Marco was poor. I didn't understand why they had blocked off certain streets. It was hard to go to the island over the bridge of lions because of traffic redirection.
Greater Fullerwood_FT	More than 10 years	No	shorter time for nights of lights	shorten length of time for nights of lights, concentrate more on city residents and not businesses
Greater Fullerwood_FT	More than 10 years	No		Lack of parking and traffic into town.

Greater Fullerwood_FT	It's an inconvenience but one that I'm ok with bc good for tourism and downtown businesses. Just need to manage pedestrians crossing bay front	Tourism is important for the city and most of us enjoy the businesses downtown bc they make enough money during nights of lights abs tourists.	
Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Greater Fullerwood_FT			
Greater Fullerwood_FT	The NOL are beautiful and very special. The crazy number of cars on our community is TOO much! The city should be shut down to all but local city residents with trollies busing people in and walking only for all but residents and local business owners and workers. The traffic that NOL causes is a huge burden on residents. Shortening NOL is not the answer as it is closed during the least busy time and compresses the visitors in the busier times worsening the impacts.	The gridlock traffic is terrible. The pedestrians walking in the streets between cars is very dangerous for them and the drivers trying to miss hitting them.	
Greater Fullerwood_FT	I could not get to my home after work. A seven minute drive commute would take an hour! The crowds and traffic congestion and rerouting that made no sense kept me from going near Old Town Fort area and kept me from taking any visitors down there as well.	It is too long, should be a month long at most.	Email address removed for privacy
Greater Fullerwood_FT	Trash in our neighborhood from the shuttle site is still not cleaned up! Noise of buses in residential areas! Noise and trash from the short term rentals! Traffic delays!	You have compromised our standard of living for your egos and greed.	Email address removed for privacy
Greater Fullerwood_FT	Traffic on San Marco	Knowing St Augustine is a tourist destination and many of our full time residents count on tourism & night of lights, it's important to continue night of lights success while continually seeking ways to minimize difficulties for residents	
Greater Fullerwood_FT	Traffic, being unable to run normal errands because traffic is at a standstill	As-is it is destructive to quality of life	Email address removed for privacy
Greater Fullerwood_FT	Traffic on the narrow streets surrounding the downtown area. Even during daylight hours, driving these narrow streets put pedestrians at risk. It was pretty obvious much of the traffic was not local.	Tourism is critical to the survival of St. Augustine but quality of life for residents must be balanced	No thank you
Greater Fullerwood_FT	Intersections completely blocked creating dangerous traffic situations (King & Pellicer, San Marco & Park Ave)	The streets are only so wide, there is only so much parking. Please don't spend so much money advertising to try and get 10lbs of mud into a 5lb bag. The 5lb bag is my home too.	Email address removed for privacy
Greater Fullerwood_FT	Traffic was bad, and poorly managed		
Greater Fullerwood_FT	traffic - not able to exit neighborhood	Makes life in st augustine city limits miserable	
Greater Fullerwood_FT			

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Greater Fullerwood_FT	More than 10 years	No	Decreasing the amount of nights	Not good signage for parking and the use of tax payers dollars to spend on NOL without our express approval is unethical
Greater Fullerwood_FT	More than 10 years	No	Barriers on the main San Marco street to manage people overflow	Parking as always
Greater Fullerwood_FT	More than 10 years	No		
Greater Fullerwood_FT	More than 10 years	No		overall over crowded downtown. blocking street parking made it worse - especially for locals
Greater Fullerwood_FT	More than 10 years	No	Solutions like more port-o-lets and barriers between crossings, while better for businesses (i.e. reserve toilets for patrons) and safer for pedestrians, they impacted locals who must be downtown e.g. for choir practice, shopping, or choose to be downtown for dining, but cannot move in the traffic.	see above
Greater Fullerwood_FT	More than 10 years	No	no comment	no comment
Greater Fullerwood_FT	More than 10 years	No	Shortening the length, additional porta potties, barricades to prevent jaywalking, and additional police officers	
Greater Fullerwood_FT	More than 10 years	No		
Greater Fullerwood_FT	More than 10 years	No		still too many cars in the downtown/uptown/old city neighborhoods, prohibiting flow of traffic and making it so i can't leave my neighborhood on Friday & Saturday nights!!!!
Greater Fullerwood_FT	More than 10 years	No	I know you tried to encourage people to use the shuttle service but the congestion was still awful.	Can't visit my sister in Abbot Tract in the afternoon without worrying about getting a ticket. We need someplace where we can park, maybe just for locals. Nights of Lights should be for one month, the disruption lasts too long. Stop advertising it so much.
Greater Fullerwood_FT	More than 10 years	No		It was to crowded, the bay front was dangerous

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Greater Fullerwood_FT	Our internet at home wouldn't work every weekend of NOI due to the town being above capacity. We need better infrastructure and more parking if we're going to continue to attract this many people	It is using our tax dollars on this without our approval. It makes going even a half a mile a hassle during NOL, and our home internet can't withstand the droves of people in town on NOL weekends	
Greater Fullerwood_FT	Traffic	It paralyzes the city for the duration, especially after 4pm.	
Greater Fullerwood_FT	Traffic	Fix the traffic situation	
Greater Fullerwood_FT	The lights are pretty to look at, but as a resident we cannot even get downtown to enjoy them! We completely avoid downtown during December, shopping, restaurants, even restaurants on the other side of Bridge of Lions.	See above - residents cannot even enjoy the lights because of the congestion. We own a small business in the city of St. Augustine. For years, we would treat our staff to a holiday party at a downtown restaurant, boat ride, etc. We have stopped doing that because the intensity of the crowds is sickening and takes away from the joy of our special little city.	
Greater Fullerwood_FT	Visitor volume was responsible for the negative impact Nights of Lights had on us this year due to traffic gridlock when we had to be downtown in the evening. (We would love to see a one-year moratorium on N of L, or until the SR 312 connection is completed!) There should be more satellite lots with shuttles as well as publicity and signs indicating that non-resident cars are not permitted south of May St. and San Marco. or entering via Castillo Dr. once the garage is full, or down King St. The Bridge of Lions should be pedestrian and emergency vehicles only at night. Perhaps bed-tax money can be directed to purchase/lease of peripheral lots.	The impact on residents is so great that most of us don't take part. However residents might just start coming downtown again to enjoy Nights of Lights if the volume of people and traffic decreases....that's why a one-year moratorium would be helpful, while safe and workable solutions are put in place. And PLEASE do not extend it.	Email address removed for privacy
Greater Fullerwood_FT	no impact, but auto noise	be responsive to neighborhood complaints	no
Greater Fullerwood_FT	Trying to make it to appointments on time. I did not need Emergency services, but God forbid if I ever do.	They need to respect that we pay taxes and we should have a right to services that those taxes pay for. I believe that the nights of lights has caused the death of residents due to emergency services not being able to reach homes in a reasonable amount of time due to traffic. This event needs to not be advertised. We have enough residents in St. Johns County to support the businesses without having this event.	No but I will continue to stay involved.
Greater Fullerwood_FT			
Greater Fullerwood_FT	San Marco gets so backed-up with cars on Friday and Saturday nights, I am unable to exit or enter my neighborhood within a reasonable amount of time.... some nights, completely unable to access	NOL used to be such an enjoyable event for everyone, but the crowds have gotten out of control. Stop the advertising! All these tourists here during NOL make everything feel unsafe and seriously make us consider moving.	
Greater Fullerwood_FT	Traffic congestion and downtown parking. I went to a Flagler collage function and had to walk more than 10 blocks from where I parked to the Auditorium. As a senior that was difficult. I've had to make the decision not to plan on going out anywhere in town during the Nights of Lights.	We put up with this so the businesses in town can thrive. It does nothing for me except cause me to have to stay home in the evenings and weekends during N of L. I pay plenty of taxes and have lived in the city limits for 70 years. I expect change but this has gone too far. Too much for too long. It should go from December 1st to January 2nd. Keep the shuttles. Stop advertising so much. I'd like to enjoy and shop in my hometown again.	
Greater Fullerwood_FT	I resent that I as a resident do not benefit on this impact of my life and yet the city claims that it is surviving because of the money made during this period.if that is so I feel that all those people who are benefiting from parking profits should pay for the infrastructure in this town and not me. Especially the trains and parking..	Get all those happy business owners to pay for everything. They're so thrilled to be making so much money. Why don't we as residence get more benefits	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Greater Fullerwood_FT	More than 10 years	No	I think the street closures downtown was effective.	I cannot think of anything.
Greater Fullerwood_FT	More than 10 years	No	reduced amount of weeks	traffic flow downtown
Greater Fullerwood_FT	More than 10 years	No		
Greater Fullerwood_FT	More than 10 years	No	None	Traffic
Greater Fullerwood_FT	More than 10 years	Yes	I feel like I heard about and saw a lot of advertising for shuttles this year. I am aware of the shuttles because I live near one but I'm not sure if tourists were as aware. Also I noticed that resident parking was closed during nights of lights and I find that an effective strategy.	Again, perhaps more advertising for the shuttles.
Greater Fullerwood_FT	More than 10 years	Yes	Increased Shuttles, Live traffic personnel, Sidewalk extensions	Communication as one drives into town to direct to alternative parking
Greater Fullerwood_FT	More than 10 years	Yes	More shuttles	
Greater Fullerwood_FT	More than 10 years	Yes	Increased shuttle service, more bathrooms, increased parking fines, helping with workforce parking, reduced event dates	None
Greater Fullerwood_FT	More than 10 years	Yes	The shuttles	Parking
Greater Fullerwood_FT	More than 10 years	Yes		
Greater Fullerwood_FT	More than 10 years	Yes	Shuttles. We need to do more to keep visitors from parking near St George Street and downtown	I think drivers were still circling instead of using shuttles. It was gridlock again
Greater Fullerwood_FT	More than 10 years	Yes	shuttle	advertisement for the event should halt
Greater Fullerwood_FT	More than 10 years	Yes	Pedestrian barricades along Avenida Menendez	Long waits for buses at Park and Ride terminus at the VIC

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Greater Fullerwood_FT		As a resident in the city for 31 years, I feel the Nights of Lights has impacted my quality of life. I would like to have the Nights reduced from the Thanksgiving weekend to Epiphany 1/5.	
Greater Fullerwood_FT	the shorter time is great, and it appears the police presence was increased!	the hassle of living in the close proximity and navigating the congestion	yes Email address removed for privacy
Greater Fullerwood_FT	I don't go into town at all during N of L anymore.. Just too crowded and too much traffic. There were more short term rentals in our neighborhood causing more traffic and street parking.	The charm of our old town has decreased dramatically. When I go downtown during N of L it's like going to Disney World. It's becoming a facade with little substance.	Not at this time
Greater Fullerwood_FT			
Greater Fullerwood_FT	Honestly I wasn't severely impacted but I will say that many of my friends and loved ones work in hospitality and even own short term rentals. Nights of lights is a huge boon for their financial security. I think it's safe for me to say that the headache that comes with parking and waiting in traffic is balanced by the increase in income for these people.	I value our neighborhood's character as a full-time resident, but I'm concerned that we are over-correcting with regulations. We should be targeting 'bad actors' who allow noise or trash, rather than micromanaging the property rights of small business owners. Not every home in a city is a fit for a traditional family, and these rentals provide the economic oxygen that many of our local service workers and shops depend on. At the end of the day, we are a tourist city. Should all the money be funneled into hotels and traditional BnBs? I think not.	Email address removed for privacy
Greater Fullerwood_FT			
Greater Fullerwood_FT			
Greater Fullerwood_FT	Increased traffic in the evenings	The biggest issue is the actual costs that city residents pay in order to cover the cost expended out of the City of Saint Augustine's budget (worker overtime, increased police presence, trash removal, restroom, cleaning, decoration installation, etc.). Those are funds that could be used to pay for other community services for residents instead of increased tourism. At the same time all while being inconvenienced in our community by traffic, jams, throngs of tourists and reduced services during the event. The city commission understands the impacts because they are city residents. The TDC and other tourism advisory groups mission is oriented at increasing tourism and business opportunities. Tourism related organizations either need to be restructured on how spending is allocated like the TDC which would require state involvement, and/or need to include city residents as part of their stakeholder groups.	
Greater Fullerwood_FT	Traffic delays, and I did not go restaurants or events downtown during Nights of lights unless I absolutely had to.	Loss of ability to enjoy our historic downtown	
Greater Fullerwood_FT			
Greater Fullerwood_FT	Short term rentals, trash, fast drivers in residential areas and inability to go downtown. Impact especially hard on disabled, mobility challenged	They are going to kill their golden goose. Traffic ruins it for everyone. Too many people cause problems that are remembered and will result in less return traffic	Looks like you have my email, it was listed at the top of ever page
Greater Fullerwood_FT	traffic	there is no benefit for the resident.	
Greater Fullerwood_FT	Glad to have a shuttle bus so close by	The more we try to manage this thing, the more it costs. And guess who pays for all those services for tourists? We residents and property owners do.	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Greater Fullerwood_FT	More than 10 years	Yes		
Greater Fullerwood_FT	More than 10 years	Yes	Blocking local streets from US1 worked well	Better shuttle strategy. Need shuttles for the neighborhoods. Need dedicated shuttle lane. Need shuttles all through the NOL, not just specific times. More traffic police.
Greater Fullerwood_FT	More than 10 years	Yes		Traffic management, shuttles are not shuttles but tour buses that become trapped in traffic, parking limitations,
Greater Fullerwood_FT	More than 10 years	Yes		We need to stop trying to get more tourism. We have enough. Our town is not accessible to the people living here and who pay taxes. I moved here 34 years ago for the charm and now feel I live in Disney world.
Greater Fullerwood_PT	6–10 years	No	Increasing price of parking garage. Posting and ticketing no parking around the residential streets surrounding downtown	Driving through downtown town
Greater Fullerwood_PT	More than 10 years	No	NONE	traffic, noise, crowds, trash too much traffic, late night noise, too many people in town, trash from air b&b all over, in several locations

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Greater Fullerwood_FT			
Greater Fullerwood_FT	I have learned to alter my normal routine to deal with it. However that means as a local I end up not patronizing local businesses during NOL	Create a more walking friendly atmosphere. The amount of cars coming create danger, noise and just unpleasant living. Remove ALL parking from downtown (private lots & public owned) and force ALL to park outside of downtown.	Email address removed for privacy
Greater Fullerwood_FT	Always traffic even during daytimes	Residents are subsidizing this event and suffer for it.	
Greater Fullerwood_FT	Please stop all the madness. The parking restrictions stopped locals from being able to access the uptown area to do Christmas shopping thus cutting those businesses revenue and ability to capitalize on the holidays to generate more sales.	We as citizens and residents of St Augustine's quality of life is negatively affected during the nights of lights craze. It's ridiculous and not even something to write home about.	Email address removed for privacy
Greater Fullerwood_PT	Traffic on the narrow streets surrounding the downtown area. Even during daylight hours, driving these narrow streets put pedestrians at risk. It was pretty obvious much of the traffic was not local.	Tourism is critical to the survival of St. Augustine but quality of life for residents must be balanced	No thank you
Greater Fullerwood_PT	Traffic was the most significant, late night noise and a lot of cars speeding in our quiet neighborhood, especially those staying at aie b & b's.	Significant loss of our neighborhood, the focus on history, the restrictions so many people and cars put in our daily lives.	I have no confidence in city government, it's all about the MONEY!

Anastasia Island Neighborhoods

- North Davis Shores
- South Davis Shores
- Lighthouse Park

North Davis Shores

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
North Davis Shores_FT	1–5 years	No		The parking barriers and detours were not effective
North Davis Shores_FT	1–5 years	Yes	None	Limiting downtown parking
North Davis Shores_FT	1–5 years	Yes		
North Davis Shores_FT	1–5 years	Yes	Having a person at the end of the bridge controlling traffic flow seemed to work well.	The portable toilet looked awful surely there is somewhere else to put them.
North Davis Shores_FT	6–10 years	No	Putting up the fences on A1A to block cars from making u turns and stopping along the road to pick up or discharge passengers'. Having a police presence on A1A during the busiest days.	
North Davis Shores_FT	6–10 years	No	Closing Cathedral PI & having officers direct traffic but prob best of all was having the people barrier gates up which allowed for more people on the sidewalks and also kept cars off of bayfront	The 3x I was in uptown to support local businesses, congestion at ripley's (despite the traffic officers) was horrendous. Once I got past that, bayfront was a breeze to get thru which is WAY diff than in years before when it was bumper to bumper the whole strip
North Davis Shores_FT	6–10 years	No	additional areas for walking in high traffic areas like the Bayfront and Plaza. I loved you provided affordable parking for workers. also, shortening the weeks of The Nights of Lights.	add fencing to block ppl from crossing at the base of bridge. brighter lights in the median on the bayfront. It is hard to see ppl who are crossing over from the bay to the businesses. The lights are very low and don't illuminate bright enough for the amount of foot traffic on this busy (& distracting) road.
North Davis Shores_FT	6–10 years	No	I don't see how any worked well. It severely impacted the people that live here	Driving straight off bridge to go to Cordova St. so I can get to my church.
North Davis Shores_FT	6–10 years	No		Raising prices in parking and closing areas to parking pushed more cars in my neighborhood
North Davis Shores_FT	6–10 years	No		Closing certain areas brought move traffic to my neighborhood. We ask visitors how they knew about parking in SANDS they said they Googled it. We Googled free parking in St Augustine and neighborhood Near the Btidge of Lions popped up. By making it shorter more people in less time

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
North Davis Shores_FT	Traffic detours significantly delayed my normal commute		
North Davis Shores_FT	I couldn't drive down my own street without having to get out of the car and stop other cars so I couldn't get into my driveway	I couldn't drive down my own street it was wall to wall with parked cars on both sides and people driving down so I couldn't drive to my driveway	Email address removed for privacy
North Davis Shores_FT	Traffic	The more popular the event gets the bigger the negative impact on traffic.	no
North Davis Shores_FT	Parking on the island is bad also the fact that the people who are driving in think that they are going to get parked. It's ridiculous there has to be better communications visitors. The short term rentals trash is out the whole week. We as residents are not supposed to do that why are they allowed to.	One of the problems you have in this beautiful city if you don't mind me saying is that the average age of we residents is older than the modern technology that is available to deal with problems we are experiencing. Social media and web optimisation tools to put messages out there regarding park and ride and quiet times to travel. There are younger people who understand these tools that's why Disney and the sports teams have thousands of people attend events and they run smoothly. We need to look at the bigger picture to keep this event successful while not upsetting the residents	Email address removed for privacy
North Davis Shores_FT	At night trying to get through town, traffic and pedestrians at traffic lights were excessive causing 20 to 30 minute delays for me to get home. I live further away from the Bridge of Lions, so did see not additional cars parking on my street. Neighbors living closer to the bridge complained about the traffic and trash in their areas.	Nights of lights are a minor inconvenience dealing with the traffic in town and on 312.	
North Davis Shores_FT	people parking on both sides of the street on N St Aug Blvd so that they could park & walk over bridge. It made it tough to leave neighborhood w 2 way traffic dangerous --ESP w Soooo many doing the same on Oglethorpe, Oglethorpe being overcrowded so Those cars had to merge onto N St Aug Blvd. One Sat night after returning home from seeing lights via the Sabrage Catamaran w friends, S Comares was backed up to Anastasia Blvd due to the bumper to bumper on Oglethorpe w again, only room for one car to move at a time because people parked on both sides of the street	I can't say that there is a 'cost' monetarily to m family. However, there is definite concern for safety in an emergency, etc. Parking on both sides of street cannot continue as rescue could not get in to many resident homes.	Email address removed for privacy
North Davis Shores_FT		the traffic, parking and noise has a significant impact on residents. city taxes are very high and we don't see a direct benefit from NOL to residents.	Email address removed for privacy
North Davis Shores_FT	People parking in our neighborhood. Leaving trash and blocking sidewalks, driveways, etc	It makes it hard to get down my neighborhood street or to invite family or friends over for the holidays	Email address removed for privacy
North Davis Shores_FT	I couldn't get to my house between 3-9 pm with out traffic issues	Loss of access to home in a acceptable amount of time. Traffic being so congested drivers tempers get short. To many people on the neighborhood. I asked and you could Google parking and it directed them to the east side of the Bridge	
North Davis Shores_FT	Could not get to my house in a reasonable time frame between 2-9 pm. Blocks of cars bumper to bumper slow moving. Don't know if emergency vehicles could get to my house if needed. SCARY. People get short tempered when stuck in such a terrible traffic situation. They argue and that's scary. Afraid a gun will show up.	We want our neighborhood back during the holidays. Would like to be able to invite guest now getting to my house during the Nights of Lights is a Nightmare	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
North Davis Shores_FT	6–10 years	Yes	eliminating street parking, having parking for working folks, and high parking fines.	shuttles parked on Davis Shores
North Davis Shores_FT	6–10 years	Yes	Barricades on King Street for more walking room and less slow bad parallel Parking to keep traffic going. Making all Turn Right over the Bridge of Lions (looked like you started allowing left turns).	So much less parking in downtown moved the parking and traffic into Davis Shores. Our entire neighborhood should be permit parking only. The Event is simply too crowded to be really enjoyed. Plus you appear to be marketing to the lowest common denominator. MANY foreigners from South Florida. The town needs to work in becoming more UPSCALE to match the taxes you charge! Business owners need to work with residents. I would rather a LONGER (more nights) so businesses can make there money BUT HALF the crowds!
North Davis Shores_FT	6–10 years	Yes		
North Davis Shores_FT	6–10 years	Yes	Turning left only west exiting bridge of lions	Restricting parking near us which brought more downtown employees to park in Davis shores
North Davis Shores_FT	More than 10 years	No	Closing Cathedral weekend nights	
North Davis Shores_FT	More than 10 years	No	None!	Police or PSA needed to contol/direct traffic in residential areas DO NOT BLOCK STREETS! impossible for emergency vehicles to pass in Dabis Shores North.
North Davis Shores_FT	More than 10 years	No		closing downtown neighborhood parking only had tourist drive their cars over the 312 bridge and park in Davis Shores and walk over the BOL to access the NOL.. The City's strategy to close downtown neighborhood parking only shifted the problem from one area to the another.
North Davis Shores_FT	More than 10 years	No		
North Davis Shores_FT	More than 10 years	No	Blockades and only right turns crossing the Bridge of Lions	Still too many vehicles on the roads People still crossing the streets in front of cars
North Davis Shores_FT	More than 10 years	No	Shorter duration of the entire thing	Congestión! Too many vehicles trying to get to one place
North Davis Shores_FT	More than 10 years	Yes	Pedestrian safety and resident parking only in neighborhoods	Davis Shores needs resident only parking
North Davis Shores_FT	More than 10 years	Yes		having to turn right on the bridge from Davis Shores
North Davis Shores_FT	More than 10 years	Yes		
North Davis Shores_FT	More than 10 years	Yes	Loved the street parking barriers at the sea wall and by the Hilton, Martini Bar, etc. Made a HUGE difference navigating the streets via my vehicle.	Just an observation: A 'Do NOT Turn' sign needs to be prominently displayed at the crosswalk between the River & Fort Restaurant and the Fort. Signage is there; however, it is hidden to the right of the stoplight/crossing area and tourists do NOT see it. They try to turn left but oncoming traffic on the other side keeps them from doing so. This BACKS up the traffic terribly. Please consider moving the sign to the top of the traffic lights so it can be seen.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
North Davis Shores_FT	Parking on Davis Shores	The need to change behavior of visitors so that they use offsite parking which would require better shuttle experience.	Email address removed for privacy
North Davis Shores_FT	We had a few great NOL events we attended in town and loved them. BUT... we also walked across the bridge a couple of times and the crowds were overwhelming. WAY too much. And for the entire NOL Event we NEVER drive across the BOL... traffic is just too stupid. Business Leaders need to figure out how to make MORE money from FEWER people! Incentives for run down hotels to modernize and charge more. Better shops in town. bigger, more Pedestrian Zones. More 1-way streets in town. More streets for Local Residents only! Figure out a way to curtail the DAY traffic drive thrus that spend little or no money.	You cannot move parking for a Commercial Event into ANY Residential Neighborhoods! STOP marketing this event! It is over touristed. We need the businesses to thrive and make money! We WANT that. But this event has pushed things too far. Serious restructuring is needed. You need to start thinking outside the box!	Email address removed for privacy
North Davis Shores_FT			
North Davis Shores_FT	More parking from downtown pushed to our Davis shores	Stop marketing NoL to nearby drive areas ... make it more upscale, for tourism lodging & dining - not just drive-by day trippers that cause congestion but do not benefit local businesses..	Email address removed for privacy
North Davis Shores_FT	Unable to eat at my favorite restaurants due to crowd size	It is an inconvenience but a happy one. I love to see locals and guests enjoying the lights and the whole experience. I can sacrifice my convenience for the fun of others for a couple of months.	
North Davis Shores_FT	Inability to reach my residents in North Davis Shores due to cars trying to get downtown - which had no parking available anyway! Just sitting - both sides of street parked full, center of street one BIG parking lot - no one moved -	Do not allow excess traffic in residential areas, Davis Shores North.	Email address removed for privacy
North Davis Shores_FT	traffic... ability to travel trough town. A trip to vilano beach from Davis Shores takes 1 hour during NOLS. During normal traffic conditions the trip takes ~15 minutes.	What is the cost - benefit analysis of the NOLs? Does it leave the City in a deficit each year like it did a few years ago? Residents should be aware of the wear and tear the event has on the city as it is our HOME not just during the NOL event... but throughout the entire year.	
North Davis Shores_FT	Traffic backups over the BOLions down A1A forcing traffic through the Davis Shores neighborhoods, where I live.	During NOL St. A. loses it's small town appeal and becomes Disneyworld. I nearly never walked over the bridge into town during NOL. I normally walk into town nearly every day.	No. I've shared all I need.
North Davis Shores_FT	My ability to travel as needed		
North Davis Shores_FT	Too many people and cars	We need to be listened to and thought of. I don't want to end Nights Of Lights just be considered in how it impacts us	Email address removed for privacy
North Davis Shores_FT	Traffic	TDC needs to focus on educating visitors on our history, architecture and culture instead of focusing on making money	Email address removed for privacy
North Davis Shores_FT	No shuttles from the Island to go downtown and NO PARKING AVAILABLE DOWNTOWN		
North Davis Shores_FT			
North Davis Shores_FT	Available parking on Anastasia Island for visitors. I wish there was a dedicated parking space with shuttle transportation every weekend of the Nights of Lights for Anastasia guests. That would be helpful.	Nothing on my end as I can walk downtown and I know when not to drive in St. Augustine if I have to.	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
North Davis Shores_FT	More than 10 years	Yes	Reduced parking forced us to either walk or uber in- or make other plans	Still a lot of congestion at busiest times
North Davis Shores_FT	More than 10 years	Yes	Ending NOL mid January, Right turn north at base of BOL, trolly from St Aug Beach, wider sidewalks.	Lighting on block on Cathedral St west of St George St., Cancel Castillo fort parking. Is a Trolly lane from satellite parking feasible ?
North Davis Shores_FT	More than 10 years	Yes	All cars having to go right when going over the bridge from island to town. Helped with the bridge backup	It was nice having more pedestrian areas with the extra walking areas around the plaza but it did make parking for 7am Mass at the cathedral challenging for some
North Davis Shores_FT	More than 10 years	Yes	The traffic somewhat in certain nights.	There were just too many people downtown who weren't really engaging with local businesses. I understand why the barricades were used, but they felt overdone and took away from the charm and historic feel of the area. The setup felt more like a theme park than a walkable, unique city. Also, offering off-site parking brought in more people, but it didn't seem to lead to more support for local businesses.
North Davis Shores_FT	More than 10 years	Yes	Expanding the pedestrian areas and limiting traffic in downtown around the plaza.	The downtown area should be more restrictive for automobile traffic.
North Davis Shores_FT	More than 10 years	Yes	Increase walking traffic areas with barriers	Still too many cars. Increase ways to use satellite parking
North Davis Shores_FT	More than 10 years	Yes		
North Davis Shores_PT	More than 10 years	Yes	fencing to keep pedestrians on the sidewalks and using the crosswalks	Port-a-Potties along the streets were unsightly

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
North Davis Shores_FT	I was so happy when it was over! But I also appreciate the beauty and aesthetics it has for the duration	It takes the place we live and makes it unwelcome to us for the duration. We should offset with a local appreciation event during the slowest time so that businesses and residents have that time to bond better together.	
North Davis Shores_FT	Traffic detours going around downtown from the north to North Davis Shores via 312 bridge, even needing to use I95 at times. Traffic in my neighborhood trying to get to foot of BOL (bridge of lions) to escape traffic west bound on Anastasia Blvd.	That there is a resident cost, in time, taxes and quality of life. It is free to visitors.	Email address removed for privacy
North Davis Shores_FT		Biggest cost is the time lost in traffic. Also can be very stressful trying to drive along the bay front with so many pedestrians. Much better this year though with police directing	Email address removed for privacy
North Davis Shores_FT	I love Nights of Lights, but the crowds have become overwhelming. The number of visitors feels like more than the city can comfortably handle, which makes it harder to enjoy the season as a resident.	Residents appreciate Nights of Lights, but the growing crowds are affecting daily life. The city isn't getting bigger, yet traffic, parking, and congestion keep increasing. There needs to be a better balance so the event stays special without overwhelming residents	
North Davis Shores_FT	The car traffic should be more restrictive to increase walking space for the residents and visitors.	More transparency related to the cost associated with the Nights of Light.	Email address removed for privacy
North Davis Shores_FT		This is a city event and only care what the residents of the city think and decide.	No
North Davis Shores_FT			
North Davis Shores_PT	Inability to get over the bridge to downtown; people parking on our street (Matanzas Blvd); long lines outside restaurants making it difficult to walk in the area.		Email address removed for privacy

South Davis Shores

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
South Davis Shores_FT	1–5 years	No	None observed	Limited parking, congestion on east side of bridge, excess traffic impacting everyday necessary commute to work, meetings, appointments and returning home after 4:30 till early evening hours.
South Davis Shores_FT	1–5 years	Yes	The heads up on the changes	It seemed as if the shuttle system was delayed due to traffic
South Davis Shores_FT	1–5 years	Yes	The barricades were very helpful walking the riverfront and side streets. We usually walked over the bridge of Lions to get into town which was perfect for us and our guests.	Out of the area residents and tourists will need a better park and ride situation as the congestion for the buses and the time it took to get into town would be better served with a transportation model like a big event would do to get the people expediently into town. Would also like to see the NOL go till the end of the month of January that way the volume of tourists would spread out
South Davis Shores_FT	1–5 years	Yes	None	Condensing the timeline just caused MORE people in LESS time. Parking was horrific. Blocking the streets around the bridge was an absolute nightmare.
South Davis Shores_FT	1–5 years	Yes		Parking overflow
South Davis Shores_FT	1–5 years	Yes		More people need to use the free shuttles and not drive in to the old city area
South Davis Shores_FT	1–5 years	Yes		Traffic in and around downtown
South Davis Shores_FT	1–5 years	Yes		
South Davis Shores_FT	6–10 years	No	None	Parking on east of bridge of lions, especially parking in Davis shores
South Davis Shores_FT	6–10 years	No	No parking on Arricola Ave, and Dolphin Ave. near the bridge!	
South Davis Shores_FT	6–10 years	Yes	Parking garage	
South Davis Shores_FT	6–10 years	Yes	You painted the north side of Arricola Ave, which allowed my husband and I to get out of our small driveway without going through the grass. Thank you. The congestion downtown was better with traffic control and portapotties, but it absolutely reeks of urine from OC White's to the Golf Course. Could we please hose and clean this area off more often? Also, we ended up picking up trash up and down Arricola where renters and NOL participants park.	We missed the January NOL. That's for the locals to enjoy. Please keep our city clean and let us (and our local business neighbors) continue to enjoy NOL in January.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
South Davis Shores_FT	Lake of consideration for local residents ability to commute and manage their day to day life	Requiring county funding \$850K so the show goes on is in itself enough to cancel	
South Davis Shores_FT	No impact on my household we are able to walk into town anytime	Traffic flow and improved parking access	
South Davis Shores_FT	Fortunately, we are able to walk into town. We would always have a reservation at a restaurant and knew what it took to navigate the town without the volume impact of people. Obviously the weeks after the holidays were quite tolerable. Our street was not impacted much by the rentals the small business owners we feel should have the opportunity for increased business till the end of January.	Not applicable to us	
South Davis Shores_FT	The road closures made getting across the bridge a nightmare. Getting to and from work took insanely long. In some cases, getting through downtown would take 45+ minutes.	We need to incentivize tourists with FREE PARKING and FREE SHUTTLES that are not in our neighborhoods. We need need to give residents free shuttles and parking. We need to give service employees who work downtown options for free parking. Only resident and shuttle traffic should be allowed into downtown!	Email address removed for privacy
South Davis Shores_FT	To many people	Put in a parking garage on the east side of the lions bridge, tourists parking on residential streets	
South Davis Shores_FT	Too many people it's turning a beautiful historic area into an overcrowded tourist destination . There should be another parking garage at the amp and it could also have the vendors utilize the outside like the parking garage does in town during the farmers market. There should be no cars driving the small alleyways in town during the most crowded times of nights of lights, everybody should be I shuttled in	All that is need to be said look at the St. GeorgeWebCams during Christmas to New Year's week and answer that question for yourself . There should be crosswalk lights. I personally seen two people get hit in the crosswalk by the Christmas tree that is the worst crosswalk in town I saw another pedestrian get hit with someone coming out of the Lightner Museum parking lot thank God nobody got hurt . Residence try not go in town during weekends. And people that work in the old city walk over the bridge of lions.	Email address removed for privacy
South Davis Shores_FT	Traffic - bridge of lions, downtown all the way to the bean, US1.	Can't get to/from home and work	
South Davis Shores_FT	Too crowded and traffic horror.		
South Davis Shores_FT	Parking on the shores and short term rentals with 3-5 autos staying ate routet the rental	Re route our driving to 312 bridge and essentially can't go into downtown business d/t traffic and pking issues	
South Davis Shores_FT	Parking and traffic congestion!	From Nov. to Jan. We have to deal with this extra Carnaval activity..	
South Davis Shores_FT	Friends came to visit	N/a	Email address removed for privacy
South Davis Shores_FT	Definitely us not being able to get out of our driveway. We are one block off A1A and there's just so much trash around during NOL and no trashcans for us to put trash anyway.	We, as residents, can't conduct our lives as usual, but understand the economic importance of NOL to our town. We appreciate your ongoing efforts to manage the delicate matter between frustrated residents and small, local businesses that need NOL to stay open. Please continue these discussions.	yes.

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
South Davis Shores_FT	6–10 years	Yes	Unfortunately I feel the measures taken this year were more impeding than helpful.	I heard multiples times that overall tourism was down this year, but traffic was much worse than previous years. I can only assume this is a result of the traffic control measures that were newly implemented this year. As a resident, I know how to get around it, but I was stunned how bad traffic was near/after dark on any given day. It used to be that only the weekends were a problem. Also, segregating neighborhoods from tourists needs some work. It would be nice to see a "locals" pass that can be used so we don't get fined parking in a neighborhood that isn't our own (if this existed this year and I just wasn't aware, I apologize for my naïvety). I understand trying to save the neighborhoods from intense tourist traffic, but feel we as locals should have more access. I know this survey is for resident impact, but I also want to point out how restricting our parking like this negatively impacts our willingness to support local businesses ourselves, because if we can't find parking we will just go home. I know one local-driven business in Uptown was negatively impacted because of this; go in now and it's bustling, but during NoL hardly anyone was there because we couldn't find parking without a \$100 fine. I wouldn't be surprised if this is in part why the overall tourism was down?
South Davis Shores_FT	6–10 years	Yes	Shuttle bus	Parking on both sides of residential streets
South Davis Shores_FT	6–10 years	Yes	I noticed the portapotties.	The parking lot next to djs and George street were only for employees. I was upset about that
South Davis Shores_FT	6–10 years	Yes	Barricade	Controlling jay walking people not observing no left turn near the fort for parking letting the trolly companies think they own the road they need to obey traffic rules as well keep traffic moving.
South Davis Shores_FT	6–10 years	Yes	Barricades	Controlling pedestrians and flow of traffic also all the trolleys need to obey traffic rules they just dart out as they feel into traffic thinking they own the roads during these times. Need good lighting over the pedestrian crossings people just jump out into the street.
South Davis Shores_FT	6–10 years	Yes		The shuttle bus parking on Gerado Street was not well thought out. Up to four buses were lined up while restricting traffic flow as they were out in the street. The bus closest to A1A restricted adequate viewing of A1A. This must be addressed for next year and following years as it creates a hazardous situation for all traveling on that street.
South Davis Shores_FT	6–10 years	Yes	Perhaps the bussing but I didn't use it.	Street Blockages and congestion
South Davis Shores_FT	6–10 years	Yes	None, the traffic and parking congestion moved to our part of town from downtown	Parking enforcement laws, speeding on our road
South Davis Shores_FT	6–10 years	Yes		Shutting down parking downtown along the street. Adding bus stop to Davis shores

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
South Davis Shores_FT	Restricted parking for residents (see previous comments)	We don't want to go out in our own city because many places we'd normally park now incur a \$100 fine. Please create a resident permit we can apply for ahead of the event (perhaps only allowing said permits to be picked up in person with proof of residency, or strictly mailed to an address within x distance of the city?).	Email address removed for privacy
South Davis Shores_FT	No emergency vehicles would make it down the streets. I have tight squeezes w my reg vehicle	Drive thru the neighborhoods during. Hard to even walk a dog. Get in/out of your own driveway. I love what ot does for our economy.	No
South Davis Shores_FT	I think there were more lights. I loved the grinch display. Also the guy that played the pirate and his pals were so much fun. Please have them back next year.	It is crowded but not that bad in my neighborhood. I think if you work on parking	Email address removed for privacy
South Davis Shores_FT	Just controlling traffic and pedestrians jay walking need to keep them in check. One thing for certain not just nights of lights time they need to put bright lights at all led crossings. The amount of people just darting out to cross and also a lot of vehicles not paying attention was crazy it seems to be getting worse every year.	guess not so much for my family but I know people were greatly impacted with people parking where ever they liked.	Sure,Email address removed for privacy
South Davis Shores_FT	Truly I like the police presence but need more control if possible with the pedestrian crossing where ever and whenever they like. Keep traffic flowing by ensuring the trolley companies obey traffic rules .	For me its just trying to get home from work, I enjoy the fact that people come to this great little town/city and experience something great.	
South Davis Shores_FT	Parking on Dolphin Drive has been a negative affect. Parking stickers for residents only on Dolphin Drive and others should be enacted.	Although NOL is a boom for businesses it causes many locals to avoid traveling to the downtown area especially on weekends.	Email address removed for privacy
South Davis Shores_FT	The crowds were excessive in our neighborhood and town. Traffic was terrible!	Our taxpayer money is poured into Night of Lights activities while our neighborhood and town gets further and further neglected!!!	Yes, I would like to know what benefit and financial benefit the NoL brings.
South Davis Shores_FT	Visitor volume with parking not property enforced	The NOL need to be advertised and enforced, and managed as a shuttles/ foot traffic attraction ONLY	Email address removed for privacy
South Davis Shores_FT	Airbnbs in neighborhoods and traffic		

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
South Davis Shores_FT	6–10 years	Yes	Mandatory right turn onto Avenida Menendez	Moving parking into Davis Shores
South Davis Shores_PT	6–10 years	No	Keeping access open for emergency vehicles over the Bridge of Lions and through downtown	We feel the parking along the neighborhood streets (esp. Oglethorpe and Alcazar in N Davis Shores; Dolphin Drive area in S. Davis Shores) that border the Bridge of Lions was extremely congested and had a significant impact on the residents living on those streets. It doesn't feel great having all these strangers wandering up and down your street that are not always respectful of the surrounding properties. They are often loud and intoxicated as well.
South Davis Shores_FT	More than 10 years	No		Fire works are disruptive
South Davis Shores_FT	More than 10 years	No	Blockading cars from being able to drive around the square on weekend evenings. Initially we were not able to turn left when coming off the Bridge of Lions but I'm glad they corrected that every early on. That made it very difficult to get to Lincolnville.	Barriers that attempted to keep pedestrians from crossing the streets except at cross walks. Lighting at the base of the Bridge of Lions needs to be improved. People are difficult to see when they all wearing very dark clothes.
South Davis Shores_FT	More than 10 years	No		
South Davis Shores_FT	More than 10 years	No		More parking on our streets due to trolly pick up off the boulevard
South Davis Shores_FT	More than 10 years	No		Traffic on US1 from North to South is a complete disaster. It takes over an hour to go across town and that was every night!!!
South Davis Shores_FT	More than 10 years	No		
South Davis Shores_FT	More than 10 years	No		The re-routing of traffic caused extreme delays. As a realtor working downtown and living in South Davis Shores it was impossible to access my listings in a timely manner from either bridge. The detours caused three times the normal expectations during the holiday
South Davis Shores_FT	More than 10 years	No	The app was helpful	moving it up to Nov 15 way too early
South Davis Shores_FT	More than 10 years	No		Pedestrian and vehicle traffic

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
South Davis Shores_FT	Horrible traffic in the residential area of Davis Shores due to poor traffic and parking management.	Our tax dollars are used for this event yet January when the residents can enjoy it with less crowds has been taken away.	No.
South Davis Shores_PT	I feel the parking on South Davis Shores streets was unacceptable. Traffic needs to be directed to government or school parking lots and shuttles provided. Loads of strangers parking in residential neighborhoods and wandering around has a significant impact on parking availability for residents as well as safety concerns.	The impact of hundreds of cars and strangers in your own neighborhood.	
South Davis Shores_FT			
South Davis Shores_FT	The attempt to manage the crowds with the barriers. Good job.	I know that as a resident, I just avoid downtown at all costs during this time. I believe that the tourism revenue is good for our local businesses and economy.	No thanks.
South Davis Shores_FT	Overwhelming crowds that prevent residents from visiting downtown and restaurants		
South Davis Shores_FT	Pushing parking traffic onto the island.		
South Davis Shores_FT	Traffic was the worst I have ever experienced. Nights of lights is completely out of control.	Residents suffer due to exceeded capacity of tourism during nights of lights. Residents who drive to and from work everyday spend over an hour getting home everyday through the entire season.	Email address removed for privacy
South Davis Shores_FT			
South Davis Shores_FT	While I understand the need for temporary changes during busy times of year, the extent and duration of the re-routing created significant inconvenience. The altered traffic patterns had a noticeable impact on my ability to conduct normal daily activities, attend family gatherings, and make plans with friends who live nearby. In addition, as a local business owner, the disruption affected both accessibility and the flow of how I might help clients trying to view properties	For residents, the cost of Nights of Lights is not only inconvenience—it can sometimes feel frightening and overwhelming. During peak evenings, access to my own home can become difficult or uncertain due to traffic congestion, re-routing, and limited communication. There are moments when simply getting in or out of my neighborhood feels stressful, and unpredictable. This affects not just daily routines, but our sense of security and connection to the city we love. As a resident and local business owner, I deeply appreciate the beauty and economic value of Nights of Lights. It is a signature event and a source of pride. However, the resident experience often feels secondary to tourism goals. Missed family gatherings, cancelled plans with friends who live nearby, delayed access for work, and anxiety around emergency access all carry a real emotional and practical toll. I love this city and want it to thrive, but sustainability matters—not just financially, but personally. Better planning, improved access for residents, and meaningful consideration of neighborhood impacts would go a long way toward making Nights of Lights something residents can continue to support with pride rather than apprehension.	no
South Davis Shores_FT	Traffic/speeding cars racing through our neighborhood. Shortening it was good but it should go from Thanksgiving weekend to Jan 6. City Commission was very responsive to my calls and emails	locals worry about emergency vehicles not being able to reach them.	Yes SaraSandeem@yahoo.com
South Davis Shores_FT	Visitor volume	Pedestrian chaotic traffic	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
South Davis Shores_FT	More than 10 years	No	I unfortunately didn't see any improvement. I do not agree that stopping early in January helped. That is when locals like to see the lights without the hoards. Starting earlier in November just gave us one more week of congestion.	I really did not see any changes. The traffic congestion and the crowds downtown are hard to deal with when you are a resident that lives near downtown and have to go through there to get to anywhere else. Also, I volunteer at a downtown museum, the Pena Peck House and the changes caused parking issues for the volunteers. We also were concerned with safety issues when it got dark.
South Davis Shores_FT	More than 10 years	No	Shortened length of duration	
South Davis Shores_FT	More than 10 years	No	Portalets being available, though unsightly. Moving vendors off curbs.	No vehicle or pedestrian congestion control. Streets and intersections overwhelmed. Careless pedestrians walking into traffic - someone is going to be injured.
South Davis Shores_FT	More than 10 years	No		
South Davis Shores_FT	More than 10 years	No	Barricades	Never saw any police to help if there was an emergency or to direct traffic
South Davis Shores_FT	More than 10 years	No		
South Davis Shores_FT	More than 10 years	Yes	The App was nice. We could see how many people were in the parking facility and could see the live cameras. That made it easy to see how many people were downtown, and either drive through, or avoid it altogether.	I believe we need fewer vehicles downtown, period. So, an effort to get MORE visitors parked at satellite parking facilities and shuttled in would be best.
South Davis Shores_FT	More than 10 years	Yes		I was unaware of the street and lane closures that were happening downtown.
South Davis Shores_FT	More than 10 years	Yes	One way traffic around plaza	
South Davis Shores_FT	More than 10 years	Yes	control of pedestrian traffic downtown helped some by diminishing chaos in the street, but I never saw a police officer directing traffic or trying to control wayward pedestrians.	parking on neighborhood streets and traffic in south Davis Shores was awful. People were not being controlled crossing streets downtown. Noise from the trolleys, including broadcast music or singing was disruptive to church services. It was nearly impossible to get to church in the evening for services. Many people in our church simply did not even try to come to church.
South Davis Shores_FT	More than 10 years	Yes	The increase number of visitors each year is terrible. But with that said, I believe the city is making it safer for pedestrians by blocking off larger sidewalk areas, etc..	Directing public bus to drive down Arriola (instead of Anastasia) which has many many people living on the street, is a huge mistake, send a terrible message to other drivers, encouraging, cut through traffic, and creates pedestrian safety issues. I recently had to take an Uber and the driver used Erika cola as an alternative to Anastasia Boulevard and I wondered if he learned this from the bus route.
South Davis Shores_FT	More than 10 years	Yes	Law enforcement was very helpful in guiding walking traffic and safety.	Maybe more signage in the city formation parking areas outside of the Garage
South Davis Shores_PT	More than 10 years	No		

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
South Davis Shores_FT	My street is a parking lot every night for people attending NOL. Also, if I need to go downtown, I walk.	That it is gridlock for residents that live near downtown and have to travel through there. That has to be taken into consideration with the business impact.	
South Davis Shores_FT	Tourist inundation; unable to use downtown.	that there IS a resident cost, and to start respecting it and us. I want my peaceful, quiet, and respectful town back without all the circus acts (ie Pirate ship, party peddle boat, Nightmare of Lights, noise from the White Room, and soon the Wharf).	
South Davis Shores_FT	I walked Anastasia Blvd various mornings to collect copious amounts of trash discarded on our street - negative. Church attendance impaired by resident only parking and threat of fines - negative. Lines of vehicles waiting to cross the Bridge of Lions for upwards of 90 minutes - negative. As a resident I have restricted access to our city during NOL - negative.	Originally NOL enhanced the old world charm of our city. Now we no longer experience our historical significance or uniqueness. Our city has become just another tacky Florida tourist attraction full of disrespectful and rude tourists. I am a 36 year resident and native Floridian. I refuse to subject myself to the misery imposed on our city during NOL.	Email address removed for privacy
South Davis Shores_FT	Too much. Too much. Too much.	Businesses may make money, but our quality of life diminishes.	
South Davis Shores_FT	Traffic makes it difficult to go to work and everyday life	This is wrecking the town I love for the sake of bars and restaurant owners.	
South Davis Shores_FT	Trying to get home or out of my neighborhood (South Davis Shores) was such a struggle. During the week, this should not be an issue, and it was.	To take care of the congestion. This was the worst Nights of Lights Season that I have ever experienced.	No- just please fix the problem!
South Davis Shores_FT	It's traffic. It'll always be traffic. With less traffic, residents and visitors will appreciate this event even more!	Simply TRAFFIC. If we can get vehicles OUT of downtown, the event will be much easier and livable for the resident, and more fun and safe for the visitor. Let's BAN visitor traffic in downtown. I know some businesses will protest, but they'll still be getting lots of foot-traffic!	Email address removed for privacy
South Davis Shores_FT			
South Davis Shores_FT			
South Davis Shores_FT	there are just TOO many people and all the demands that they bring. The constant traffic kills resident ability to have an orderly existence, go to church, and travel through the city. I don't even expect to go out to eat during Nights of Lights as the traffic is prohibitive.	I'd like them to live in my neighborhood and give up their normal lives for the duration of the event and see how they like it. Additionally, since the event is still funded largely by taxpayers of St Augustine, I'd like the city to consider NOT funding the event anymore as candidly, I feel like I'm paying to be tortured....	no. I'll be attending any public meetings....
South Davis Shores_FT	It's pretty	Stop advertising!!!! Limit days and prioritize residents .	NA
South Davis Shores_FT	I absolutely LOVE Nights of lights. It motivated me to move to move to St. Augustine 15 years ago.	Unsure how to answer.	Email address removed for privacy
South Davis Shores_PT		It goes on far too long.	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
South Davis Shores_FT	More than 10 years	No	Waiting until after nights of lights to begin construction on the King Street bridge.	The necessity of the Bridge of Lions to operate on a normal schedule causing increased traffic and delays for motorists. The parking garage traffic continuously backing up and onto US1. The large amount of pedestrians using the crosswalk in front of Flagler college, if you stop per state law you have opened up a flood gate of never ending people crossing and again causing huge traffic delays.
South Davis Shores_FT	More than 10 years	Yes	I appreciate the shortened duration of the event and attempts at offering shuttles. Blocking pedestrian crossings downtown also made driving less stressful	Shuttles in neighborhoods (Davis Shores) increased pedestrian dangers and parking congestion on our residential streets.
South Davis Shores_FT	More than 10 years	Yes	Blocking off parking in heavy pedestrian corridors seemed to help a lot. Port-o-lets did as well.	Pedestrian control needs much improvement. There were times that no officers were anywhere around to control jaywalking and crossing streets on red lights. The base of the Bridge of Lions and the A1A/Castillo intersection were still a mess at times.
South Davis Shores_FT	More than 10 years	Yes	control of pedestrian traffic downtown helped some by diminishing chaos in the street, but I never saw a police officer directing traffic or trying to control wayward pedestrians.	parking on neighborhood streets and traffic in south Davis Shores was awful. People were not being controlled crossing streets downtown. Noise from the trolleys, including broadcast music or singing was disruptive to church services. It was nearly impossible to get to church in the evening for services. Many people in our church simply did not even try to come to church.
South Davis Shores_FT	More than 10 years	Yes	The increase number of visitors each year is terrible. But with that said, I believe the city is making it safer for pedestrians by blocking off larger sidewalk areas, etc..	Directing public bus to drive down Arriola (instead of Anastasia) which has many many people living on the street, is a huge mistake, send a terrible message to other drivers, encouraging, cut through traffic, and creates pedestrian safety issues. I recently had to take an Uber and the driver used Erika cola as an alternative to Anastasia Boulevard and I wondered if he learned this from the bus route.
South Davis Shores_FT	More than 10 years	Yes	Law enforcement was very helpful in guiding walking traffic and safety.	Maybe more signage in the city formation parking areas outside of the Garage
South Davis Shores_PT	More than 10 years	No		
South Davis Shores_PT	More than 10 years	Yes	Blocking off side parking next to downtown park on Friday, Saturday, Sunday	Example.. back roads near Bridge of Lions, east side, behind Black Fly & Odd Birds restaurants, dangerously packed with cars on both sides of streets, very tight or impossible if emergency vehicle would need to pass thru...staring at 4/5pm each night during "Lights"..

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
South Davis Shores_FT	For what normally takes 5 minutes to get to and from work downtown could take 45 minutes. It is so bad that we could not celebrate our anniversary this year because we couldn't get out of our neighborhood, besides the fact that our sitter was stuck in traffic for an hour and a half.	Using our neighborhood for parking and allowing people to shuttle downtown increased unsafe traffic on what I now have to consider an unsafe street (Coquina Ave). There is an increase in golf carts, little red trains, and motorists using the road to cut through and get ahead of the bridge traffic any way they can. It was so bad this year our neighborhood felt like a prison or that we (Full time residencies) are the starring attraction at the new St. Augustine Zoo. It has been a complaint for years but its going to take a child to get hit by a vehicle before the city does anything about it. With all the money the city makes from nights of lights, we, the citizens of the community do not see any benefit from it unless you are a business owner in the area.	No. It will likely be at a time when the majority of the community is at work and unable to attend. As per usual.
South Davis Shores_FT	I do love the event and appreciate the monetary impact it has on our community as a whole, however, it has become something we avoid rather than enjoy personally. This year Davis Shores was more impacted negatively due to increased parking, short-term rentals in general traffic on our neighborhood streets. I felt very unsafe, both as a pedestrian and someone trying to drive safely even on back streets. the cars parked along besides of our residential streets, decreased visibility and I have no idea how emergency vehicles could've gotten where they needed to go if there was need.	I'm curious to know about the impact of negative experience to visitors based on their frustrations. Our little town has a hard time keeping up services and positive experiences with the massive influx. I truly felt sorry for the families with small children who attended the event the last few years.	
South Davis Shores_FT	It's necessary for me to go downtown frequently, and I dread it during Nights of Lights. I used to be able to park near the base of the bridge and walk over. Tourists have discovered these areas, and there were times I couldn't find parking within a reasonable walk, particularly during inclement weather.	The primary resident cost is measured by inaccessibility or restricted accessibility to downtown. This represents a marked reduction in quality of life. Christmas Eve downtown has become noisy and irreverent. It has become an extremely difficult time to attend church services because of parking issues and having to negotiate hordes of revelers. To me, it has turned what used to be a sacred and respectful night into a free-for-all.	Not necessary.
South Davis Shores_FT	there are just TOO many people and all the demands that they bring. The constant traffic kills resident ability to have an orderly existence, go to church, and travel through the city. I don't even expect to go out to eat during Nights of Lights as the traffic is prohibitive.	I'd like them to live in my neighborhood and give up their normal lives for the duration of the event and see how they like it. Additionally, since the event is still funded largely by taxpayers of St Augustine, I'd like the city to consider NOT funding the event anymore as candidly, I feel like I'm paying to be tortured....	no. I'll be attending any public meetings....
South Davis Shores_FT	It's pretty	Stop advertising!!!! Limit days and prioritize residents .	NA
South Davis Shores_FT	I absolutely LOVE Nights of lights. It motivated me to move to move to St. Augustine 15 years ago.	Unsure how to answer.	Email address removed for privacy
South Davis Shores_PT		It goes on far too long.	
South Davis Shores_PT	Increase traffic for the size of Saint Augustine..	I've been coming to Saint Augustine since the late 60's and have continuously owned a residence since 1987..it is a beautiful small city.... keep it accessible to all but not out of control where locals are greatly impacted for almost 2 months. I attend the Garden Club House tours each year in December.. and even those tourist who attend complain about no parking downtown and how crowded St Augustine is.....that's only one weekend for those visitors. I also attend the Film Festival each January.. and that does not seem to have the same crowd/parking problem/restaurant crowds..much easier to navigate.	Donna Dove keeps south Davis Shores up to date.. she is an excellent resource for me.. and thank you for putting out this survey.

South Davis Shores_FT	More than 10 years	No	Barricades erected both sides of Avenida Menendez on bayfront, removing parking spaces there, which helped , only to LIMITED extent, prevent pedestrians from pouring into the driving lanes. Barricades helped that extremely dangerous situation (as vehicles, pedestrians , horse carriages (some doing U-turns), trolley trains, speeding e-bikes, golfcarts, skateboarders, baby strollers, wheelchairs etc. DO NOT MIX). Even so, barricades failed to prevent pedestrians from darting across Avenida Menedez and San Marco wherever they felt like it, as there was NO, ZERO, law enforcement, traffic control anywhere in that area. Crosswalks were ignored, plus some were broken (the lights) for substantial periods of time.	#1. We are SUFFERING AND OUR TOWN IS RUINED BY OVER-TOURISM! STOP MARKETING ST. AUGUSTINE AROUND THE WORLD, JUST SO A HANDFUL OF PEOPLE MAKE MULTI-MILLIONS DOLLARS. PLEASE!!! If NOL must continue, limit it to week before Christmas and end weekend after New Year's Day. NOTED: A SUBSEQUENT MULTIPLE CHOICE QUESTION ON THIS SURVEY PROVIDES ONLY 3 POSSIBLE TIME FRAMES, NONE OF WHICH ARE ACCEPTABLE AND ARE OBVIOUSLY ALREADY PREDETERMINED TO BE THE ONLY OPTIONS. THAT QUESTION IS REQUIRED TO BE ANSWERED AND WILL BE USED BY CITY TO JUSTIFY/RATIONALIZE EXTENDING NOL BEYOND ANY TIME FRAME ACCEPTABLE TO RESIDENTS. Aren't the "lights" supposed to be connected to the Christmas season?? Yet everything done by the City has to do with accumulating wealth for a few, and nothing to do with the Birth of Jesus Christ. #2. Hire more police officers for SAPD!! ZERO, NO law enforcement/ police vehicles/police officers present anywhere, either directing traffic or issuing citations for clear violations of traffic/safety laws. I work downtown, park in parking garage. Gridlock takes me at least an hour to get to work, even though I live only 1 and 3/4 miles away. I was victim of at least three (3) near miss serious collisions caused by other vehicles speeding and/or disobeying right-of-way traffic laws. I was involved in two near fatal accidents which occurred at INTERSECTION OF WEST CASTILLO AND CORDOVA, at northwest corner of parking garage exit. There is NO TRAFFIC LIGHT THERE, ONLY ONE STOP SIGN THAT IS ROUTINELY IGNORED, and NO ONE DIRECTING TRAFFIC DURING DAYLIGHT HOURS OR NEAR DUSK (only time any police directed traffic at that intersection during daylight was morning of Christmas parade). Vehicles blow through the one Stop sign at high rates of speed. I was run off the road and almost t-boned there by speeding vehicle who totally ignored Stop sign. Perhaps law enforcement appears at that intersection later in the evenings, despite fact that visitors are POURING into downtown from as early as noon -3 p.m., if not sooner. It's total GRIDLOCK BY EARLY/MID-AFTERNOON, yet NO ONE there directing traffic. The frequency at which parking garage closed because it was full should be available on record (unless garage personnel fails to keep accurate records...). The 3rd near collision I was involved in was at intersection of West Castillo and San Marco Ave. There is a light there, but moron visitors ignore it. NO law enforcement vehicles or officers were ever at that intersection until last 2 weekends of NOL (county sheriff officers, not SAPD) & they were just parked there, not doing anything. Although most evenings there were police vehicles parked near west end of Bridge of Lions and near Plaza, at no time did I witness any actual officers directing or attempting to direct vehicles or pedestrians. Relying on street lights and/or crosswalk lights (frequently out of order) is insufficient to ensure safety. #3. City has ALLOWED AND ENCOURAGED Davis Shores, in particular South Davis Shores, to become a PARKING LOT EVERY NIGHT DURING NOL. No regard for residents who have to deal with. hundreds of vehicles parked up and down Arricola Ave., Dolphin Ave. , side streets, etc. on both sides of streets on residents lawn, breaking water sprinklers, ruining landscape and lawns/grass, littering, creating noise and disturbing the peace of the neighborhood until late at night (Same thing occurs every 4th of July). Arricola Ave. is very narrow, no sidewalks. When cars park on both sides of street, there's only space for one vehicle traveling either east or west to get through, and depending on size of vehicle, may be impossible. I had to pull over in driveways a number of times to let STAR shuttle bus get through (which had a hard time, same for Fire Trucks). City did practically nothing to advertise STAR shuttle from hotels & neighborhoods on island down to east side of Bridge of Lions, as evidenced by hundreds of cars backed up every night on Anastasia Blvd. (almost to former Gypsy Cab location), heading westbound, waiting to cross Bridge into downtown. The STAR shuttle from island locations to foot of Bridge is great idea, but meaningless if it's not
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South Davis Shores_FT	Duration is way too long, should be weekend before Christmas and end weekend after New Year's Day (it's notable that writers of survey only gave 3 options on previous multiple choice question as to duration, all of which are too long in time and nightmarish, and surely make it appear as if one of those options is ALREADY A DONE DEAL. KIND OF SUSPICIOUS.... Anything close to two months is absolutely absurd). Visitor Volume is insane, unsustainable. Historic District is less than 1 square mile. Trying to jam pack hundreds of thousands of people and cars into such a small area is a fools' errand. Car crashes, pedestrians being killed, increased crime, like we residents don't know about that.... Neighborhoods being trashed, by the City's actions and inaction, not by short-term rentals. And trust me, so and so downtown business owners crying for their "poor" employees when this year's NOL was not extended is the most laughable assertion of all time, since most people working downtown are fed up & disgusted, and looking for jobs outside of downtown before next NOL	Residents don't matter to you. TDC and "tourism advisory groups" VCB, Old Town Trolley, certain hotel and restaurant owners, City Commission OBVIOUSLY only care about making more money for themselves, in my opinion. All that money is going somewhere. Multi-Millions of dollars pouring into City yet, for example, South Davis Shores drainage project that's been talked about and studied ad nauseam for decades, hasn't even begun. Potholes in streets everywhere. Insufficient law enforcement personnel. Why? Hire more police officers & pay them decent salaries with some of those millions of dollars.	No, thank you. What I've said in this "survey" won't be taken seriously or even considered probably anyway.
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Lighthouse Park

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lighthouse Park_FT	1–5 years	No	Better traffic control.	Not sure
Lighthouse Park_FT	1–5 years	No		
Lighthouse Park_FT	1–5 years	Yes	The limited days was helpful	Not able to turn left at times off the bridge of lions
Lighthouse Park_FT	1–5 years	Yes	More toilets and police presence was positive	Traffic congestion- spillover outside downtown seemed worse this year
Lighthouse Park_FT	1–5 years	Yes	More public toilets	Traffic downtown was still impactful and spill over traffic into other areas around the city was even worse.
Lighthouse Park_FT	1–5 years	Yes		Traffic flow and pedestrian control as it relates to safety and prioritization of residents
Lighthouse Park_FT	1–5 years	Yes	Shorter length of event was biggest improvement!!! More public toilets. Some management of traffic flow. More pedestrian crowd control. Better communication about event details via app etc	Traffic through downtown still horrendous and spill over traffic around town, over 312, on Anastasia Island, etc much much worse as visitors searched for parking, alt routes to and from downtown, etc. Overall this event has a profound negative impact on our ability to use our City as full time residents. It makes it very difficult to drop off or pick up our kids at school and after school events, go to church, bank or even go to favorite restuarants for months! It's simply crazy to prioritize this one event that benefits a limited number of businesses when it has such an overall negaive impact on almost every resident. Moving forward the City needs to absolutely ensure that 100% of costs are taken on by the businesses and the county that benefits the most from them not residents.
Lighthouse Park_FT	1–5 years	Yes	More traffic control downtown, more toilets, more shuttles, better communication	Traffic downtown was still very very dense day and night for the entire duration of the event. But the spill-over traffic to the rest of the City, down over 312, across Anastasia Island, everywhere was much worse. The County has created a monster event that overwhelms our little City and leaves us to handle and pay for while they reap most of the financial gain. Prioritizing individual business profits over residents' quality of life is totally wrong. This is an example of our-tourism at it's worse. We should reduce the length of time of this event to ONLY what the county will FULLY pay for and certainly not extend it. After all, it's a Christmas event not an all-winter long event! No one needs to see Xmas lights at the END of January.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lighthouse Park_FT	I have to travel to PV 2x a week. It can add 20 minutes of travel time at the end of the day.	It lasts too long.	Email address removed for privacy
Lighthouse Park_FT			
Lighthouse Park_FT	Crowds crossing the street & not paying attention	We just don't go downtown at night during this period especially on the weekends during nights of lights	
Lighthouse Park_FT	Traffic congestion outside of downtown	Please shorten the duration - quality over quantity.	No
Lighthouse Park_FT	I would say the biggest impact on the Nights of Lights for me was getting anywhere. When I wanted to go out or eat downtown and enjoy the city I live in, I couldn't there was just so many people, traffic was terrible, and never any parking!	I would like them to understand that's it's significantly hurting the residents opinion of not just Nights of Lights itself but also St. Augustine. During the months from November through January, it's impossible to go anywhere, bounding residents to their homes unable to enjoy St. Augustine and the food, activities, and events it has to offer because everything is over run by tourists. I feel it should be significantly shorter to allow residents to enjoy this time too.	
Lighthouse Park_FT		While St. Augustine's Nights of Lights is a great experience for tourists, the residents ultimately pay the price of the dramatic increase in tourism. Shortening the duration of Nights of Lights would benefit residents and the City as a whole in many ways including but not limited to- less traffic, cost to City and taxpayers, parking difficulties, crime, crowds, noise, garbage, and wear/tear on St. Augustine's infrastructure and employees. Out of all of this, the only con to shortening the duration of Nights of Lights affects the income of local businesses, who would still ultimately be benefiting from the increase in tourism, regardless of the duration of the event.	
Lighthouse Park_FT	Traffic every day and night for months is absurd all over town and not just downtown	Our City has survived and thrived for hundreds of years before this event and will continue to do so even if it is significantly scaled down to accommodate obvious and undeniable over crowding as well as well documented residents needs and concerns. There is a completely false belief being promoted by certain businesses that the entire business community of St Augustine will collapse if this event is significantly expanded. Our response to this is that maybe it's their individual business model/plans are the problem if their very survival is linked to a single Xmas Event that must last for months. It's beyond ridiculous. And maybe the City should be prioritizing businesses in the city that don't require such a mass tourism event to sustain them. By promoting over-tourism we are ruining the very reason why our City is so special!	
Lighthouse Park_FT	Not being able to go to church, bank, take kids to and from school or even enjoy the downtown of the City I live in because of this mega event. Driving everywhere was a nightmare	We are killing the very thing that is best about living here. Ours is a small, picturesque historic city --lets not turn it into Disney any more than we have already	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lighthouse Park_PT	1–5 years	Yes		Limited parking downtown forced more cars to park in neighborhoods, greatly disrupting quality of life in neighborhoods
Lighthouse Park_FT	6–10 years	No	I was unaware of City strategies.	I was unaware of City strategies.
Lighthouse Park_FT	6–10 years	No	restricting downtown parking to residents with placards was good for those folks living down there.	The city needs to include North and South Davis Shores into the parking for residents only program. My mother lives on Avista Circle and I could barely get to her house some nights because of all the people either driving thru the neighborhoods looking to park, or the cars were parked on both sides of the street and made transit extremely slow and difficult.
Lighthouse Park_FT	More than 10 years	No	Shorter is better	
Lighthouse Park_FT	More than 10 years	No	Blocking parking downtown in square was way safer as a local driver I wasn't afraid someone would walk into traffic..	The parking of cars visiting the lighthouse on Redcox by the park, tennis court, and boat ramp is unsafe! Tourists block the road and there should be a cap on how many people can safely attend and park at the lighthouse. The city needs to hold the lighthouse accountable for their parking spots to customers ratio in the lighthouse on busy holiday weekends. Many Traffic/ map Apps direct people down small neighborhood streets as a less trafficked area causing them to speed while staring at their phones on our neighborhood streets. More safety signage should be in our neighborhood regarding the lighthouse. The current signs are non effective. Most people don't know where it is or how to get there and I'm wondering why is that?
Lighthouse Park_FT	More than 10 years	No	Closing Night of Lights earlier was great. While I didn't enjoy the right turn only at the Bridge of Lions, I do believe it was helpful for pedestrian safety.	The overall traffic in general was a nightmare. It gets worse with each passing year. Maxing out the parking garage doesn't help. Possibly consider larger park and ride lots.
Lighthouse Park_FT	More than 10 years	No	Controlled parking and shortening nights of lights	Keep up the good work city council - control it for the sake of those of us who live here and pay taxes.
Lighthouse Park_FT	More than 10 years	No		
Lighthouse Park_FT	More than 10 years	No		
Lighthouse Park_FT	More than 10 years	No	No clue. Ancient roads, loads of people, nobody likes public transportation. It's a math problem. So either continue to do NoL and mitigate as best you can. Or don't do it. People shall complain either way.	No clue. What I do think will ultimately be the undoing of the St Aug tourism trade is a \$40 parking garage and everything in town becoming ridiculously expensive.

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lighthouse Park_PT	Increased police presence downtown was good, limited and expensive parking was very bad. Please stop allowing the horse carriage rides to continue! It's animals cruelty and causes the most traffic problems. It's a terrible practice	Reducing downtown parking increases residential parking in neighborhoods	No
Lighthouse Park_FT	Normal daily life ie picking up children from after school obligations, driving to work, shopping for basic necessities, etc.	The congestion coupled with people unsure where they are going (or worse, filming the bay front from their vehicle without regard for delays) significantly increases both the time and risk for our children to get to and from school. We 'gave up' and required that they drive down to 312 and back up via RT 1 to St Joseph Academy and FSDB.	
Lighthouse Park_FT	I will not go to church downtown during NOL (normally go to the Cathedral), I can't park and the traffic is horrible	St Augustine is not Disney World. We have people who live here. I know we are a tourist town, but Nights of Lights has gone too far.	
Lighthouse Park_FT			
Lighthouse Park_FT	Having 100s of tourists speed down the small one way street I live on trying to find the lighthouse. This is made me terrified when any children, including my own 5 year old, are trying to play outside. On busy weekends it is non-stop traffic of people that are confused and lost, turning around at the end of the street I live on, and going the wrong way after they sped down it and didn't visually see the lighthouse.	When the tourists are in a bad mood too you know there is an issue!	Email address removed for privacy
Lighthouse Park_FT	Traffic was a nightmare!	The duration of Night of Lights is more a money maker than protector of residents that live here. It gets bigger every year at the expense of the residents. It is beautiful, but it also is a big stressor for everyone that I know that lives here and has to deal with the crowds/traffic. I was at a girlfriend's house in Oglethorpe for the regatta and the cars were backed all the way down her street. If there was an emergency, that would have been a huge problem. Her street is congested like that through Night of Lights. It's awful!	No thank you.
Lighthouse Park_FT	Ability to move through town in an orderly, safe and reasonably timely manner	The businesses' quests for more money should not take priority over residents in this.	
Lighthouse Park_FT	Too crowded to enjoy downtown, very difficult for seniors.	The invisible burden of heightened tourism during the nights of lights is taking a toll on us, the locals who love living here. Heavy tourism is in a process of destroying our small historic city and overpowering infrastructure's ability to process waste water, deal with increased quantities of garbage let alone find a parking space. Too many vehicles have created extra long wait times for crossing the Bridge of Lions and frustrated even those on foot.	
Lighthouse Park_FT	Too much traffic throughout town. Heavy traffic in my neighborhood, Lighthouse Park.	Residents can no longer go downtown. Too much traffic, too many tourist, not enough parking. Heavy traffic in our neighborhoods takes away our peace. Residents should be able to have peace and be stress free in their homes. Constant traffic and tourist parking in front of your home hurts that.	Email address removed for privacy
Lighthouse Park_FT	Traffic. Always traffic.	Apart from businesses in town capitalizing on the volume, I'm not sure what's in it for residents who don't benefit from it. What's the \$40/day to park used for? What projects that benefit residents are paid for by NoL revenue?	Not really. Nobody listens.

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lighthouse Park_FT	More than 10 years	No	I'm not sure what the strategies were but traffic was at a gridlock most every night trying to get around or through town. Shortening the duration 7 days was NOT enough.	If you let cars into town from visitors nothing will work. The police can't direct a car in any direction if there is no room for it to move.
Lighthouse Park_FT	More than 10 years	No		Promotion of city as tourist attraction for greed
Lighthouse Park_FT	More than 10 years	No	The temporary fencing to stop jay walking was very successful and helped traffic flow.	The City needs to increase the illegal parking fines.
Lighthouse Park_FT	More than 10 years	Yes		
Lighthouse Park_FT	More than 10 years	Yes	PSA downtown directing traffic, Nights of Lights app.	
Lighthouse Park_FT	More than 10 years	Yes	Expanding sidewalks over the weekend	
Lighthouse Park_FT	More than 10 years	Yes	Email notifications of road closures and detours.	US 1 is backed up for miles both north and south. Old Moultrie Rd/Dixie/ Masters Dr is congested and backed up. It took an hour to go from Ft Mose to the 312 Bridge.
Lighthouse Park_FT	More than 10 years	Yes		It was too short this year. As a resident we would go downtown with friends and neighbors after the holiday rush. We missed that this year.
Lighthouse Park_FT	More than 10 years	Yes	The change in traffic flow helped reduce gridlock. We felt there was less overall cars for Nights of Lights. The management of the pedestrian walking lights crossing near the Bayfront/Tini Martini helped keep traffic flowing as well but could probably be managed even better.	I think they should continue to reduce vehicles in the Nights of Lights area and make it more of a pedestrian experience. I also heard the cries for local businesses to make Nights of Lights the same length as previous years. I do not have an objection to that and think it can be a positive.
Lighthouse Park_FT	More than 10 years	Yes		Traffic flow crossing the bridge into town from the island
Lighthouse Park_FT	More than 10 years	Yes		Detour around the square was a pain!!!
Lighthouse Park_FT	More than 10 years	Yes	I'm not sure if anything worked better.	I'm not sure

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lighthouse Park_FT	Trying to get through the neighborhoods on the north end of Davis Shores and through the gridlock downtown.	It needs to be a greatly condensed event, paid for by those profiting by it and not the tax payers. It has become an event that keeps the residents holed up in their homes.	
Lighthouse Park_FT	Way to many people visiting	You are selling what you do not own	
Lighthouse Park_FT	I am trapped in my home. I can not get off the island.	Stop promoting Nights or Months of Lights. The City can not accommodate the day trippers.	
Lighthouse Park_FT	SMART buses stopped early in evening, making it hard to get back to parking garage	Congestion on US 1 and downtown is pretty bad	No
Lighthouse Park_FT	Excessive traffic in the city	I don't think city taxpayers should be funding the Nights of Lights like we are now. If the business community wants it to continue, they should seek money from another source.	No, do not contact me.
Lighthouse Park_FT			
Lighthouse Park_FT	I went downtown with visitors. We walked along the seawall to view the lights. There were so many people - with double baby carriages and carts ! One of my visitors, an 80 year old, was almost knocked into the bay. The crowds of people mirror Disney. We are not prepared for this nor do we want it. Fortunately, a new seawall is being constructed with, I assume, a wall, similar to the southerly sea wall. This will be safer.	We live in the city of St Augustine because we prefer our small town community. I've lived here since 1968. The inundation of huge crowds during NoL prevents us from enjoying our city during holidays. Our tax dollars are stretched beyond the contributions of surrounding county residents with the financial burden resting on the tax payers of the CoSA. Businesses enjoy year round visitors in modern times, not just during NoL. I'm not a fan of NoL.	
Lighthouse Park_FT	Traffic and trying to get over the bridges on and off the island during peak times.	As a resident we are funding city services but are not receiving benefit from the additional visitors. Nights of Lights should have a revenue stream to pay for itself and not burden the city tax payers.	
Lighthouse Park_FT	Night's of Lights is a beautiful event that so many residents take for granted. I think many residents would be sad if it ceased to exist. The visitors I see attending Nights of Lights are not 'party animals'. They are families, & children enjoying the lights. Here on Anastasia Island, we see bigger impacts of drunkenness and trash from the 3 day Billy Strings event at the Amp when compared to Nights of Lights. My wife and I love walking downtown over the Bridge of Lions to enjoy the lights during the holidays.	Please continue to manage the traffic and try to make Nights of Lights a more pedestrian experience. If we keep traffic congestion to a minimum, I have no 'resident cost' of the event.	
Lighthouse Park_FT	It was impossible to enjoy anything in the downtown area, restaurants, bars, even driving to see the lights. Walking tourist totally ignoring traffic, making it difficult to even drive thru town. Even Hiway US1 is so crowded with cars it is difficult to go anywhere else in town	For almost two months I feel like I'm trapped in my own home. I'm sure the local hospitality businesses love the extra income from this, so I understand their interests in extending the event, but I live here year round and the holidays should be fun and special for tourist and locals alike. Maybe spend less money trying to attract more visitors, as I think we are already beyond reasonable capacity as we are now.	Email address removed for privacy
Lighthouse Park_FT	Traffic	Parking	
Lighthouse Park_FT	In general, just a negative feeling for the commercialization of my city.	My wallet does not open for local businesses during NoL. I do not go through downtown. I do not buy gas downtown. It's as if downtown becomes a big no go zone during NoL.	

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lighthouse Park_FT	More than 10 years	Yes		Directing all westbound Bridge of Lions traffic to the North, thus funneling all traffic toward the parking garage, created a colossal traffic back-up, and was a complete waste of time since I was trying to get to a home on Marine Street.
Lighthouse Park_FT	More than 10 years	Yes	Fencing along bayfront area.. could go even further this prevented tourist from dodging out into traffic .	No parking signage on the island side.is needed....cars could barely drive through Oglethorpe area.. as people parked on both side of the streets in parts of Davis Shores.. to walk across the bridge.. So the city needs to look at discouraging tourist from using David Shores as their " free parking garage" to see "Nights of Lights", Another issue:: When required to go right off the bridge, thus u turn is needed to make the U-turn in order to go left on Ponce, A police needs to be at that U-turn allowing you to make the U-turn.. as traffic does not stop allowing you to enter the south lane. If you live ,say on St.George St., it takes an hour to get home.. so someone should be at that U-turn to control the entering traffic ...
Lighthouse Park_FT	More than 10 years	Yes		Detour around the square was a pain!!!
Lighthouse Park_FT	More than 10 years	Yes	Email communication with residents regarding traffic patterns	Visitors going to the Lighthouse via the Lighthouse park neighborhood. It seems that the gps maps send most visitors traveling south from downtown on A1A to the lighthouse through Lighthouse Park. These vehicles are directed by the gps maps to use Busam, Ponce de Leon Ave, and Carver St. to arrive at the Lighthouse. Someone needs to reach out to Apple and Google to have traffic routed to Red Cox Dr. for accessing the Lighthouse.
Lighthouse Park_FT	More than 10 years	Yes		Wasn't shortened enough. Should end after Christmas Day. Pedestrian traffic was horribly controlled at all intersections.
Lighthouse Park_PT	More than 10 years	Yes	Not sure	Add Shuttles
Lighthouse Park_FT	More than 10 years	Yes	The shortened time of the event was much appreciated.	

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lighthouse Park_FT	The aforementioned decision to have all westbound Bridge of Lions traffic forced to turn north when exiting the bridge was a huge mistake.	Nights of Lights used to be a beautiful event that could be enjoyed by tourists and locals. It has become an over-congested, commercialized circus act consisting of tacky street vendors, low-class street performers, smells of urine in the streets, and businesses trying to outdo each other by seeing who can put the most gawdy display of lights on their building. Whatever happened to simply outlining the shape of the buildings with lights? The buildings on the bayfront are the epitome of honky-tonk. St. Augustine is quickly turning into Daytona. The former leaders of St. Augustine would be ashamed of what the Nights of Lights has become.	No Thank You
Lighthouse Park_FT	Big negative.;Tourists parking in neighborhoods on the island Big Positive change,;shortening the days of Night of Lights was a big plus..	We don't need to spend anymore money on advertising The Nights of Lights.. to many tourist already are here,, crowds are maxed out..	Email address removed for privacy
Lighthouse Park_FT	Traffic	Parking	
Lighthouse Park_FT	Traffic through my neighborhood of Lighthouse Park. Being able to access West King/ west Augustine through downtown.	If we, the residents, continue to support and tolerate the Nights of Lights for visitors to enjoy, then the City of St. Augustine needs to LOWER OUR PROPERTY TAXES!!! Otherwise we, the residents, will band together to reduce the size and scope of this event!!	Email address removed for privacy
Lighthouse Park_FT	Too much traffic/people for the layout of St. Augustine.	Quit advertising so strongly. We are filled to capacity and then some.	We don't see the point in it. Local citizens have little hope of cutting back on any of it do to the almighty dollar.
Lighthouse Park_PT	STRs always have conflicts and impacts on a resident's quality of life.	You guys are fine. St Aug is "touristy".	No thanks.
Lighthouse Park_FT	As a resident the event is too crowded for us to enjoy. We stay away from downtown during the event. We also avoid driving through as the traffic is terrible going over the Bridge of Lions.	It is a quality of life issue, I understand that it's a money maker for the businesses downtown but at the cost of full time residents. We live here and should be able to enjoy our city everyday. Plus what is the positive impact for the city residents? It seems like the county benefits from the additional tax revenue. City residents are not benefiting. Maybe we should get a tax break with all the additional revenue.	Email address removed for privacy

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Lighthouse Park_FT	More than 10 years	Yes	Shuttles	Please get rid of the barricades and porta potties in the parking space areas near the hotels and around the plaza and up and down the bayfront along Avenida Menendez . Not only did this severely limit normal resident parking in the downtown sector (taking up the majority of pay to park spaces) but the placement of the barricades was Not AT All compatible with the ambiance of our beautiful downtown area at Christmas time. It was transformed into a "parade route" type scene or cattle stockade with police rounding hoards of pedestrians across at Cathedral . Not only did it make it next to impossible for locals to find a spot to park in close walking proximity to the lights and the plaza, but it detracted so much from our beautiful downtown areas. This was a safety issue for old people who were forced to park far away and walk back to cars along dark streets at the end of the night. We pay a lot of taxes to be able to enjoy our beautiful City and to maintain its historic ambience especially at Christmas , not to have it transformed into a barricaded and commercialized mess. Re: commercialized ... I don't know if the City authorized the unusually loud and obnoxious photo stations located just yards from the lightner Flagler fountain or the one located in the Gazebo across from the city Christmas tree, but they were just obnoxious and distasteful like something out of a carnival ...not in the least compatible with st Augustine especially at Christmas time . If the city did not authorize these two atrocious set-ups then I apologize, but the City had multiple police on bikes in the plaza and none interfered with the activities in the gazebo ... Which seemed to be a commercial business charging money for videos taken of the public.
Lighthouse Park_PT	More than 10 years	No	Bus people	Trash, parking, traffic flow

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Lighthouse Park_FT	Biggest impact was the severe restriction of downtown pay to park spaces on locals (due to the ridiculous positioning of stockade like barricades everywhere one turned) and the transformation of our beautiful downtown into commercialized ambiance (with commercial video stations blasting unrecognizable music and flashing lights with a rotating spaceship like camera and platform taking money from tourists to be filmed at both the lightner gardens and in the gazebo) ...sadly, made us never want to see it again.	Made us never want to see it again and we've enjoyed our City for the 20 years we have lived here and the 10years we visited prior to that . We go downtown more than our neighbors and enjoy the downtown area sometimes 3-4 times per week . We have lived this City but if you continue to choose paths that destroy the ambience that draw people ti downtown and to the nights of lights, there will come a time of diminishing returns ...for us I think we've reached it .	No
Lighthouse Park_PT	Traffic volume	Lighthouse Park is dangerously crowded with illegal parking and even legal parking along Red Cox Ave and around the lighthouse due to museum goers, all the other activities in our neighborhood like Yacht Club traffic, boat ramp, school, soccer fields, skate park, alligator farm, playground, and Amp overflow parking. The concentration of places locals need to go to in our neighborhood makes it unsuitable for tourists to park there. If the lighthouse lot is full, there should be an off site lot with a shuttle.	No

West City Neighborhood

- Ravenswood

Ravenswood

Which neighborhood do you live in?	How long have you lived or owned property in the City of St. Augustine?	Did you intentionally go out to experience Nights of Lights?	Which City strategies, if any, worked well this year? (Please explain)	Which City strategies did not work well or need improvement? (Please explain)
Ravenswood_FT	1–5 years	Yes	Traffic flow through downtown was much better. New shuttle bus locations.	Residential street parking signs made it much harder to park.
Ravenswood_FT	1–5 years	Yes	shortening the duration	shuttle parking at Broudy caused delays of up to one hour to leave or return to the neighborhood on Palmer Street and King street.
Ravenswood_FT	6–10 years	No	I would imagine that state open-carry laws and widespread ICE presence had more effect on who feels comfortable attending Nights of Lights than any particular city policy.	see above
Ravenswood_FT	6–10 years	No	Closing parking on Cathedral	The pedestrian traffic needs to be managed better. The intersection of Palmer, West King and Old Moultrie needs improvement
Ravenswood_FT	6–10 years	Yes	Shuttle on king was good but the traffic sucks.	Barrier on
Ravenswood_FT	More than 10 years	No		Not enough satellite parking
Ravenswood_FT	More than 10 years	No	Parking garage surge pricing and remote lots when not full (need to push doh lot much more and place signage much further out of town)	Residential parking zones during week day and daytime hours was overkill
Ravenswood_FT	More than 10 years	No	Made it less likely for me to go to ANY events or restaurants downtown because parking near any event/meal venue was suppressed.	Noise and music from tourist trains was too loud.
Ravenswood_FT	More than 10 years	No	Shorter time for the event	Crowd control,traffic closures
Ravenswood_FT	More than 10 years	No		Shuttles take too long to go downtown. Re-routing bridge of lions traffic away from cathedral was a nightmare! For the entire time of night of lights you had to plan on not going out of the house after 5pm because traffic was backed up too bad on the west side, running to get milk took an hour. Quality of life sucks for those months...the residents deserve better. Parking garage on the Westside is going to be terrible for access to our neighborhoods.
Ravenswood_FT	More than 10 years	Yes	Nights of Lights information posters, flyers and the app	
Ravenswood_FT	More than 10 years	Yes	Bathrooms	Traffic I didn't like all the parking downtown around the Bay Front and Cathedral St. being barricaded.
Ravenswood_FT	More than 10 years	Yes	Shuttles at Broudys lot seemed to stay busy and that should have reduced traffic in town	I went drive downtown a couple of times and couldn't park in my usual places

Which neighborhood do you live in?	What was the single biggest impact (positive or negative) Nights of Lights had on you this year? (If applicable, you may include impacts related to short-term rentals, visitor volume, or neighborhood conditions.)	What would you most like the City Commission, Tourist Development Council, and tourism advisory groups to understand about the resident cost of Nights of Lights?	Would you like to be contacted for follow-up or community discussions? Please provide email.
Ravenswood_FT	I need tourism to survive within my job. Additional money is needed.	Parking is needed for residents and workers. The resident passes shouldn't just include the neighborhood but residents as a whole. Create shuttle busses for Silverleaf, World Golf and other surrounding neighborhoods to visit downtown.	Email address removed for privacy
Ravenswood_FT	Accessing or leaving the SARNA neighborhood by car.	Please create more satellite parking and shuttle stops and make them known in order to siphon traffic away from our neighborhood. Maybe work with Publix to use their parking lots? We enjoy Nights of Lights and want others to be able to do so. I strongly believe the best way to manage this event would be to make it pedestrian only downtown, at least on peak times like weekends and holidays. Emergency vehicles, public transportation and handicapped vehicles would be exceptions. That way the shuttles could move around more quickly, and pedestrians would have a safer and more enjoyable experience.	Email address removed for privacy
Ravenswood_FT	Going through downtown from West King to Anastasia island is largely out of the question. And since locals know that, traffic on Ponce and 312 becomes significantly congested.	I understand they're between a rock and a hard place. Residents of small tourist towns have a particular brand of entitlement that doesn't square with the fact that the economy is dependent on visitors. The old town can't get any bigger, and the infrastructure is geographically limited as well. The only solution is a radical one: barring private vehicular traffic into the old town during Nights of Lights.	
Ravenswood_FT	Our family avoided downtown as much as possible. The gridlock on West King caused significant delays in getting around for normal day to day errands etc.	That the City because of it's historic significance cannot be changed and is only geographically capable of handling a certain amount of vehicle and pedestrian traffic before it comes to a complete standstill	Email address removed for privacy
Ravenswood_FT	Traffic on US1 and king st	It should only be one month	Email address removed for privacy
Ravenswood_FT	The increase in traffic to move around daily to run errands, go to the Dr., etc	For me personally it's the increase in traffic but I plan for it.	Email address removed for privacy
Ravenswood_FT		Need to assess impact fee to make profitable and pay towards residents taxes or amenities	
Ravenswood_FT		When I moved here, it was pleasant small town. Now tourism is all-important with its peak annual experience being downtown turning into a Disneyland-like experience during a time of year that should have a more peaceful and reflective nature.	Yes
Ravenswood_FT	Traffic nightmares	The impact on residents	
Ravenswood_FT	The re-routing of traffic around cathedral was terrible. And the traffic on the west side made leaving the house after 4-5 pm unreasonably inconvenient. I can't imagine if I needed to get somewhere in an emergency. Locals take different routes through neighborhoods to avoid traffic. Police presence not felt in neighborhoods where it's needed during nights of lights as well.	It makes our neighborhoods so congested with traffic, we have to change the way we plan and live our lives. The lights are a burden for residents.	Sure. Email address removed for privacy
Ravenswood_FT			No
Ravenswood_FT	Cut through traffic on Masters Dr, lots of traffic on West King	Do any of them live near downtown? A lot of the problem is if you need to get down there for another reason than NoL	Nope
Ravenswood_FT	Masters and Palmer are absolutely backed up and at a standstill weekend nights. Hard to get out of my street. West Augustine needs crosswalks and sidewalks, maybe lights to keep people safe.	I avoid being home on weekends or going out if I'm here. I feel trapped in my home at times.	Email address removed for privacy

CITY OF ST. AUGUSTINE

MEMORANDUM

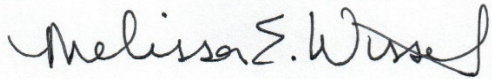
TO: David Birchim, City Manager

DATE: March 23, 2026

RE: Nights of Lights Economic Impacts presentation by St. Johns County Visitors and Convention Bureau

At the request of the City Commission, Susan Phillips, President and CEO of the St. Johns County Visitors and Convention Bureau, will present information and data from the 2025-2026 *Nights of Lights* season. Please place this item on the City Commission meeting agenda for Monday, March 23, 2026, under Item 7, General Public Presentations.

Respectfully,

A handwritten signature in black ink, reading "Melissa E. Wissel". The signature is written in a cursive style with a large, stylized "M" and "W".

Melissa Wissel
Communications Director

City of St. Augustine Commission Meeting

Nights of Lights



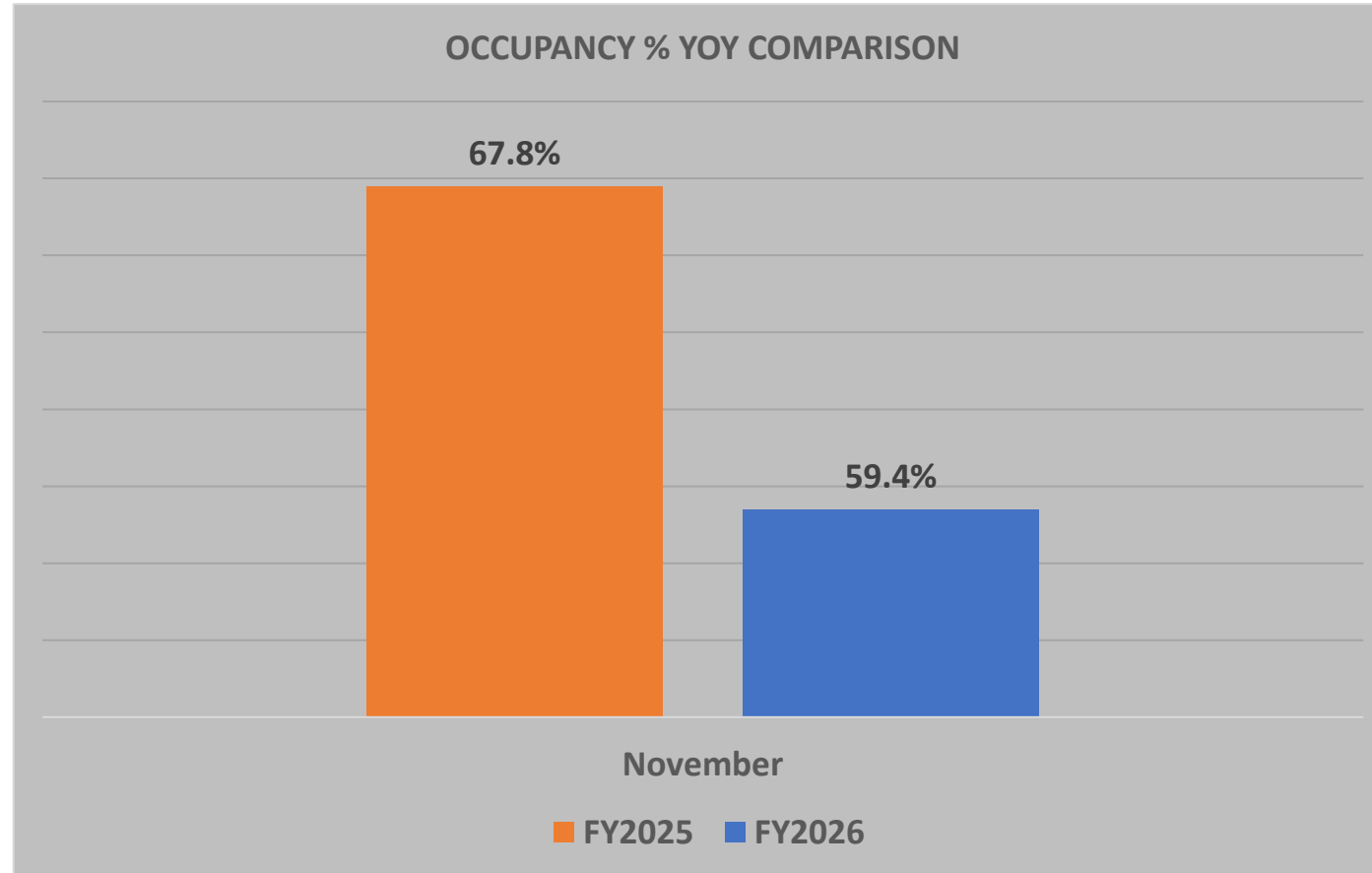
ST. AUGUSTINE
PONTE VEDRA
FLORIDA'S HISTORIC COAST®



March 23, 2026

YOY Comparison

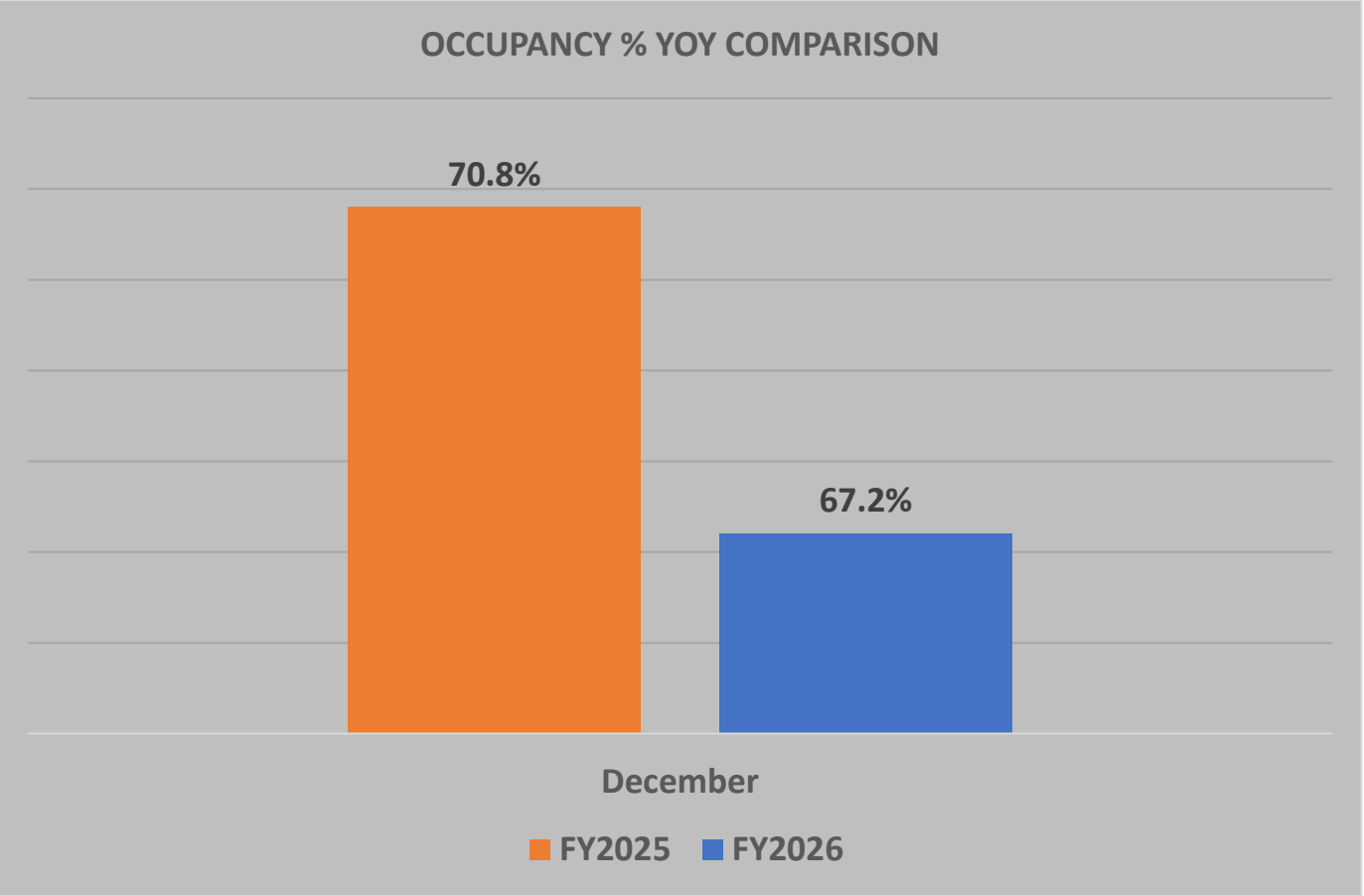
November Occupancy by ZIP 32084



- 32084 November OCC declined -3.3% YOY

YOY Comparison

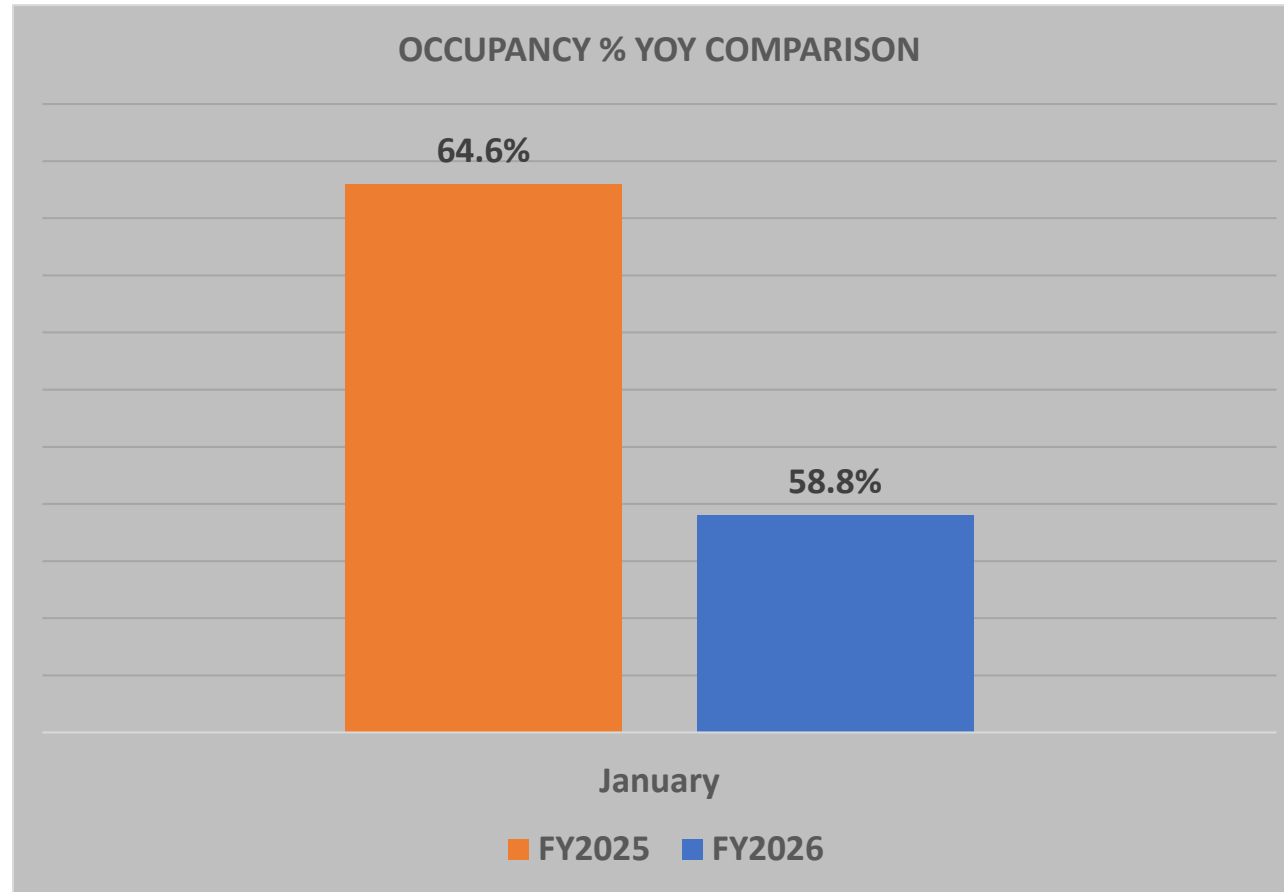
December Occupancy by ZIP 32084



- 32084 December OCC declined -0.8% YOY

YOY Comparison

January Occupancy by ZIP 32084



- 32084 January OCC declined -12.0% YOY

YOY Comparison

Occupancy % Change (Weekly)

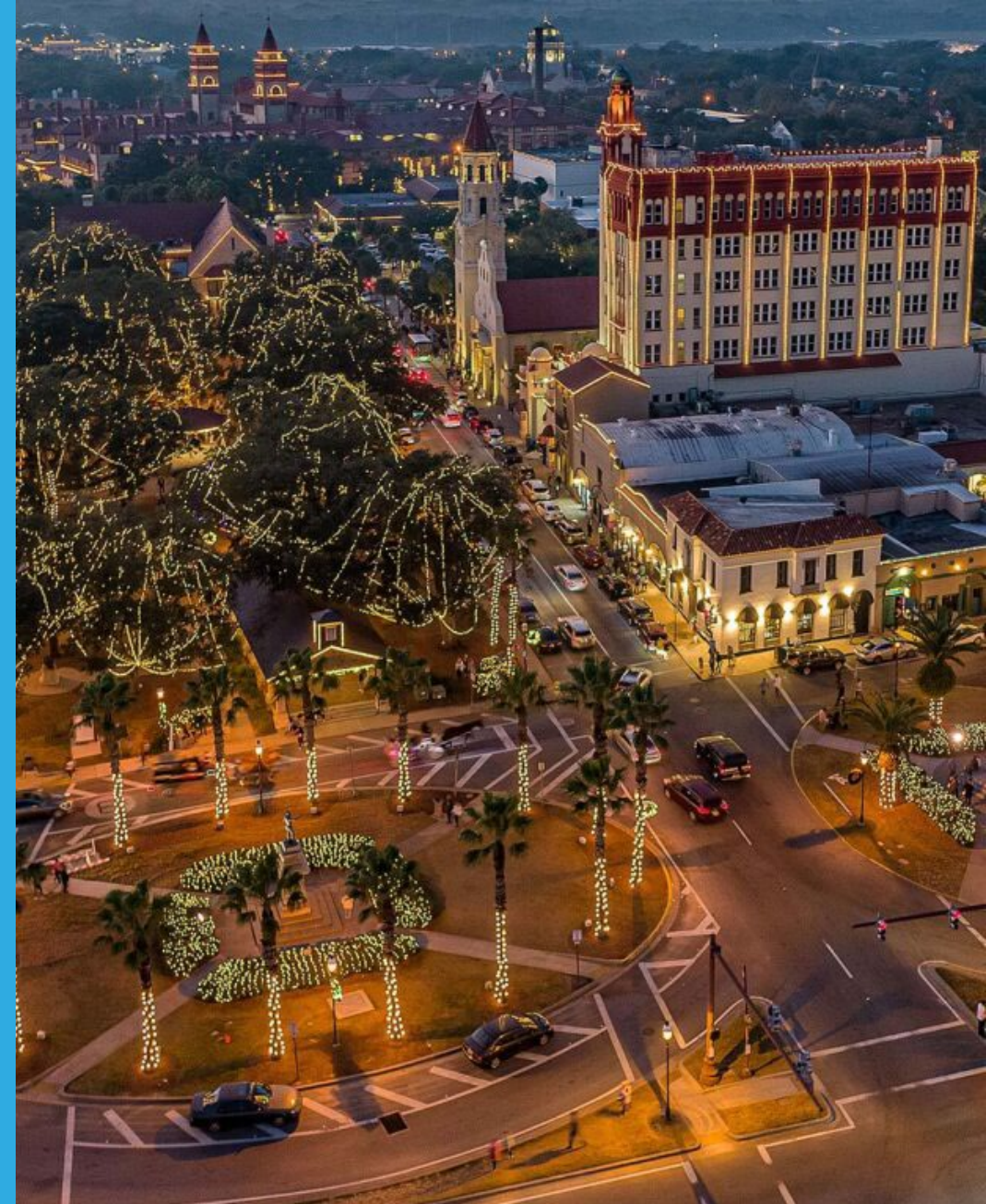
	<u>SJC</u>	<u>32084</u>
<i>Week of:</i>		
16-Nov 2025	2.5	8.9
4-Jan 2026	-3.4	1.2
11-Jan 2026	-3.6	-10.9
18-Jan 2026	-7.1	-6.7
25-Jan 2026	-21.0	-32.6



NIGHTS OF LIGHTS ECONOMIC IMPACT REPORT

November 15th, 2025 – January 11th, 2026

BY DOWNS & ST. GERMAIN RESEARCH



ST. AUGUSTINE
PONTE VEDRA
FLORIDA'S HISTORIC COAST®



downs & st. germain
RESEARCH
Page 226 of 418

OBJECTIVES AND METHODOLOGY

OBJECTIVE:

To assess the economic impact and overall attendee experience at the 2025-2026 Nights of Lights, held in St. Augustine, FL.

METHODOLOGY:

The data in this report is based on **662** total surveys collected: 589 in-person interviews conducted with Nights of Lights attendees and 73 surveys collected via email outreach, QR codes, and social media.



KEY TAKEAWAYS

KEY TAKEAWAY: ECONOMIC IMPACT



279,600 out-of-county attendees¹ to the 2025-2026 Nights of Lights produced **\$93,707,600 in direct spending** in St. Johns County, resulting in an **economic impact of \$120,704,200.**

¹ Including out-of-county attendees and local residents, 371,900 individuals attended the 2025-2026 Nights of Lights.

ATTENDANCE

371,900

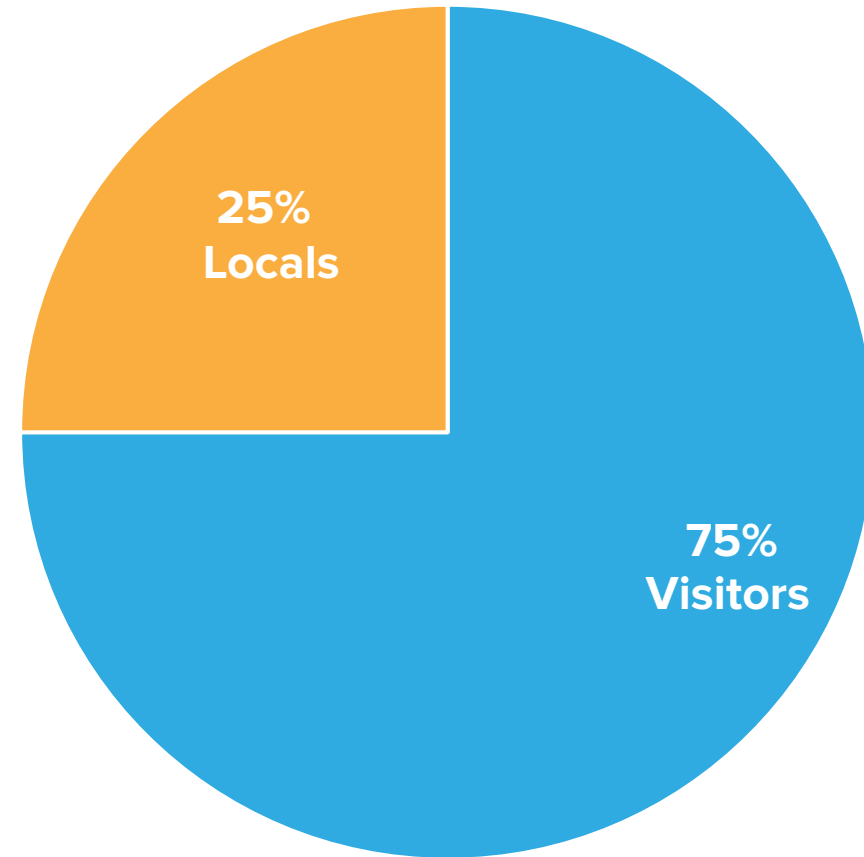
279,600 out-of-county visitors¹ and **92,300** St. Johns County residents attended the 2025-2026 Nights of Lights.

¹ Including day trippers and overnight visitors.

ATTENDEES

❖ **3 in 4** Nights of Lights attendees were visitors to the area

Do you live in St. Johns County, Florida for at least 6 months of the year?



THE AVERAGE VISITOR

- ❖ On average, out-of-county attendees spent **2.2** nights in the area
- ❖ The average out-of-county attendee travel party size was **3.5** people



DIRECT SPENDING

\$93,707,600

2025-2026 Nights of Lights attendees who **live outside** of St. Johns County spent \$93,707,600¹ in the county during their stay.

¹On accommodations, restaurants, groceries, transportation, attractions, entertainment, tickets, shopping, and “other” expenses.



TOTAL ECONOMIC IMPACT

\$120,704,200

When including indirect and induced effects¹ of direct spending, the total economic impact of people attending the 2025-2026 Nights of Lights who **live outside** of St. Johns County was \$120,704,200.²

¹ Indirect effects are increased business spending resulting from tourism dollars. Induced effects are increased household spending resulting from tourism dollars.

²On accommodations, restaurants, groceries, transportation, attractions, entertainment, tickets, shopping, and “other” expenses.

ROOM NIGHTS

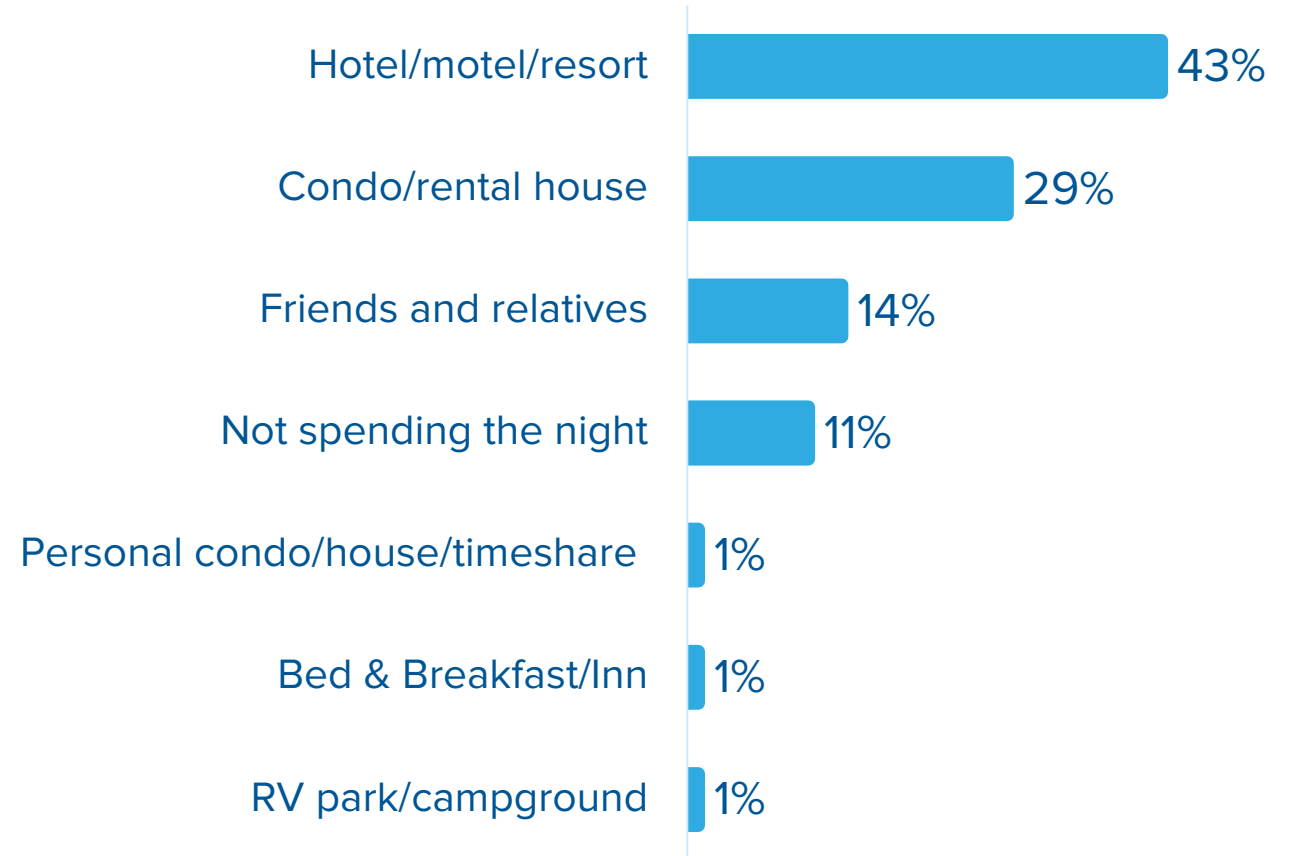
165,790

Attendees who **live outside** of St. Johns County stayed 165,790 nights in hotels, motels, etc. while attending the 2025-2026 Nights of Lights.

VISITOR TYPE

- ❖ Nearly **3 in 4** out-of-county attendees stayed in paid accommodations¹ while attending Nights of Lights
- ❖ **15%** stayed with friends/family or in a personal second home
- ❖ **11%** did not stay overnight in the area

In what type of accommodations did you stay/are you staying in St. Augustine/Ponte Vedra?

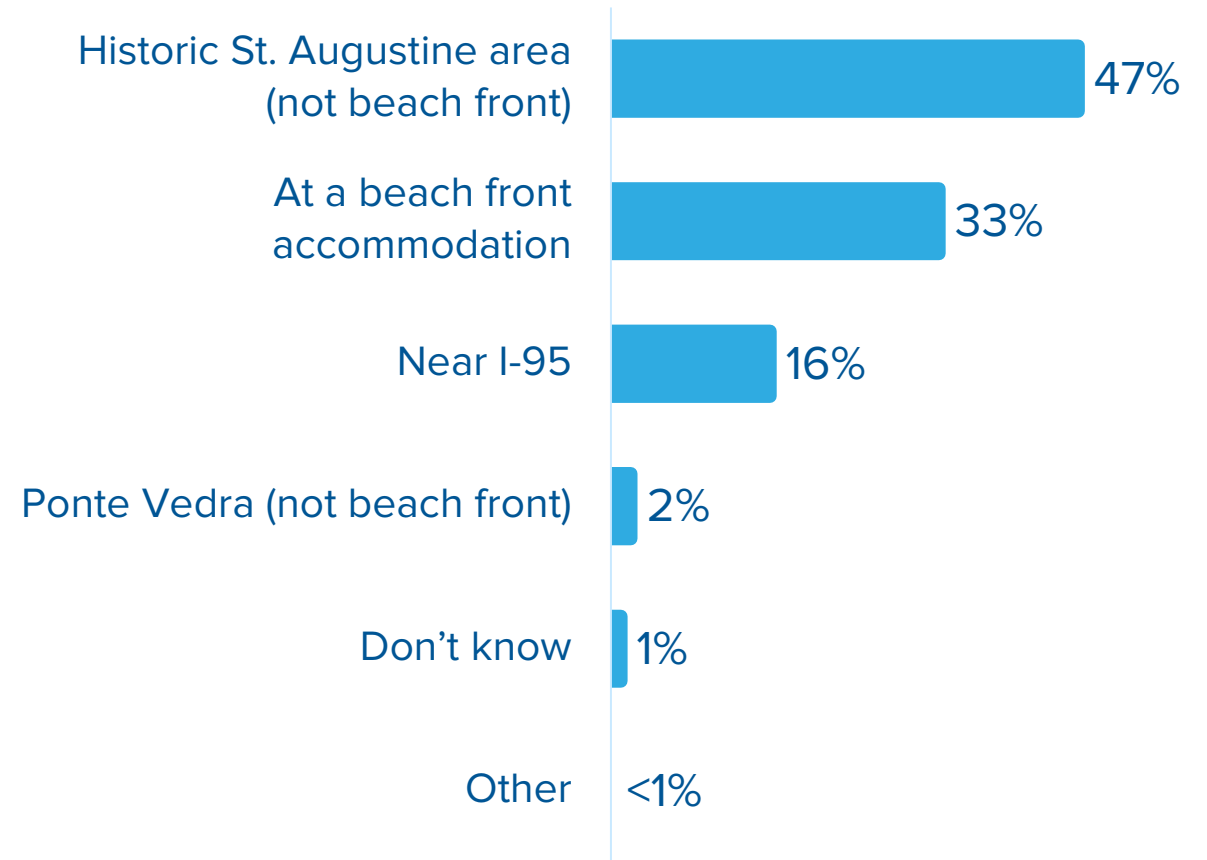


¹Includes visitors staying in a hotel/motel/resort; condo/rental house; B&B/inn; or RV park/campground.

ACCOMMODATION LOCATION

- ❖ Nearly **half** of overnight out-of-county attendees stayed in the Historic St. Augustine area
- ❖ **1 in 3** stayed at a beach front accommodation
- ❖ Nearly **1 in 6** stayed near I-95

In which part of the St. Augustine/Ponte Vedra area did you stay?¹



¹Based on visitors staying overnight in the St. Augustine/Ponte Vedra area.

KEY TAKEAWAY : NIGHTS OF LIGHTS AS A VISITOR DRAW



Over **3 in 4** out-of-county Nights of Lights attendees came to the St. Augustine/Ponte Vedra area mainly to see the lights.

Nights of Lights was the singular draw to the area for nearly **7 in 10** out-of-county attendees.

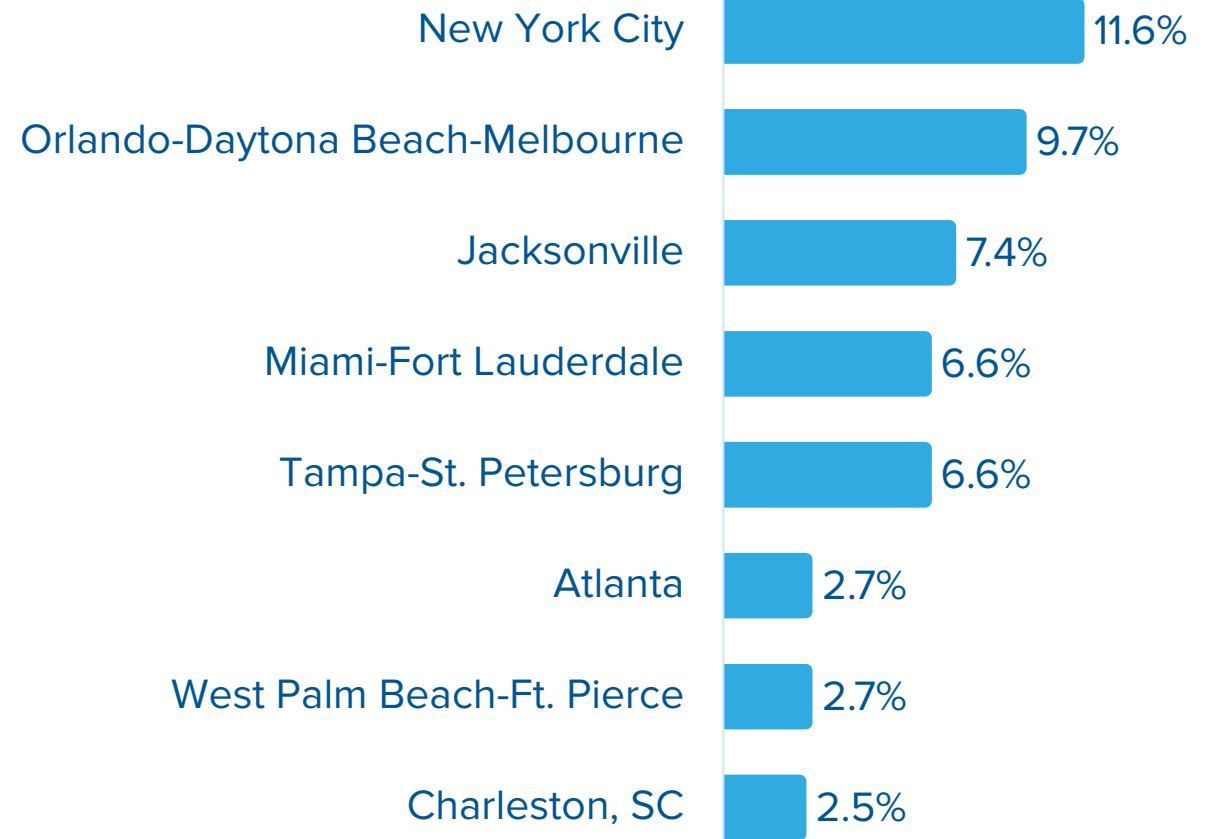
While many visitors traveled from elsewhere in Florida, the **top out-of-county** attendee market was **New York City**.

The event's **ability to draw a large number of attendees** from outside the area highlights its key role as a visitor draw.

ORIGIN MARKETS

- While most out-of-county attendees travel from elsewhere in Florida, the top origin market is **New York City**
- Florida attendees most commonly travel from the **Orlando** area

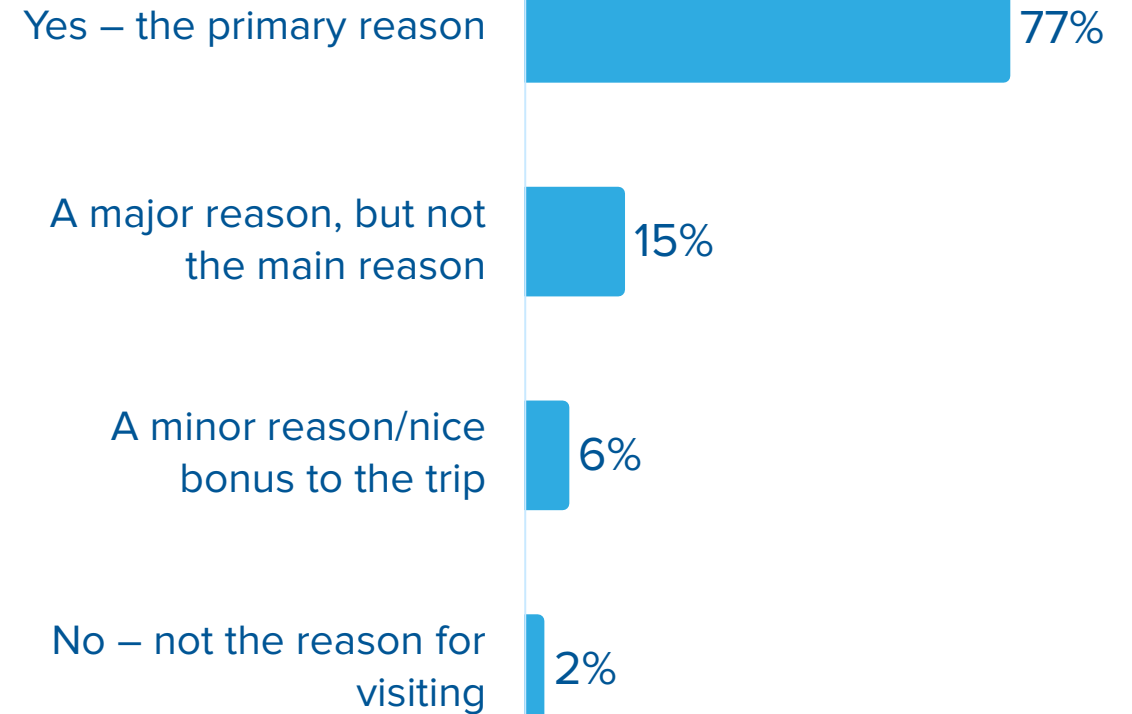
Top Markets



MAIN REASON

❖ Nights of Lights was the main reason **over 3 in 4** out-of-town attendees came to the area

Was Nights of Lights your main reason for coming to the St. Augustine/Ponte Vedra area?



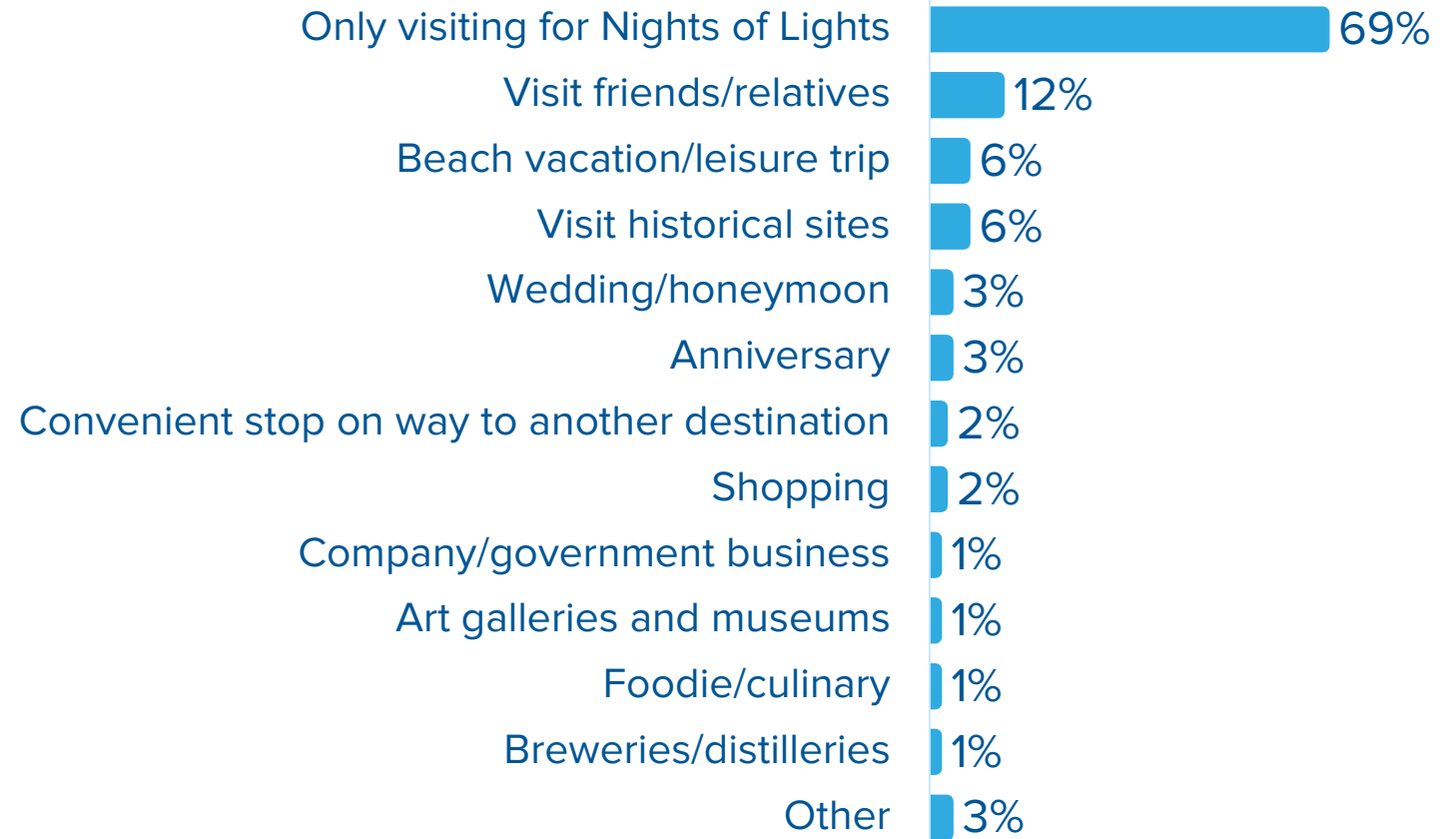
OTHER MAIN REASONS

◆ Nearly **7 in 10** out-of-county attendees were **only** in the area for Nights of Lights

◆ **12%** were also in the area to visit friends or relatives

◆ **12%** were visiting for leisure and/or to see the area's historical sites

In addition to Nights of Lights, were there other main reasons for taking this trip to the St Augustine/Ponte Vedra area?*



*Multiple responses permitted. Percents based on all visitors. Includes reasons chosen by 1% of visitors or more.



KEY TAKEAWAY: FIRST-TIME AND REPEAT ATTENDEES



Nearly **4 in 5** out-of-county Nights of Lights attendees had never been to the event before.

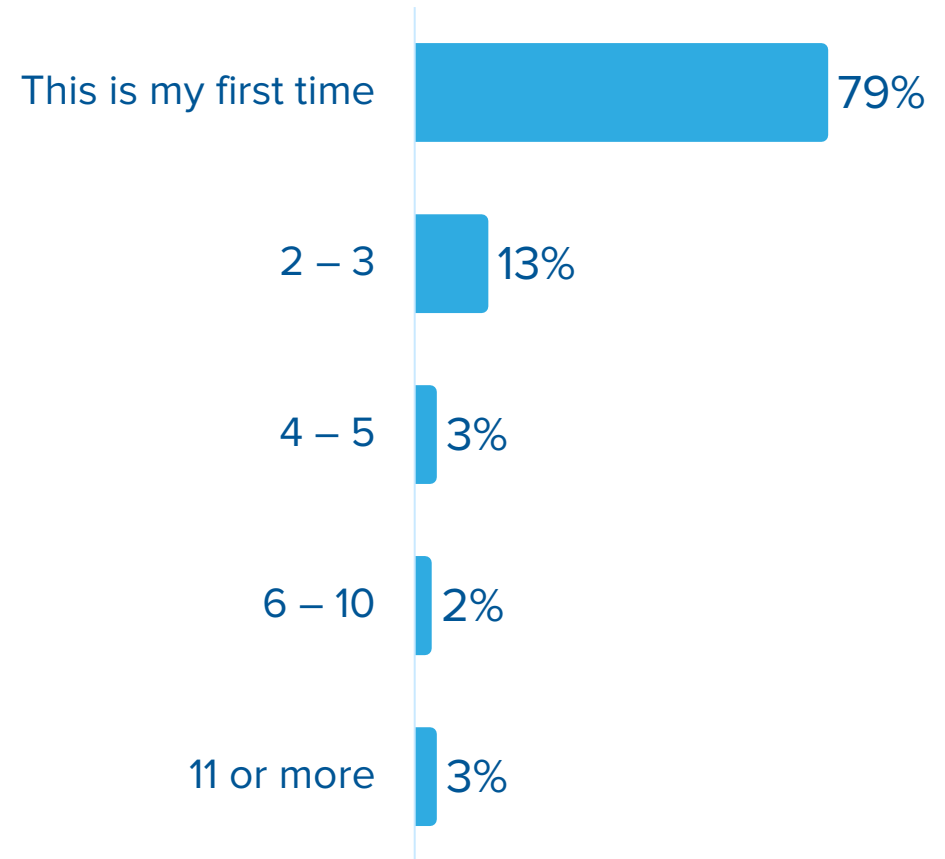
Word of mouth is important: attendees most commonly heard about the event from friends or family, through social media, or in online travel reviews.

This data highlights an opportunity to turn strong interest from new attendees into repeat visits.

FIRST-TIME ATTENDEES

◆ Nearly **4 in 5** out-of-county attendees were attending Nights of Lights for the first time

Approximately how many times have you ever attended Nights of Lights?



AWARENESS SOURCE

- Over **3 in 4** out-of-county attendees heard about Nights of Lights from friends or relatives
- Nearly **half** saw information about Nights of Lights on their personal social media or in online travel reviews, blogs, or stories

How did you hear about Nights of Lights?*



*Multiple responses permitted.



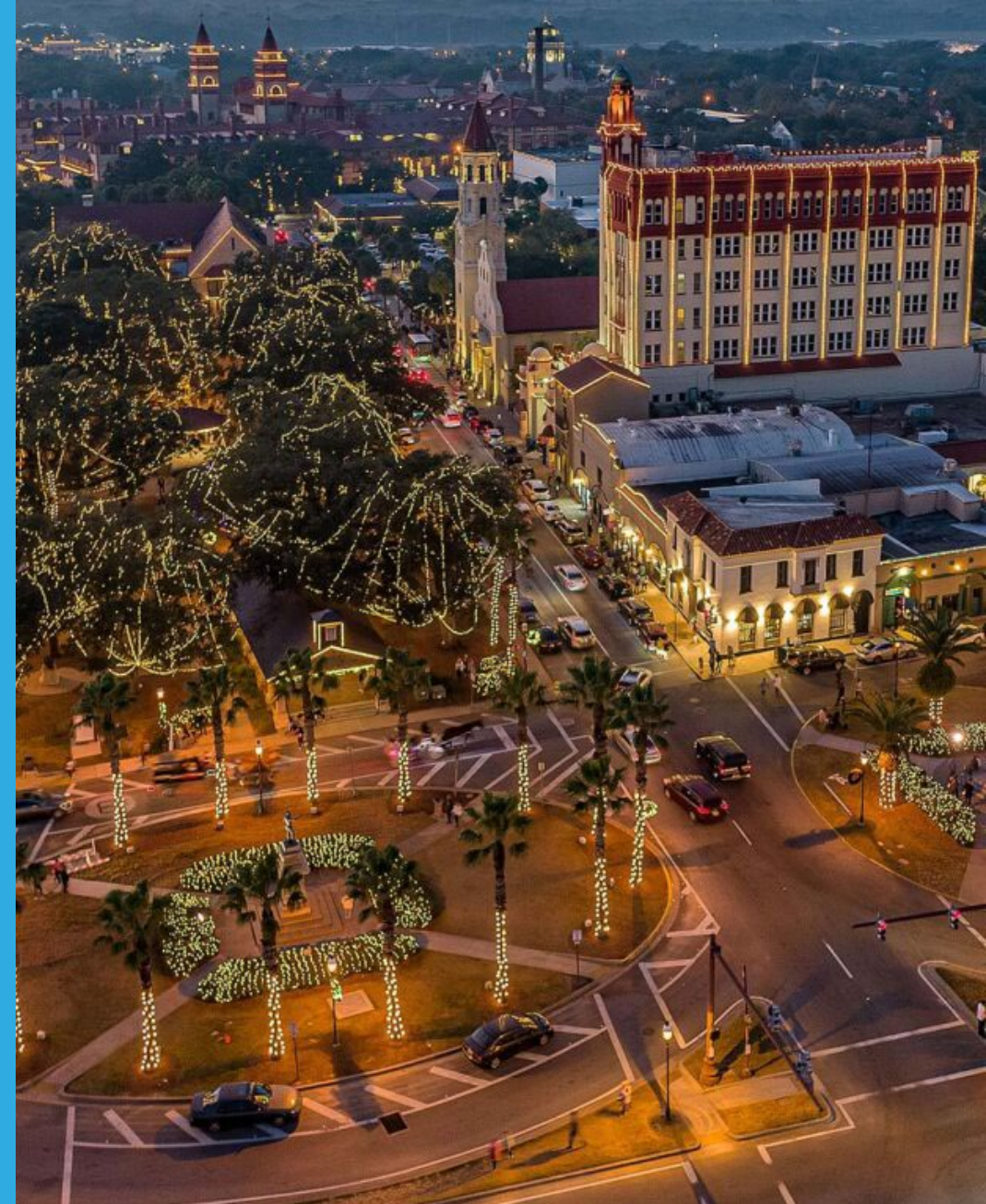
NIGHTS OF LIGHTS ECONOMIC IMPACT REPORT

November 15th, 2025 – January 11th, 2026

By Downs & St. Germain Research

contact@dsg-research.com

850-906-3111 | www.dsg-research.com



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CITY OF ST. AUGUSTINE

MEMORANDUM

TO: David Birchim
City Manager

DATE: March 12, 2026

RE: Agenda Item – Ordinance 2026-01, Amendments to General Employees' Pension Plan

Ordinance 2026-01 provides amendments to certain provisions of the 1977 City Employees' Retirement System pension fund to outdated references to a transition period for employees under the prior system, removes references to non-spousal domestic partners that are no longer necessary, and provides clarity on who is a participant in the pension system.

Please place this ordinance on the March 23, 2026, City Commission Meeting Agenda for first reading.

Do not hesitate to contact me with any questions.

Sincerely,



Meredith Breidenstein
Assistant City Manager

Attachment

cc: Darlene Galambos, City Clerk
Donna Hayes, Human Resources Director
Isabelle Lopez, City Attorney
Reuben Franklin, Assistant City Manager



Business Impact Estimate Form

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

Proposed Ordinance Title/Reference:

ORDINANCE NO. 2026-01

AN ORDINANCE OF THE CITY COMMISSION OF ST. AUGUSTINE, FLORIDA, AMENDING CHAPTER 20, ARTICLE IV OF THE CODE OF THE CITY OF ST. AUGUSTINE PROVIDING FOR REVISED PROVISIONS TO THE 1977 CITY EMPLOYEES' RETIREMENT SYSTEM; PROVIDING FOR GENDER NEUTRAL TERMINOLOGY; PROVIDING FOR INCLUSION IN THE CODE OF THE CITY OF ST. AUGUSTINE; AND PROVIDING FOR AN EFFECTIVE DATE.

Applicable Exemptions:

- The proposed ordinance is required for compliance with Federal or State law or regulation;
- The proposed ordinance relates to the issuance or refinancing of debt;
- The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- The proposed ordinance is an emergency ordinance;
- The ordinance relates to procurement; or
- The proposed ordinance is enacted to implement the following:
 - a. Development orders and development permits, as those terms are defined in s. 163.3164, and, development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220-163.3243, Florida Statutes;
 - b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;
 - c. Sections 190.005 and 190.046, relating to statutory Community Development Districts;
 - d. Section 553.73, relating to the Florida Building Code; or
 - e. Section 633.202, relating to the Florida Fire Prevention Code.

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

Business Impact Estimate:

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

THE PROPOSED ORDINANCE IS TO AMEND CERTAIN PROVISIONS OF THE 1977 CITY EMPLOYEES' RETIREMENT SYSTEM TO REMOVE OUTDATED REFERENCES, PROVIDE FOR GENDER NEUTRAL TERMINOLOGY, AND TO PROVIDE GREATER CLARITY ON WHO IS A PARTICIPANT IN THE PENSION SYSTEM. ADOPTION OF THE ORDINANCE WILL SERVE THE PUBLIC HEALTH, SAFETY, MORALS, AND WELFARE OF THE PUBLIC AND SERVES A PUBLIC PURPOSE.

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

NONE.

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

NONE.

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

NONE.

ORDINANCE NO. 2026-01

AN ORDINANCE OF THE CITY COMMISSION OF ST. AUGUSTINE, FLORIDA, AMENDING CHAPTER 20, ARTICLE IV OF THE CODE OF THE CITY OF ST. AUGUSTINE PROVIDING FOR REVISED PROVISIONS TO THE 1977 CITY EMPLOYEES' RETIREMENT SYSTEM; PROVIDING FOR GENDER NEUTRAL TERMINOLOGY; PROVIDING FOR INCLUSION IN THE CODE OF THE CITY OF ST. AUGUSTINE; AND PROVIDING FOR AN EFFECTIVE DATE.

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

WHEREAS, the Board of Trustees of the 1977 City Employees' Retirement System of the City of St. Augustine, Florida, at its November 19, 2025 meeting, voted in support of amending the provisions of the pension fund; and

WHEREAS, the existing pension code retained outdated references to a transition period for employees under the prior system, and those references are now obsolete; and

WHEREAS, the code amendment includes greater clarity on who is a participant in the pension system to mean someone who contributes into a pension plan; and

WHEREAS, domestic partners are now eligible to marry under state law, therefore the specific provisions for non-spousal domestic partners are no longer necessary; and

WHEREAS, the City Commission finds that it is in the best interest of public health, safety, and general welfare that the following amendments be adopted consistent with the requirements of § 166.021(4), Florida Statutes.

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

Section 1. Amending Chapter 20, Article IV, Sections 20-102 through 20-112, Sections 20-114 through 20-116, Section 20-118, Sections 20-120 through 20-125, Section 20-129, Section 20-131, Sections 20-133 through 20-138, Sections 20-141, 20-145, and 20-146. Chapter 20, Article IV, Sections 20-102 through 20-112, Sections 20-114 through 20-116, Section 20-118, Sections 20-120 through 20-125, Section 20-129, Section 20-131, Sections 20-133 through 20-138, Sections 20-141, 20-145, and 20-146 are hereby amended, as follows:

"Sec. 20-102. Definitions.

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

Accumulated contributions means the sum of all amounts credited to a member's individual account in the reserve for member contributions, including regular interest.

Actuarial equivalent means a benefit of equivalent current value to the benefit that would otherwise have been provided to the member. At the time of calculation of the actuarially equivalent benefit, the calculation shall not include possible future benefit increases which have not been adopted by the employer and which are not in effect as of the calculation date. The calculations will be performed using the RP-2000 static mortality table (h) unisex 50/50 for healthy lives projected to 2010 for healthy members and the RP-2000 static mortality table (d) unisex 50/50 projected to 2010 for disabled members and the interest discount rate of eight (8) percent per annum, compounded annually.

(...)

Compensation means the amount of money paid a member for personal service rendered the city while a member in the retirement system. Compensation shall include base salary or wages; cost-of-living payments; longevity pay; pay while absent from work on account of illness, holiday or vacation and worker's compensation benefits, except for medical expenses, during periods the city supplements worker's compensation payments; provided, however, anything in this plan to the contrary, benefit accruals shall not exceed the limits of Section 415 of the Internal Revenue Code of 1986. Compensation in excess of the limitations set forth in Section 401(a)(17) of the Code, as amended from time to time, as of the first day of the plan year shall be disregarded for any purpose, including employee contributions or any benefit calculations. The annual compensation of each member taken into account in determining benefits or employee contributions for any plan year beginning on or after January 1, 2002, may not exceed \$200,000, as adjusted for cost-of-living increases in accordance with Section 401(a)(17)(B) of the Code.

(...)

Credited service means the service credited a member as provided in section 20-104.

Final average compensation means one-sixtieth ($1/60$) of the aggregate amount of compensation paid a member during the period of sixty-consecutive months of the member's credited service in which the aggregate amount of compensation paid the member is greatest. The sixty-consecutive months of credited service shall be contained within the member's last one hundred twenty (120) months of credited service. If a member has less than sixty (60) months of credited service, final average compensation means the aggregate amount of compensation paid the member divided by the member's credited service expressed in months.

(...)

Member shall mean any person who is an actively employed general employee who fulfills the prescribed participation requirements. Benefit improvements which, in the past, have been provided for in this article, and any benefit improvements which might be made in the future shall apply prospectively and shall not apply to members who terminate employment or who retire prior to the effective date of any ordinance adopting such benefit improvements, unless such ordinance specifically provides to the contrary.

(...)”

Service means personal service rendered by the city while a member in the retirement system, including periods of paid vacation, holiday and illness time, and military service qualifying under section 20-107.”

“Sec. 20-103. Participation in the retirement system.

- (a) Except as provided in subsection (b), each general employee shall be a member in the retirement system except that the city manager may elect not to participate in the retirement system.
- (b) The following persons are not eligible for participation:
 - (1) Persons who are compensated by fee.
 - (2) Persons who are contractual employees.
 - (3) Persons who are members in any other retirement or pension program, except the federal social security program, on account of their city employment.
 - (4) Persons who are not regularly employed by the city for forty (40) hours or more per week, except as provided in section 20-114.
- (c) A member who ceases to be employed by the city in a position which is regularly scheduled for forty (40) hours or more per week may continue participation in the plan for up to five (5) months provided the member remains otherwise employed by the city in a position of less than forty (40) hours per week. At the end of such period, participation shall cease unless the employee resumes employment in a position which is regularly scheduled for forty (40) or more hours per week.
- (d) Notwithstanding any provision of this article to the contrary, effective on the adoption of this section the police chief and fire chief shall be members in this retirement system solely for purposes of the supplemental retirement allowance provided in subsection 20-141(c). This participation ceases when the police chief or fire chief are no longer actively contributing into their respective plans.
- (e) The board shall decide questions concerning the participation status of any person.”

“Sec. 20-104. Credited service.

- (a) Service rendered by a member shall be credited to the member's individual service account in accordance with such rules as the board shall from time to time prescribe. In no case shall more than one (1) month of service be credited on account of all service rendered by a member in any one (1) calendar month nor shall less than eighty (80) hours of service in a calendar month be credited as a month of service. Any member for whom a record of hours of service is not kept shall be presumed to render at least eighty (80) hours of service each month.
- (b)
- (c) Service rendered by a member during a period they were excluded from participation as provided in section 20-103(b)(3) shall be credited to the member's service account on the effective date of their participation, to the extent such service was in force and the basis of retirement benefits under such other retirement or pension program on the day preceding the effective date of their participation. Service rendered by a member during any other period they were excluded from participation as provided in section 20-103(b) shall not be credited.
- (d) their
- (e) In no case shall service which is the basis of a benefit under any other retirement or pension program, except the federal social security program, be credited a member under this retirement system.

(f)

- (g) For members who terminate city employment on or after the effective date of this ordinance, "credited service" shall also include up to three (3) years of active duty in the U.S. armed forces or full-time employment with another governmental entity prior to employment by the city, purchased by the member in accordance with this subsection; provided the member has not received and will not receive a benefit from another retirement plan based on such prior employment. Such purchased service may not be used for vesting purposes. An eligible member may purchase credited service under the system for such prior employment by paying into the fund the full actuarial cost of such credited service, as determined by the plan actuary. Such payment must be made in full prior to separation from city employment. In the event full payment is not made prior to such date, the member shall receive only the amount of credited service, as determined by the actuary, for which the payment made, excluding interest, is the full actuarial cost. A member purchasing such additional credited service must also pay the full cost of any actuarial calculations required. Payment for the purchase of credited service pursuant to this paragraph may be made using any one or a combination of the following options:

(1) Cash lump sum payment.

(2) Installment payments, plus simple interest at the rate of four (4) percent per annum, deducted from the member's city salary over a period not to exceed five (5) years.

(3) Direct transfer or rollover of an eligible rollover distribution from a qualified or eligible plan, in accordance with section 20-146."

"Sec. 20-105. Loss of credited service.

A person's credited service shall be forfeited and no longer in force in the event the person's accumulated contributions are withdrawn from the reserve for member contributions and paid to the person or a beneficiary (including an estate)."

"Sec. 20-106. Reinstatement of credited service.

A member may have forfeited credited service restored to their individual service account upon satisfaction of each of the following conditions:

(...)"

"Sec. 20-107. Military service credit.

A person who leaves or left city employment to perform "Qualified Military Service" including voluntary or involuntary service in the armed forces of the United States as defined in the Uniformed Services Employment and Reemployment Rights Act (USERRA) (P.L. 103-353), as amended from time to time, shall have required periods of active duty credited as city service subject to the following conditions:

(1) The person is reemployed by the city within ninety (90) days from and after the date of termination of required active duty.

(2) The person becomes a member and pays the retirement system the total amount of accumulated contributions previously withdrawn, if any, plus regular interest from the date(s) of withdrawal to date(s) of repayment.

- (3) In no case shall more than five (5) years of service be credited on account of all military service.

This section is intended to satisfy the minimum requirements of USERRA, as may be amended from time to time. To the extent that this section does not meet the minimum requirements of USERRA, the provisions of USERRA shall govern. The board shall determine the amount of service to be credited a member under the provisions of this section."

"Sec. 20-108. Normal and reduced early retirement conditions.

(...)

Upon reduced early retirement as provided in this section a person shall be paid a percentage of a retirement allowance computed according to section 20-110. For members who terminate city employment after attaining age fifty (50) with ten (10) or more years of service, the percentage shall be one hundred (100) percent reduced by one-fourth ($\frac{1}{4}$) of one (1) percent for each month and fraction of a month reduced early retirement precedes the date the person would have satisfied the age conditions for normal retirement but based on credited service at the time of termination."

"Sec. 20-109. Vested termination of membership (deferred retirement).

- (a) A person who ceases to be a member, for a reason other than retirement or death, on or after satisfaction of an applicable age and credited service condition specified in subsection (b) shall be entitled to retire upon satisfaction of the conditions for normal retirement specified in section 20-108. Upon retirement the person shall be paid a retirement allowance computed according to section 20-110 as the section provided at the time of last termination of participation.

(...)"

"Sec. 20-110. Amount of retirement allowance.

- (a) theirtheirtheirtheirtheir

- (d) A member who terminates employment and retires after the effective date of this article shall be paid a basic retirement allowance equal to the retirant's credited service, to a maximum of thirty-five (35) years, multiplied by two and one-half ($2\frac{1}{2}$) percent of final average compensation."

"Sec. 20-111. Standard form of benefit; retirement allowance to spouse and/or children of deceased member or retirant.

(...)

- (b) Members with ten (10) or more years of credited service on February 1, 2014 may elect, prior to retirement, to receive a standard form of benefit as follows: (1) the member's frozen accrued benefit as of February 1, 2014, payable as a monthly annuity for the member's life, with a continuing benefit to the retirant's eligible spouse and children following the retirant's death in accordance with subsections (c) through (e) of this section; or (2) the member's accrued benefit as of termination of employment payable as a monthly annuity for the member's life, with a continuing benefit to the retirant's eligible spouse and children following the retirant's death computed as follows:

- (1) If the member is within three and one-half ($3\frac{1}{2}$) years of earliest eligibility for normal retirement on February 1, 2014, a continuing benefit payable to the retirant's eligible spouse and children following the retirant's death in accordance with subsections (c) through (e) of this section.
 - (2) If the member is three and one-half ($3\frac{1}{2}$) years or more, but less than four and one-half ($4\frac{1}{2}$) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by one (1) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced by the actuarial equivalent of the straight life annuity value.
 - (3) If the member is four and one-half ($4\frac{1}{2}$) years or more, but less than five and one-half ($5\frac{1}{2}$) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by two (2) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced by the actuarial equivalent of the straight life annuity value.
 - (4) If the member is five and one-half ($5\frac{1}{2}$) years or more, but less than six and one-half ($6\frac{1}{2}$) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by three (3) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced the actuarial equivalent of the straight life annuity value.
 - (5) If the member is six and one-half ($6\frac{1}{2}$) years or more, but less than seven and one-half ($7\frac{1}{2}$) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by four (4) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced by the actuarial equivalent of the straight life annuity value.
 - (6) If the member is seven and one-half ($7\frac{1}{2}$) years or more, but less than eight and one-half ($8\frac{1}{2}$) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by five (5) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced by the actuarial equivalent of the straight life annuity value.
 - (7)
- (c) For members who are active members on or after February 1, 2014, applicable retirement allowances provided in subsections (d) and (e) shall be paid in the event of the death of a member who dies while in the employ of the city with five (5) or more years of credited service in force. The credited service requirement of five (5) years shall be waived if the board finds the member's death to have been the natural and proximate result of causes arising out of and in the course of the member's actual performance of duty in the employ of the city. The board shall adopt such procedures and make such investigations as it deems necessary to make a determination on the

waiver of the five (5) years. Any death benefits applicable to retirees will be paid in accordance with the form annuity in effect at death.

- (d) Except as otherwise provided in subsections (a), (b) and (c), the eligible spouse of the deceased member or the deceased retirant, if any, and eligible children, if any, shall each be paid a retirement allowance equal to a percentage of the deceased member's projected retirement allowance or the retirant's actual retirement allowance, as the case may be. The percentage shall be in accordance with the following schedule:

Survivors	Percentage	
	Eligible Spouse	Eligible Children (in equal shares)
Spouse and no children	60	—
Spouse and 1 child	60	10
Spouse and 2 or more children	60	20
1 child and no spouse	—	40
2 children and no spouse	—	50
3 or more children and no spouse	—	60

- (1) An eligible spouse is the person to whom the deceased member had been married at least one (1) year on the date of their death or the person to whom the deceased retirant was married at the date of their retirement and to whom they had been married at least one (1) year on the date of their death. A spouse's retirement allowance shall terminate upon the death of the spouse.
- (2) theirtheirtheir
- (3) An eligible child is a child of the deceased member or the deceased retirant, which child is both unmarried and under the age of nineteen (19) years (twenty-two (22) years if successfully attending a board-recognized accredited school for at least eight (8) months a year). A child's retirement allowance shall terminate upon their ceasing to be an eligible child or upon their prior death, and the retirement allowance of each remaining eligible child shall be recomputed.
- (e) A deceased member's projected retirement allowance shall be computed as provided in section 20-110, based on their final average compensation and credited service at the date of their death. If the deceased member was under age sixty (60) years on the date of their death, and their credited service is less than twenty (20) years, then and in that event, their projected retirement allowance shall be calculated on the basis of twenty (20) years of credited service.
- (f)
- (g) Notwithstanding any other provision of this plan, if a member dies on or after January 1, 2007 while performing qualified military service as defined by USERRA, the member's beneficiaries shall be entitled to any benefits the member would have been entitled to under this plan had they resumed employment and then died while employed."

"Sec. 20-112. Optional forms of payment of a retirement allowance.

(...)

- (3) *Form of payment B50—Fifty (50) percent survivor beneficiary retirement allowance.*
Under form of payment B50 the retirant shall be paid a reduced retirement allowance

for life with the provision that upon their death fifty (50) percent of the reduced pension retirement allowance shall be continued throughout the future lifetime of and paid to such person, having an insurable interest in their life, as the retirant shall have designated in writing and filed with the board.

- (4) *Form of payment B75—Seventy-five (75) percent survivor beneficiary retirement allowance.* Under form of payment B75 the retirant shall be paid a reduced retirement allowance for life with the provision that upon their death three-quarters ($\frac{3}{4}$) of the reduced retirement allowance shall be continued throughout the future lifetime of and paid to such person, having an insurable interest in their life, as the retirant shall have designated in writing and filed with the board.”

“Sec. 20-114. Disability benefits.

- (a) A member with five (5) or more years of credited service who terminates city employment by reason of a disability in the line of duty shall remain a member during the period for which they are paid disability benefits. They shall be credited with service considered to have been paid compensation, at a rate equal to their final average compensation computed as of their date of termination of city employment, for the period for which they are paid disability benefits.
- (b) Their contributions to the retirement system shall be waived during the period for which they are paid disability benefits.
- (c) For the sole and exclusive purposes of section 20-111, they shall be considered to have died while in the employ of the city in the event of their death during a period for which they are paid disability benefits.”

“Sec. 20-115. Refund of member's accumulated contributions.

- (a) Except as otherwise provided in this article, a person who ceases to be a member for any reason except retirement or death, prior to satisfying any of the applicable age and service requirements for normal retirement provided in section 20-108, shall be paid their accumulated contributions upon written request filed with the board.
- (...)
- (d) Request for payment of accumulated contributions must be made within 60 months of separation from service from the City. If such member cannot be located following reasonable efforts by the Plan after 60 months, the missing member's accumulated contributions shall be forfeited. If a missing member, whose benefit has been forfeited pursuant to this paragraph, is located, and claims their benefit, and if the Plan has not terminated (or if the Plan has terminated, all benefits have not yet been paid), then the member's accumulated contributions shall be distributed to the member. However, if any such member has not been located by the time the Plan terminates and all benefits have been distributed from the Plan, then the forfeiture of any such unpaid benefit will not be restored.”

“Sec. 20-116. Time of payment.

- (a) The entire interest of each employee under this plan:
- (...)
- (2) Will be distributed, beginning not later than the required beginning date, in accordance with regulations pertaining to such plan, over the life of such employee or over the lives of such employee and a designated beneficiary (or over a period

not extending beyond the life expectancy of such employee or the life expectancy of such employee and a designated beneficiary); and further provided that where an employee dies before such employee's entire interest is distributed and if distribution of the employee's interest has begun in accordance with this subsection (2), the remaining portion of such interest will be distributed at least as rapidly as under the method of distributions being used under this subsection (2) as of the date of their death; and provided further that if the employee dies before distribution of the employee's interest has begun in accordance with this subsection (2), the entire interest of the employee will be distributed within five (5) years after the death of such employee; except that

(...)

- (b) Unless a member otherwise elects, payment of benefits under any city pension plan to the member will begin no later than sixty (60) days after the latest of the close of the plan year in which:
 - (1) The date on which the member attains the earlier of age sixty-five (65) or the normal retirement age specified under the plan;
 - (2) Occurs the tenth anniversary of the year in which the member commenced participation in the plan; or
 - (3) The member terminates their service with the city.

In the case of a plan which provides for the payment of an early retirement benefit, a member who satisfied the service requirements for such early retirement benefit, but separated from the service (with any nonforfeitable right to an accrued benefit) before satisfying the age requirement for such early retirement benefit, is entitled upon satisfaction of such age requirement to receive a benefit not less than the benefit to which they would be entitled at the normal retirement age, actuarially, reduced under Internal Revenue Code Regulations; anything otherwise contained in any such pension plan to the contrary notwithstanding.

- (b) Distribution of a member's benefit under this plan must commence no later than April 1 of the calendar year following the later of the calendar year during which the member attains one-half ($70\frac{1}{2}$), age 72 for members who attain age $70\frac{1}{2}$ on or after January 1, 2020, or the calendar year in which the member terminates employment with the employer."

"Sec. 20-118. Reserve for member contributions.

- (a) The reserve for member contributions shall be the account in which shall be accumulated, at regular interest, the contributions deducted from the compensation of members and from which shall be made refunds and transfers of accumulated contributions as provided in this article.
- (b) From and after June 7, 1977, a member's contributions to the retirement system shall be five (5) percent of their compensation.
- (c) The person responsible for preparing the city payroll shall cause the contributions provided for in subsection (b) to be deducted from the compensation of each member on each and every payroll. The deducted contributions shall be paid to the retirement system and shall be credited to the member's individual accounts in the reserve for member contributions. Member contributions shall be made notwithstanding that the minimum compensation provided by law for any member shall be changed thereby. Every member shall be deemed to consent and agree to the deductions made and

provided herein. Payment of compensation less the deduction shall be a full and complete discharge and acquittance of all claims and demands whatsoever for services rendered by the member during the period covered by such payment, except as to benefits provided by the retirement system. The person responsible for preparing the city payroll shall certify to the city director of financial services and the board the amount of contribution deducted from the compensation of each member on each and every payroll.

- (d) In addition to the contributions deducted from the compensation of a member, as hereinbefore provided, a member may deposit in the reserve for member contributions the amount of repayment permitted by section 20-106, if any. The deposit may be made in a single sum or by an increased rate of contribution approved by the board.
- (e) The accumulated contributions of a member shall be transferred from the reserve for member contributions to the reserve for retirement allowance payments upon retirement. At the expiration of a period of five (5) years from the date a member without entitlement to a vested termination retirement allowance provided in section 20-109 ceases to be a member, any balance in the reserve for member contributions unclaimed by the person or the person's legal representative shall be transferred to the reserve for undistributed investment income."

"Sec. 20-120. Reserve for city contribution.

(...)

- (c) The financial objective of this article is to require city contributions to the retirement system each fiscal year which, together with the contributions made by the members during the fiscal year, shall be sufficient to fully fund the cost of benefits likely to be paid on account of service rendered by members during the year and finance unfunded costs of benefits likely to be paid on account of service rendered by members prior to the current year over a period of not more than forty (40) years. Such contributions shall be computed by the actuary as level percentages of member payroll in accordance with generally accepted actuarial principles. The city shall also contribute the anticipated cost of any insurance coverage provided retirants and beneficiaries, to the extent such cost cannot be covered by the unencumbered balance in the reserve for undistributed investment income. The board shall annually certify to the commission the contributions determined according to this section, and the commission shall appropriate and pay to the retirement system the contributions so certified."

"Sec. 20-121. City contribution to employee's contribution.

The city shall make, on behalf of each employee member of the employees' pension fund of the city, a contribution of one-fifth ($\frac{1}{5}$) of any contribution otherwise required to be made by each such employee to such pension plan, which city contribution shall be in lieu of one-fifth ($\frac{1}{5}$) of the employee member contributions otherwise required to be made, so that each employee member will be required to contribute only four-fifths ($\frac{4}{5}$) of that specified as employee member contributions under the terms and conditions of such plan; provided, however, that such contributions to be made by the city under the provisions of this section shall not be regarded as employee contributions for purposes of return of contributions to the employee upon termination from service as may otherwise be permissible or required under the provisions of any such plan and provided further that any employee of the city may elect to make full contributions to their pension plan, in which event no contribution will be made by the city under the terms of this section on behalf of such employee and

such employee shall be entitled to full return of contributions made by them to the plan upon termination of services.”

“Sec. 20-122. Reserve for undistributed investment income; expenses.

The reserve for undistributed investment income shall be the account to which shall be credited all interest, dividends, and other income from the investment of retirement system assets, all gifts and bequests received by the retirement system, all unclaimed accumulated contributions and retirement allowances, all appropriations for administrative expenses, and all other moneys received by the retirement system the disposition of which is not specifically provided. There shall be transferred from the reserve for undistributed investment income all amounts required to credit regular interest to the reserve for member contributions, and the reserve for retirement allowance payments, and to pay administrative expenses of the retirement system (to the extent moneys are appropriated for this purpose). Whenever the board determines the balance in the reserve for undistributed investment income is more than sufficient to cover current charges to the account, the excess or any part thereof shall be used to provide necessary contingency used to provide necessary contingency reserves, to meet special requirements of the other reserve accounts of the retirement system, or transferred to the reserve for city contributions. Whenever the balance in the reserve for undistributed investment income is insufficient to meet the current charges to the account, the amount of the insufficiency shall be transferred from the reserve for city contributions.”

“Sec. 20-123. Allowance of regular interest.

The board shall at the end of each fiscal year credit regular interest on the individual balances in the reserve for member contributions at the beginning of the year and on the mean balances in the reserve for city contributions and the reserve for retirement allowance payments. The amounts so credited shall be charged to the reserve for undistributed investment income.”

“Sec. 20-124. Investment of retirement system assets.

(...)

(b) Notwithstanding any provision of this section to the contrary, the board shall identify and publicly report any direct or indirect holdings it may have in any scrutinized company, as defined in F.S. § 215.473, and proceed to sell, redeem, divest, or withdraw all publicly traded securities it may have in that company beginning January 1, 2010. The divestiture of any such security must be completed by September 30, 2010. The board and its named officers or investment advisors may not be deemed to have breached their fiduciary duty in any action taken to dispose of any such security, and the board shall have satisfactorily discharged the fiduciary duties of loyalty, prudence, and sole and exclusive benefit to the members of the pension fund and their beneficiaries if the actions it takes are consistent with the duties imposed by F.S. § 215.473, and the manner of the disposition, if any, is reasonable as to the means chosen. For the purposes of effecting compliance with that section, the pension fund shall designate terror-free plans that allocate their funds among securities not subject to divestiture. No person may bring any civil, criminal, or administrative action against the board of trustees or any employee, officer, director, or advisor of such pension fund based upon the divestiture of any security pursuant to this paragraph.”

“Sec. 20-125. Assets not segregated.

(...)

- (b) Subsidiary accounts shall be maintained in the reserve for member contributions reserve for city contributions, and reserve for retirement allowance payments, to reflect the separate equities of the members.

(...)"

"Sec. 20-129. Same—Vacancy on board; filling of vacancy.

A vacancy shall occur on the board of trustees if any member elected trustee ceases to be a member, any member elected trustee fails to attend three (3) consecutive meetings of the board unless in each case excused for cause by the trustees attending the meetings, and any trustee resigns or is removed from office. In the event a vacancy occurs on the board of trustees, the vacancy shall be filled within ninety (90) days for the unexpired term when applicable, in the same manner as the position was previously filled."

"Sec. 20-131. Same—Officers; administrative services.

The officers and employed services of the retirement system shall be as follows:

(...)

- (4) *Legal advisor.* The city attorney shall give advice to said board of trustees in all matters pertaining to their duties in the administration of said general employees' retirement trust fund whenever requested; and they shall represent and defend said board as its attorney in all suits and actions at law or in equity that may be brought against it, and bring all suits and action in its behalf that may be required or determined upon by said board; provided, however, that if the board of trustees so elects, it may employ independent legal counsel at the pension fund's expense for the purposes contained herein, together with such other professional, technical, or other advisers as the board deems necessary."

"Sec. 20-133. Assignments prohibited.

The right of a person to a retirement allowance, to the return of accumulated contributions, the retirement allowance itself, any optional benefit, any other right accrued or accruing to any person under the provisions of the retirement system, and any moneys belonging to the retirement system shall not be subject to execution, garnishment, attachment, the operation of bankruptcy or insolvency law, or any other process of law whatsoever, and shall be unassignable, except as is otherwise specifically provided herein. If a member is covered by a group insurance or prepayment plan participated in by the city, and should they be permitted to, and elect to, continue such coverage as a retirant, they may authorize the board to have deducted from their retirement allowance the payments required of them to continue coverage under such group insurance or prepayment plan. The city shall have the right of setoff for any claim arising from embezzlement by a fraud, or a member, retirant or beneficiary."

"Sec. 20-134. Right to amend, suspend, terminate.

The city expects to continue the retirement system and payment of contributions, but the right to amend or terminate the system is necessarily reserved to the city. However, no such action shall cause any part of the corpus or income of the assets to be used or diverted to purposes other than the exclusive benefit of members or their beneficiaries and other persons entitled to be paid benefits by the system, nor shall any such action adversely affect benefits already provided by the system or retroactively decrease the accrued benefits of any member, except that the city may make any amendment it determines necessary or desirable with or without retroactive effect, to comply with the requirements

of the Internal Revenue Service; and provided further that in the event of termination of any such pension plan or the complete discontinuance of contributions, the rights of each member to benefits accrued to the date of termination or complete discontinuance, to the extent then funded, are nonforfeitable; anything otherwise contained in any such amendments to the contrary notwithstanding.”

“Sec. 20-135. Termination allocation, liquidation of fund.

- (a) Upon termination of the retirement system, each general employee member's accrued benefits to the date of retirement shall become one hundred (100) percent nonforfeitable to the extent funded. The assets of the retirement system shall be allocated (after provision is made for all expenses of the plan, including the expenses of liquidation) by the payment or provision for the payment of benefits in the following order of preference:
 - (1) To provide for the payment to each member and nonretired former member of an amount equal to their accumulated member contributions; and
 - (2) If any assets remain after complete allocations for the purpose of subsection (1) above, to provide for the continuance of retirement allowances to retirants and beneficiaries, if any; and
 - (3) If any assets remain after complete allocations for the purposes of subsections (1) and (2) above, to provide for the potential rights of members and former members entitled to a vested termination retirement allowance on an equitable and nondiscriminatory basis according to generally accepted actuarial principles; and
 - (4) If any assets remain after satisfaction of all liabilities provided for in subsections (1), (2) and (3) above, any excess shall be delivered over and paid to the city.
 - (b) The above allocations may be implemented through the continuance of the existing trust, or through a new trust instrument for that purpose, or through the purchase by the board of insurance company contracts, or by a combination of these media. No member or other employee shall have the rights or claims on the system or the city beyond the capacity of the assets held by the board to provide the benefits in accordance with the above provisions.
- (...)”

“Sec. 20-136. Limitation on benefits.

- (a) *Basic limitation.* Notwithstanding any other provisions of this system to the contrary, the member contributions paid to, and retirement benefits paid from, the system shall be limited to such extent as may be necessary to conform to the requirements of Code Section 415 for a qualified retirement plan. Before January 1, 1995, a plan member may not receive an annual benefit that exceeds the limits specified in Code Section 415(b), subject to the applicable adjustments in that section. On and after January 1, 2025, a plan member may not receive an annual benefit that exceeds the dollar amount specified in Code Section 415(b)(1)(A) (three hundred fifty thousand dollars (\$350,000)), subject to the applicable adjustments in Code Section 415(b) and subject to any additional limits that may be specified in this system. For purposes of this section, "limitation year" shall be the calendar year.
- (...)
- (e) *Other adjustments in limitations.*

- (4) In the event the member's retirement benefit becomes payable after age sixty-five (65), for purposes of determining whether this benefit meets the limit set forth in subsection (a) herein, such benefit shall be adjusted so that it is actuarially equivalent to the benefit beginning at age sixty-five (65). This adjustment shall be made in accordance with regulations promulgated by the Secretary of the Treasury or their delegate.

(...)

- (k) *Additional limitation on pension benefits.* Notwithstanding anything herein to the contrary.

- (1) The normal retirement benefit or pension payable to a retiree who becomes a member of the system and who has not previously participated in such system, on or after January 1, 1980, shall not exceed one hundred (100) percent of their average final compensation. However, nothing contained in this section shall apply to supplemental retirement benefits or to pension increases attributable to cost-of-living increases or adjustments.

(...)"

"Sec. 20-137. Worker's compensation and unemployment benefits offset.

Should any terminated, disabled or retired member receive either a worker's compensation wage loss benefit or an unemployment wage loss benefit for the same time period for which that person is entitled to a benefit under this retirement system, the amount of the retirement system benefit shall be reduced. The reduction in the retirement system benefit shall equal in the aggregate the total amount of the worker's compensation and unemployment wage loss benefits received by such person."

"Sec. 20-138. Correction of errors.

Should any change in the records result in any member, retirant or beneficiary receiving from the retirement system more or less than they would have been entitled to receive had the records been correct, the board shall correct such error, and as far as practicable shall adjust the payment in such manner that the actuarial equivalent of the benefit to which the member, retirant or beneficiary was correctly entitled shall be paid."

"Sec. 20-141. Supplemental retirement allowance.

- (a) A member who terminates employment with ten (10) or more years of credited service earned after the effective date of this plan, or terminates employment at early or normal retirement age following the effective date of this plan, whose last position with the city was at or above grade 32 and not higher than grade 35, shall receive at normal retirement a supplemental retirement allowance of one-half ($\frac{1}{2}$) percent of final average compensation for each year of credited service in such grades, up to a maximum of thirty-five (35) years. Such supplement shall be paid under the same terms and conditions as the basic retirement allowance. A member whose employment in grades 32 through 35 is involuntarily terminated without cause after the effective date of this plan shall receive the supplemental retirement allowance in accordance with this subsection for each year of credited service in such grades, regardless of the number of years of credited service earned after the effective date of this plan.

- (b) A member who terminates employment with ten (10) or more years of credited service earned after the effective date of this plan, or terminates employment at early or normal retirement age following the effective date of this plan, whose last position with the city was at or above grade 36, shall receive at normal retirement a supplemental retirement allowance of one (1) percent of final average compensation for each year of credited service in such grades, plus one-half ($\frac{1}{2}$) percent of final average compensation for each year of credited service in grades 32 through 35, up to a maximum of thirty-five (35) years. Such supplement shall be paid under the same terms and conditions as the basic retirement allowance. A member whose employment at or above grade 36 is involuntarily terminated without cause after the effective date of this plan shall receive the supplemental retirement allowance in accordance with this subsection for each year of credited service in such grades, regardless of the number of years of credited service earned after the effective date of this plan.
- (c) A police chief or fire chief who terminates city employment on or after the effective date of this section and who receives normal retirement benefits under the terms of the city police officers or firefighters retirement plan, as applicable, shall receive a supplemental retirement allowance from this retirement system equal to three and one-half (3.5) percent of final average compensation for each year of service as chief, reduced by the member's benefit under the city police officers or firefighters retirement plan, as applicable. In order to receive this supplement, the police chief or fire chief must be actively contributing to their respective plans."

"Sec. 20-145. BAC-DROP.

- (a) Effective upon the adoption of this sections, a "BAC-DROP" program shall be established for eligible members in accordance with this section.
- (b) A member who is employed by the city on or after the effective date of this ordinance and thereafter attains the age and service conditions for normal retirement (hereinafter referred to as the "normal retirement date") with at least ten (10) years of credited service shall be eligible to elect the BAC-DROP.
- (c) A member's BAC-DROP election shall be irrevocable. An eligible member who wishes to elect the BAC-DROP must provide at least sixty (60) days advance written notice to the city of their election to participate in the BAC-DROP. A member who elects to participate in the BAC-DROP shall, as a condition of the BAC-DROP, agree to terminate city employment within thirty days following the BAC-DROP election.
- (d) Under the BAC-DROP, a member receives a lump sum distribution of up to sixty (60) months of retirement benefits, based on the member's age, final average earnings and credited service at the time of the earliest normal retirement date or a later date selected by the member, plus interest at the rate of six and one-half (6.5) percent, compounded monthly, from the date each monthly benefit would have been paid to the date of the BAC-DROP distribution. The member's monthly retirement benefit shall thereafter be based on the member's age, final average compensation and credited service at the time of the earliest normal retirement date or later date selected by the member for purposes of the BAC-DROP. The lump sum BAC-DROP distribution shall be paid to the member within sixty (60) days following termination of city employment.
- (e) To obtain the maximum BAC-DROP benefit, an eligible member must elect the BAC-DROP sixty (60) months after reaching their earliest normal retirement date. A member may elect a BAC-DROP benefit of less than the sixty-month maximum, but must have completed at least the same period of credited service after reaching the earliest

normal retirement date for which a BAC-DROP benefit is elected. A member who does not elect the BAC-DROP within sixty (60) months following their earliest normal retirement date shall no longer be eligible to elect the BAC-DROP.”

“Sec. 20-146. Rollover distributions and direct transfers.

(...)

- (3) *Distributee*: A distributee includes a member or former member. In addition, the member's or former member's surviving spouse is a distributee with regard to the interest of the spouse.

(...)

- (c) *Rollovers or transfers into the system*. On or after the effective date of this ordinance, the system will accept an eligible rollover distribution or direct transfer for the purchase of credited service pursuant to section 20-104(g), as follows:

- (1) *Transfers, direct rollovers or member rollover contributions from other plans*. The system will accept either a direct rollover of an eligible rollover distribution or a member contribution of an eligible rollover distribution from a qualified plan described in section 403(a) of the Code, from an annuity contract described in section 403(b) of the Code, or from an eligible plan under section 457(b) of the Code, which is maintained by a state, political subdivision of a state, or any agency or instrumentality of a state or political subdivision of a state. The system will also accept legally permissible member requested transfers from eligible retirement plans.
- (2) *Member rollover contributions from 401(a) Plans and IRAs*. The system will accept a member rollover contribution of the portion of a distribution from qualified plan described in section 401(a) of the Code, or from an individual retirement account or annuity described in section 408(a) or 408(b) of the Code, that is eligible to be rolled over and would otherwise be includible in the member's gross income.”

Section 2. Inclusion in Code. The City Commission intends that the provisions of this ordinance shall become and shall be made part of the Code of the City of St. Augustine, that the sections of this ordinance may be renumbered or re-lettered and that the word ordinance may be changed to section, article or other such appropriate word or phrase in order to accomplish such intentions.

Section 3. Conflict with Other Ordinances. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 4. Severance of Invalid Provisions. If any section, subsection, sentence, clause, phrase, word, or provision of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then said holding shall not be so construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

Section 5. Effective Date. This Ordinance shall become effective immediately upon passage, pursuant to § 166.041(5), Florida Statutes.

.....
PASSED by the City Commission of the City of St. Augustine, Florida, this _____ day
of _____, 2026.

ATTEST:

Nancy Sikes-Kline, Mayor-Commissioner

Darlene Galambos, City Clerk
(SEAL)

**ARTICLE IV. 1977 CITY EMPLOYEES' RETIREMENT SYSTEM OF THE CITY OF ST.
AUGUSTINE, FLORIDA**

Sec. 20-101. Created.

There is hereby created, established and activated a pension fund for all of the employees of the city except regular members of the police department and fire department of the city and retired employees of the city except those retired from the police department and fire department of the city, which shall be known as the 1977 City Employees' Retirement System of the City of St. Augustine, Florida, and shall be used exclusively for the purposes provided herein and shall be collected, administered and disbursed according to the provisions of this article. The article may be cited as the 1977 city employees' retirement system.

(Code 1964, § 20-135; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-102. Definitions.

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

Accumulated contributions means the sum of all amounts credited to a member's individual account in the reserve for member contributions, including regular interest.

Actuarial equivalent means a benefit of equivalent current value to the benefit that would otherwise have been provided to the member. At the time of calculation of the actuarially equivalent benefit, the calculation shall not include possible future benefit increases which have not been adopted by the employer and which are not in effect as of the calculation date. The calculations will be performed using the RP-2000 static mortality table (h) unisex 50/50 for healthy lives projected to 2010 for healthy members and the RP-2000 static mortality table (d) unisex 50/50 projected to 2010 for disabled members and the interest discount rate of eight (8) percent per annum, compounded annually.

Beneficiary means any person who is being paid or who has entitlement to future payment of a retirement allowance or other benefit by the retirement system for a reason other than the person's participation in the retirement system.

Board means the board of trustees provided in this article for the administration and management of the retirement system.

City means the City of St. Augustine, Florida, and shall include its offices, boards, departments and instrumentalities.

Code means the Internal Revenue Code of 1986 as amended from time to time.

Commission means the city commission.

Compensation means the amount of money paid a member for personal service rendered the city while a member in the retirement system. Compensation shall include base salary or wages; cost-of-living payments; longevity pay; pay while absent from work on account of illness, holiday or vacation and worker's compensation benefits, except for medical expenses, during periods the city supplements worker's compensation payments; provided, however, anything in this plan to the contrary, benefit accruals shall not exceed the limits of Section 415

of the Internal Revenue Code of 1986. Compensation in excess of the limitations set forth in Section 401(a)(17) of the Code, as amended from time to time, as of the first day of the plan year shall be disregarded for any purpose, including employee contributions or any benefit calculations. The annual compensation of each member taken into account in determining benefits or employee contributions for any plan year beginning on or after January 1, 2002, may not exceed \$200,000, as adjusted for cost-of-living increases in accordance with Section 401(a)(17)(B) of the Code.

Compensation shall not include allowances for clothing, equipment, travel and similar items; reimbursement of expenses; the value of work equipment furnished by the city; termination or severance pay; payments in consideration of unused holiday and vacation time; payments in consideration of unused sick leave; the value of any fringe benefit; overtime salary or wages; and any other payment or benefit not specifically included.

Credited service means the service credited a member as provided in section 20-104.

Final average compensation means one-sixtieth (1/60) of the aggregate amount of compensation paid a member during the period of sixty-consecutive months of the member's credited service in which the aggregate amount of compensation paid the member is greatest. The sixty-consecutive months of credited service shall be contained within the member's last one hundred twenty (120) months of credited service. If a member has less than sixty (60) months of credited service, final average compensation means the aggregate amount of compensation paid the member divided by the member's credited service expressed in months.

Fiscal year means that calendar period commencing on the first day of October and ending on the thirtieth day of September of each year.

General employee shall mean an employee of the city, other than a firefighter or police officer, customarily employed for at least forty (40) hours per week in a regularly budgeted position. Provided, however, that any chief of police not otherwise eligible for participation in the police officers' retirement system created by Laws of Fla. ch. 57-1776, shall be considered a general employee of the city and eligible for participation in the pension plan herein created.

Managerial personnel shall mean a general employee of the city whose position with the city is classified at grade 32 through and including grade 40.

Member shall mean any person who is an actively employed general employee who fulfills the prescribed participation requirements. Benefit improvements which, in the past, have been provided for in this article, and any benefit improvements which might be made in the future shall apply prospectively and shall not apply to members who terminate employment or who retire prior to the effective date of any ordinance adopting such benefit improvements, unless such ordinance specifically provides to the contrary.

Regular interest means such rate or rates of interest per annum, compounded annually, as the board shall from time to time adopt.

Retirant means any person who is being paid a retirement allowance by the retirement system on account of the person's participation in the retirement system.

Retirement allowance means a series of monthly payments by the retirement system throughout the future life of a retirant or beneficiary, or for a temporary period, as provided in this article.

Retirement allowance reserve means the present value of all payments likely to be made on account of a retirement allowance. The present value shall be computed on the basis of such mortality and other tables of experience and compound interest as the actuary appointed by the board of trustees shall from time to time determine.

Retirement system or *system* means the City of St. Augustine, 1977 City Employees' Retirement System maintained pursuant to this article.

Service means personal service rendered by the city while a member in the retirement system, including periods of paid vacation, holiday and illness time, and military service qualifying under section 20-107.

(Code 1964, § 20-136; Ord. No. 92-06, § 1, 3-23-92; Ord. No. 97-17, § 1, 6-23-97; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 10-32, § 1, 10-11-10)

Cross reference(s)—Definitions and rules of construction generally, § 1-2.

Sec. 20-103. Participation in the retirement system.

- (a) Except as provided in subsection (b), each general employee shall be a member in the retirement system except that the city manager may elect not to participate in the retirement system.
- (b) The following persons are not eligible for participation:
 - (1) Persons who are compensated by fee.
 - (2) Persons who are contractual employees.
 - (3) Persons who are members in any other retirement or pension program, except the federal social security program, on account of their city employment.
 - (4) Persons who are not regularly employed by the city for forty (40) hours or more per week, except as provided in section 20-114.
- (c) A member who ceases to be employed by the city in a position which is regularly scheduled for forty (40) hours or more per week may continue participation in the plan for up to five (5) months provided the member remains otherwise employed by the city in a position of less than forty (40) hours per week. At the end of such period, participation shall cease unless the employee resumes employment in a position which is regularly scheduled for forty (40) or more hours per week.
- (d) Notwithstanding any provision of this article to the contrary, effective on the adoption of this section the police chief and fire chief shall be members in this retirement system solely for purposes of the supplemental retirement allowance provided in subsection 20-141(c). This participation ceases when the police chief or fire chief are no longer actively contributing into their respective plans.
- (e) The board shall decide questions concerning the participation status of any person.

(Code 1964, § 20-137; Ord. No. 92-06, § 2, 3-23-92; Ord. No. 97-17, § 2, 6-23-97; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 06-06, § 1, 2-13-06)

Sec. 20-104. Credited service.

- (a) Service rendered by a member shall be credited to the member's individual service account in accordance with such rules as the board shall from time to time prescribe. In no case shall more than one (1) month of service be credited on account of all service rendered by a member in any one (1) calendar month nor shall less than eighty (80) hours of service in a calendar month be credited as a month of service. Any member for whom a record of hours of service is not kept shall be presumed to render at least eighty (80) hours of service each month.
- (b)
- (c) Service rendered by a member during a period they were excluded from participation as provided in section 20-103(b)(3) shall be credited to the member's service account on the effective date of their participation, to the extent such service was in force and the basis of retirement benefits under such other retirement or pension program on the day preceding the effective date of their participation. Service rendered by a

member during any other period they were excluded from participation as provided in section 20-103(b) shall not be credited.

- (d) their
- (e) In no case shall service which is the basis of a benefit under any other retirement or pension program, except the federal social security program, be credited a member under this retirement system.
- (f)
- (g) For members who terminate city employment on or after the effective date of this ordinance, "credited service" shall also include up to three (3) years of active duty in the U.S. armed forces or full-time employment with another governmental entity prior to employment by the city, purchased by the member in accordance with this subsection; provided the member has not received and will not receive a benefit from another retirement plan based on such prior employment. Such purchased service may not be used for vesting purposes. An eligible member may purchase credited service under the system for such prior employment by paying into the fund the full actuarial cost of such credited service, as determined by the plan actuary. Such payment must be made in full prior to separation from city employment. In the event full payment is not made prior to such date, the member shall receive only the amount of credited service, as determined by the actuary, for which the payment made, excluding interest, is the full actuarial cost. A member purchasing such additional credited service must also pay the full cost of any actuarial calculations required. Payment for the purchase of credited service pursuant to this paragraph may be made using any one or a combination of the following options:
 - (1) Cash lump sum payment.
 - (2) Installment payments, plus simple interest at the rate of four (4) percent per annum, deducted from the member's city salary over a period not to exceed five (5) years.
 - (3) Direct transfer or rollover of an eligible rollover distribution from a qualified or eligible plan, in accordance with section 20-146.

(Code 1964, § 20-138; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 06-06, § 2, 2-13-06)

Sec. 20-105. Loss of credited service.

A person's credited service shall be forfeited and no longer in force in the event the person's accumulated contributions are withdrawn from the reserve for member contributions and paid to the person or a beneficiary (including an estate).

(Code 1964, § 20-139; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-106. Reinstatement of credited service.

A member may have forfeited credited service restored to their individual service account upon satisfaction of each of the following conditions:

- (1) The retirement system is paid the total amount of accumulated contributions previously withdrawn plus regular interest from the date(s) of withdrawal to the date(s) of repayment. Repayment shall be made in accordance with such rules as the board shall from time to time prescribe, over a period not to exceed five (5) years.
- (2) The benefit rate for credited service restored pursuant to this section shall be the benefit rate applicable to the period of the previous service.

(Code 1964, § 20-140; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 08-27, § 1, 1-12-09)

Sec. 20-107. Military service credit.

A person who leaves or left city employment to perform "Qualified Military Service" including voluntary or involuntary service in the armed forces of the United States as defined in the Uniformed Services Employment and Reemployment Rights Act (USERRA) (P.L. 103-353), as amended from time to time, shall have required periods of active duty credited as city service subject to the following conditions:

- (1) The person is reemployed by the city within ninety (90) days from and after the date of termination of required active duty.
- (2) The person becomes a member and pays the retirement system the total amount of accumulated contributions previously withdrawn, if any, plus regular interest from the date(s) of withdrawal to date(s) of repayment.
- (3) In no case shall more than five (5) years of service be credited on account of all military service.

This section is intended to satisfy the minimum requirements of USERRA, as may be amended from time to time. To the extent that this section does not meet the minimum requirements of USERRA, the provisions of USERRA shall govern. The board shall determine the amount of service to be credited a member under the provisions of this section.

(Code 1964, § 20-141; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 10-32, § 2, 10-11-10)

Sec. 20-108. Normal and reduced early retirement conditions.

- (a) A person may retire upon satisfaction of each of the following conditions:
 - (1) The person has filed written application or retirement with the board, setting forth the date, not less than thirty (30) days nor more than ninety (90) days subsequent to the execution and filing thereof, retirement is to be effective.
 - (2) The person terminates all city employment prior to the date retirement is to be effective.
 - (3) The person has met an applicable age and service condition for retirement.
- (b) The age and service conditions for normal retirement are as follows:
 - (1) The person has attained age sixty-five (65) years or older and has five (5) or more years of credited service.
 - (2) The person has attained age sixty (60) years or older and has ten (10) or more years of credited service.
 - (3) The person has attained age fifty-five (55) years, or older and has twenty-five (25) years of credited service.

Upon normal retirement as provided in this section a person shall be paid a retirement allowance computed according to section 20-110.
- (c) The age and service conditions for reduced early retirement are that the person has attained age fifty (50) years or older and has ten (10) or more years of credited service but has not satisfied an age and service condition for normal retirement.

Upon reduced early retirement as provided in this section a person shall be paid a percentage of a retirement allowance computed according to section 20-110. For members who terminate city employment after attaining age fifty (50) with ten (10) or more years of service, the percentage shall be one hundred (100) percent

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reduced by one-fourth ($\frac{1}{4}$) of one (1) percent for each month and fraction of a month reduced early retirement precedes the date the person would have satisfied the age conditions for normal retirement but based on credited service at the time of termination.

(Code 1964, § 20-142; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 06-06, § 3, 2-13-06)

Sec. 20-109. Vested termination of membership (deferred retirement).

- (a) A person who ceases to be a member, for a reason other than retirement or death, on or after satisfaction of an applicable age and credited service condition specified in subsection (b) shall be entitled to retire upon satisfaction of the conditions for normal retirement specified in section 20-108. Upon retirement the person shall be paid a retirement allowance computed according to section 20-110 as the section provided at the time of last termination of participation.
- (b) The age and credited service conditions for vested termination of participation are ten (10) years of credited service without regard to age.
- (c) Withdrawal of a person's accumulated contributions and loss of credited service as provided in section 20-105 shall constitute a forfeiture of all rights in and to retirement and the retirement allowance otherwise provided in this section.

(Code 1964, § 20-144; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-110. Amount of retirement allowance.

- (a) theirtheirtheirtheirtheir
- (d) A member who terminates employment and retires after the effective date of this article shall be paid a basic retirement allowance equal to the retirant's credited service, to a maximum of thirty-five (35) years, multiplied by two and one-half ($2\frac{1}{2}$) percent of final average compensation.

(Code 1964, § 20-145; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-111. Standard form of benefit; retirement allowance to spouse and/or children of deceased member or retirant.

- (a) The standard form of benefit for members hired on or after February 1, 2014 and members with less than ten (10) years of credited service on that date shall be a straight life annuity. Prior to retirement such members may elect, in lieu of a straight life annuity, an optional form of payment as provided in section 20-112.
- (b) Members with ten (10) or more years of credited service on February 1, 2014 may elect, prior to retirement, to receive a standard form of benefit as follows: (1) the member's frozen accrued benefit as of February 1, 2014, payable as a monthly annuity for the member's life, with a continuing benefit to the retirant's eligible spouse and children following the retirant's death in accordance with subsections (c) through (e) of this section; or (2) the member's accrued benefit as of termination of employment payable as a monthly annuity for the member's life, with a continuing benefit to the retirant's eligible spouse and children following the retirant's death computed as follows:
 - (1) If the member is within three and one-half ($3\frac{1}{2}$) years of earliest eligibility for normal retirement on February 1, 2014, a continuing benefit payable to the retirant's eligible and children following the retirant's death in accordance with subsections (c) through (e) of this section.

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- (2) If the member is three and one-half (3½) years or more, but less than four and one-half (4½) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by one (1) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced by the actuarial equivalent of the straight life annuity value.
- (3) If the member is four and one-half (4½) years or more, but less than five and one-half (5½) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by two (2) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced by the actuarial equivalent of the straight life annuity value.
- (4) If the member is five and one-half (5½) years or more, but less than six and one-half (6½) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by three (3) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced the actuarial equivalent of the straight life annuity value.
- (5) If the member is six and one-half (6½) years or more, but less than seven and one-half (7½) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by four (4) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced by the actuarial equivalent of the straight life annuity value.
- (6) If the member is seven and one-half (7½) years or more, but less than eight and one-half (8½) years from earliest eligibility for normal retirement on February 1, 2014, the continuing benefit to the retirant's eligible spouse and children following the retirant's death shall be computed in accordance with subsections (c) through (e) of this section, but shall be reduced by five (5) percent. If the member elects another optional form of benefit as provided in section 20-112, the benefit shall be reduced by the actuarial equivalent of the straight life annuity value.
- (7)
- (c) For members who are active members on or after February 1, 2014, applicable retirement allowances provided in subsections (d) and (e) shall be paid in the event of the death of a member who dies while in the employ of the city with five (5) or more years of credited service in force. The credited service requirement of five (5) years shall be waived if the board finds the member's death to have been the natural and proximate result of causes arising out of and in the course of the member's actual performance of duty in the employ of the city. The board shall adopt such procedures and make such investigations as it deems necessary to make a determination on the waiver of the five (5) years. Any death benefits applicable to retirees will be paid in accordance with the form annuity in effect at death.
- (d) Except as otherwise provided in subsections (a), (b) and (c), the eligible spouse of the deceased member or the deceased retirant, if any, and eligible children, if any, shall each be paid a retirement allowance equal to a percentage of the deceased member's projected retirement allowance or the retirant's actual retirement allowance, as the case may be. The percentage shall be in accordance with the following schedule:

	Percentage
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Survivors	Eligible Spouse	Eligible Children (in equal shares)
Spouse and no children	60	—
Spouse and 1 child	60	10
Spouse and 2 or more children	60	20
1 child and no spouse	—	40
2 children and no spouse	—	50
3 or more children and no spouse	—	60

- (1) An eligible spouse is the person to whom the deceased member had been married at least one (1) year on the date of their death or the person to whom the deceased retirant was married at the date of their retirement and to whom they had been married at least one (1) year on the date of their death. A spouse's retirement allowance shall terminate upon the death of the spouse.
 - (2) theirtheirtheir
 - (3) An eligible child is a child of the deceased member or the deceased retirant, which child is both unmarried and under the age of nineteen (19) years (twenty-two (22) years if successfully attending a board-recognized accredited school for at least eight (8) months a year). A child's retirement allowance shall terminate upon their ceasing to be an eligible child or upon their prior death, and the retirement allowance of each remaining eligible child shall be recomputed.
- (e) A deceased member's projected retirement allowance shall be computed as provided in section 20-110, based on their final average compensation and credited service at the date of their death. If the deceased member was under age sixty (60) years on the date of their death, and their credited service is less than twenty (20) years, then and in that event, their projected retirement allowance shall be calculated on the basis of twenty (20) years of credited service.
- (f)
- (g) Notwithstanding any other provision of this plan, if a member dies on or after January 1, 2007 while performing qualified military service as defined by USERRA, the member's beneficiaries shall be entitled to any benefits the member would have been entitled to under this plan had they resumed employment and then died while employed.

(Code 1964, § 20-146; Ord. No. 95-14, § 1, 3-27-95; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 10-32, § 3, 10-11-10; Ord. No. 14-03, § 1, 3-24-14)

Sec. 20-112. Optional forms of payment of a retirement allowance.

- (a) A retiring person may elect to be paid under one (1) of the following optional forms of payment in lieu of the straight life form of payment. The election must be made in writing and filed with the board prior to the date retirement is effective. Payment will be made under the level straight life form of payment if a timely election of an optional form of payment is not made. The amount of retirement allowance under each optional form of payment shall be the actuarial equivalent of the amount of the retirement allowance under the straight life form of payment.
- (b) Election of an optional form of payment will preclude payment of any automatic retirement allowance to the retirant's eligible spouse and/or children, if any.

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- (1) *Form of payment A120—One hundred twenty (120) months certain and life retirement allowance.* Under form of payment A120 the retirant shall be paid a reduced retirement allowance for life with the provision that if the retirant's death occurs before one hundred twenty (120) monthly payments have been made the full reduced retirement allowance shall continue to be paid for the remainder of the one hundred twenty (120) months to such person or persons, and in such shares as the retirant shall have designated in writing and filed with the board. If there be no such designated person surviving, the remaining monthly payments shall be computed and paid to the estate of the last survivor among the retirant and the designated person or persons.
 - (2) *Form of payment A180—One hundred eighty (180) months certain and life retirement allowance.* Under form of payment A180 the retirant shall be paid a reduced retirement allowance for life with the provision that if the retirant's death occurs before one hundred eighty (180) monthly payments have been made the full reduced retirement allowance shall continue to be paid for the remainder of the one hundred eighty (180) months to such person or persons, and in such shares as the retirant shall have designated in writing and filed with the board. If there be no such designated person surviving, the remaining monthly payments shall be commuted and paid to the estate of the last survivor among the retirant and the designated person or persons.
 - (3) *Form of payment B50—Fifty (50) percent survivor beneficiary retirement allowance.* Under form of payment B50 the retirant shall be paid a reduced retirement allowance for life with the provision that upon their death fifty (50) percent of the reduced pension retirement allowance shall be continued throughout the future lifetime of and paid to such person, having an insurable interest in their life, as the retirant shall have designated in writing and filed with the board.
 - (4) *Form of payment B75—Seventy-five (75) percent survivor beneficiary retirement allowance.* Under form of payment B75 the retirant shall be paid a reduced retirement allowance for life with the provision that upon their death three-quarters ($\frac{3}{4}$) of the reduced retirement allowance shall be continued throughout the future lifetime of and paid to such person, having an insurable interest in their life, as the retirant shall have designated in writing and filed with the board.

(Code 1964, § 20-147; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-113. Terminal payment.

In the event all retirement allowance payments terminate before there has been paid an aggregate amount equal to the retirant's accumulated contributions at the time retirement was effective, the difference, if any, between the retirant's accumulated contributions and the aggregate amount of retirement allowance payments made shall be paid to such person as the retirant shall have designated in writing and filed with the board. If there be no such person surviving the retirant, the difference, if any, shall be paid to the legal representative of the last to survive of the retirant and such designated persons. The provisions of this section shall not apply if the retirant elected payment under form of payment A120 or form of payment A180 provided in section 20-112.

(Code 1964, § 20-148; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-114. Disability benefits.

- (a) A member with five (5) or more years of credited service who terminates city employment by reason of a disability in the line of duty shall remain a member during the period for which they are paid disability benefits. They shall be credited with service considered to have been paid compensation, at a rate equal to their final average compensation computed as of their date of termination of city employment, for the period for which they are paid disability benefits.

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- (b) Their contributions to the retirement system shall be waived during the period for which they are paid disability benefits.
 - (c) For the sole and exclusive purposes of section 20-111, they shall be considered to have died while in the employ of the city in the event of their death during a period for which they are paid disability benefits.

(Code 1964, § 20-149; Ord. No. 88-54, § 10, 9-26-88; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-115. Refund of member's accumulated contributions.

- (a) Except as otherwise provided in this article, a person who ceases to be a member for any reason except retirement or death, prior to satisfying any of the applicable age and service requirements for normal retirement provided in section 20-108, shall be paid their accumulated contributions upon written request filed with the board.
- (b) If a person dies and no retirement allowance becomes or will become payable by the retirement system on account of the death, the deceased person's accumulated contributions shall be paid to such person as the deceased person shall have nominated by written designation duly executed and filed with the board. If there be no such designated person surviving the deceased person, the accumulated contributions shall be paid to the deceased person's legal representative.
- (c) Payment of accumulated contributions as provided in this section may be made in installments according to such rules as the board may from time to time adopt.
- (d) Request for payment of accumulated contributions must be made within 60 months of a person ceasing to be a member or contributions will be forfeited.

(Code 1964, § 20-151; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-116. Time of payment.

- (a) The entire interest of each employee under this plan:
 - (1) Will be distributed to such employee not later than the required beginning date, or
 - (2) Will be distributed, beginning not later than the required beginning date, in accordance with regulations pertaining to such plan, over the life of such employee or over the lives of such employee and a designated beneficiary (or over a period not extending beyond the life expectancy of such employee or the life expectancy of such employee and a designated beneficiary); and further provided that where an employee dies before such employee's entire interest is distributed and if distribution of the employee's interest has begun in accordance with this subsection (2), the remaining portion of such interest will be distributed at least as rapidly as under the method of distributions being used under this subsection (2) as of the date of their death; and provided further that if the employee dies before distribution of the employee's interest has begun in accordance with this subsection (2), the entire interest of the employee will be distributed within five (5) years after the death of such employee; except that
 - (3) If any portion of the employee's interest is payable to (or for the benefit of) a designated beneficiary such portion will be distributed (in accordance with regulations) over the life of such designated beneficiary (or over a period not extending beyond the life expectancy of such beneficiary), and such distributions begin not later than one (1) year after the date of the employee's death or such later date as regulations under the Internal Revenue Code prescribe, then for the purposes of this section the distribution of the entire interest of the employee will be treated as distributed on the date on which such distributions begin;

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- (4) If the designated beneficiary referred to in subsection (3) above is the surviving spouse of the employee, the date on which the distributions are required to begin to the beneficiary shall not be earlier than the date on which the employee would have attained age seventy and one-half (70½), age 72 for members who attain age 70½ on or after January 1, 2020, and if the surviving spouse dies before the distributions to such spouse begin, this subsection (4) shall be applied as if the surviving spouse were the employee. For purposes of this section, the term "required beginning date" and "designated beneficiary" shall have the meanings provided by Section 401(a)(9)(C) and (E) of the Internal Revenue Code of 1986.

For purposes of this section, the life expectancy of an employee and the employee's spouse (other than in the case of a life annuity) may be redetermined but not more frequently than annually. For purposes of this section, any amount paid to a child shall be treated as if it had been paid to the surviving spouse if such amount will become payable to the surviving spouse upon such child reaching majority or other designated event permitted in accordance with Internal Revenue Code Regulations. Any distribution required under the incidental death benefit requirements of this clause shall be treated as a distribution required under this section; anything otherwise contained in other sections of this plan to the contrary notwithstanding.

- (b) Unless a member otherwise elects, payment of benefits under any city pension plan to the member will begin no later than sixty (60) days after the latest of the close of the plan year in which:
- (1) The date on which the member attains the earlier of age sixty-five (65) or the normal retirement age specified under the plan;
 - (2) Occurs the tenth anniversary of the year in which the member commenced participation in the plan; or
 - (3) The member terminates their service with the city.

In the case of a plan which provides for the payment of an early retirement benefit, a member who satisfied the service requirements for such early retirement benefit, but separated from the service (with any nonforfeitable right to an accrued benefit) before satisfying the age requirement for such early retirement benefit, is entitled upon satisfaction of such age requirement to receive a benefit not less than the benefit to which they would be entitled at the normal retirement age, actuarially, reduced under Internal Revenue Code Regulations; anything otherwise contained in any such pension plan to the contrary notwithstanding.

- (c) Distribution of a member's benefit under this plan must commence no later than April 1 of the calendar year following the later of the calendar year during which the member attains one-half (70 ½), age 72 for members who attain age 70½ on or after January 1, 2020, or the calendar year in which the member terminates employment with the employer.

(Code 1964, § 20-151.1; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 10-32, § 4, 10-11-10; Ord. No. 21-01, § 1, 2-28-21)

Sec. 20-117. Benefit accruals.

Anything in this plan to the contrary, benefit accruals shall not exceed the limits of section 415 of the Internal Revenue Code of 1986.

(Code 1964, § 20-151.2; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-118. Reserve for member contributions.

- (a) The reserve for member contributions shall be the account in which shall be accumulated, at regular interest, the contributions deducted from the compensation of members and from which shall be made refunds and transfers of accumulated contributions as provided in this article.

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- (b) From and after June 7, 1977, a member's contributions to the retirement system shall be five (5) percent of their compensation.
 - (c) The person responsible for preparing the city payroll shall cause the contributions provided for in subsection (b) to be deducted from the compensation of each member on each and every payroll. The deducted contributions shall be paid to the retirement system and shall be credited to the member's individual accounts in the reserve for member contributions. Member contributions shall be made notwithstanding that the minimum compensation provided by law for any member shall be changed thereby. Every member shall be deemed to consent and agree to the deductions made and provided herein. Payment of compensation less the deduction shall be a full and complete discharge and acquittance of all claims and demands whatsoever for services rendered by the member during the period covered by such payment, except as to benefits provided by the retirement system. The person responsible for preparing the city payroll shall certify to the city director of financial services and the board the amount of contribution deducted from the compensation of each member on each and every payroll.
 - (d) In addition to the contributions deducted from the compensation of a member, as hereinbefore provided, a member may deposit in the reserve for member contributions the amount of repayment permitted by section 20-106, if any. The deposit may be made in a single sum or by an increased rate of contribution approved by the board.
 - (e) The accumulated contributions of a member shall be transferred from the reserve for member contributions to the reserve for retirement allowance payments upon retirement. At the expiration of a period of five (5) years from the date a member without entitlement to a vested termination retirement allowance provided in section 20-109 ceases to be a member, any balance in the reserve for member contributions unclaimed by the person or the person's legal representative shall be transferred to the reserve for undistributed investment income.

(Code 1964, § 20-152; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-119. Reserve for retirement allowance payments.

The reserve for retirement allowance payments shall be the account from which shall be paid all retirement allowances and residual refunds as provided in this article. Whenever the balance in the reserve for retirement allowance payments exceeds the actuarial value of retirement allowances being paid and likely to be paid retirants and beneficiaries (as reported in the annual actuarial valuation), including specifically established reserves, the excess shall be transferred to the reserve for city contributions.

(Code 1964, § 20-153; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-120. Reserve for city contribution.

- (a) The reserve for city contributions shall be the account to which shall be credited contributions made by the city to the retirement system and from which shall be made transfers as provided in this section.
- (b) Each year following receipt of the report of the annual actuarial valuation, the excess, if any, of the reported actuarial value of retirement allowances being paid and likely to be paid retirants and beneficiaries over the balance in the reserve for retirement allowance payments shall be transferred from the reserve for city contributions to the reserve for retirement allowance payments.
- (c) The financial objective of this article is to require city contributions to the retirement system each fiscal year which, together with the contributions made by the members during the fiscal year, shall be sufficient to fully fund the cost of benefits likely to be paid on account of service rendered by members during the year and finance unfunded costs of benefits likely to be paid on account of service rendered by members prior to

the current year over a period of not more than forty (40) years. Such contributions shall be computed by the actuary as level percentages of member payroll in accordance with generally accepted actuarial principles. The city shall also contribute the anticipated cost of any insurance coverage provided retirants and beneficiaries, to the extent such cost cannot be covered by the unencumbered balance in the reserve for undistributed investment income. The board shall annually certify to the commission the contributions determined according to this section, and the commission shall appropriate and pay to the retirement system the contributions so certified.

(Code 1964, § 20-154; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-121. City contribution to employee's contribution.

The city shall make, on behalf of each employee member of the employees' pension fund of the city, a contribution of one-fifth ($\frac{1}{5}$) of any contribution otherwise required to be made by each such employee to such pension plan, which city contribution shall be in lieu of one-fifth ($\frac{1}{5}$) of the employee member contributions otherwise required to be made, so that each employee member will be required to contribute only four-fifths ($\frac{4}{5}$) of that specified as employee member contributions under the terms and conditions of such plan; provided, however, that such contributions to be made by the city under the provisions of this section shall not be regarded as employee contributions for purposes of return of contributions to the employee upon termination from service as may otherwise be permissible or required under the provisions of any such plan and provided further that any employee of the city may elect to make full contributions to their pension plan, in which event no contribution will be made by the city under the terms of this section on behalf of such employee and such employee shall be entitled to full return of contributions made by them to the plan upon termination of services.

(Ord. No. 88-74, § 2, 10-24-88; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-122. Reserve for undistributed investment income; expenses.

The reserve for undistributed investment income shall be the account to which shall be credited all interest, dividends, and other income from the investment of retirement system assets, all gifts and bequests received by the retirement system, all unclaimed accumulated contributions and retirement allowances, all appropriations for administrative expenses, and all other moneys received by the retirement system the disposition of which is not specifically provided. There shall be transferred from the reserve for undistributed investment income all amounts required to credit regular interest to the reserve for member contributions, and the reserve for retirement allowance payments, and to pay administrative expenses of the retirement system (to the extent moneys are appropriated for this purpose). Whenever the board determines the balance in the reserve for undistributed investment income is more than sufficient to cover current charges to the account, the excess or any part thereof shall be used to provide necessary contingency reserves, to meet special requirements of the other reserve accounts of the retirement system, or transferred to the reserve for city contributions. Whenever the balance in the reserve for undistributed investment income is insufficient to meet the current charges to the account, the amount of the insufficiency shall be transferred from the reserve for city contributions.

(Code 1964, § 20-155; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-123. Allowance of regular interest.

The board shall at the end of each fiscal year credit regular interest on the individual balances in the reserve for member contributions at the beginning of the year and on the mean balances in the reserve for city contributions and the reserve for retirement allowance payments. The amounts so credited shall be charged to the reserve for undistributed investment income.

(Code 1964, § 20-156; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-124. Investment of retirement system assets.

- (1) The board shall be the trustees of the moneys and assets of the retirement system, and shall be responsible for investing the assets of the system in accordance with this section. The board shall exercise its duties with respect to the system for the exclusive purpose of providing benefits to members and their beneficiaries and defraying the reasonable expenses of administering the system. The board shall exercise its investment authority with the care, skill, prudence and diligence under the circumstances then prevailing that a prudent person in a like capacity and familiar with such matters would use in the conduct of an enterprise with like character and like aims, and by diversifying the investments of the system so as to reduce the risk of large losses, unless under the circumstances it is clearly prudent not to do so. The board shall have full power to hold, purchase, sell, assign, transfer and dispose of any of the securities and investments in which any of the assets of the system have been invested, as well as the proceeds of such investments and any moneys belonging to the fund, in accordance with this section. The board may employ outside investment counsel to advise the board in the making and disposition of investments.
- (2) The board shall adopt and periodically update a written investment policy in accordance with F.S. § 112.661, incorporating the following requirements:
 - (a) The board may invest in any legally available investments, either directly or through pooled or commingled funds.
 - (b) Notwithstanding any provision of this section to the contrary, the board shall identify and publicly report any direct or indirect holdings it may have in any scrutinized company, as defined in F.S. § 215.473, and proceed to sell, redeem, divest, or withdraw all publicly traded securities it may have in that company beginning January 1, 2010. The divestiture of any such security must be completed by September 30, 2010. The board and its named officers or investment advisors may not be deemed to have breached their fiduciary duty in any action taken to dispose of any such security, and the board shall have satisfactorily discharged the fiduciary duties of loyalty, prudence, and sole and exclusive benefit to the members of the pension fund and their beneficiaries if the actions it takes are consistent with the duties imposed by F.S. § 215.473, and the manner of the disposition, if any, is reasonable as to the means chosen. For the purposes of effecting compliance with that section, the pension fund shall designate terror-free plans that allocate their funds among securities not subject to divestiture. No person may bring any civil, criminal, or administrative action against the board of trustees or any employee, officer, director, or advisor of such pension fund based upon the divestiture of any security pursuant to this paragraph.
- (3) The board shall deposit the assets of the retirement system in a qualified public depository as defined in F.S. § 280.02(26), which depository with regard to such funds and securities shall conform to and be bound by all of the provisions of F.S. ch. 280.

(Code 1964, § 20-157; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 08-27, § 2, 1-12-09; Ord. No. 10-32, § 5, 10-11-10; Ord. No. 2022-13, § 1, 8-8-22; Ord. No. 23-33, § 1, 11-13-23)

Sec. 20-125. Assets not segregated.

- (a) All assets of the retirement system shall be held for the sole purpose of meeting disbursements for retirement allowances and other payments authorized by the board pursuant to the provisions of this article and shall be used for no other purpose. The description of the various reserves of the system shall be interpreted to refer to the accounting records of the system and not to the segregation of moneys or assets in the reserves of the system.

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- (b) Subsidiary accounts shall be maintained in the reserve for member contributions reserve for city contributions, and reserve for retirement allowance payments, to reflect the separate equities of the members.
 - (c) That forfeitures under the provisions of this plan may not be applied to increase the benefits any employee would otherwise receive under the plan; anything otherwise contained herein to the contrary notwithstanding.

(Code 1964, § 20-158; Ord. No. 89-66, § 3, 10-23-89; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-126. Method of making payments.

Payment from moneys of the retirement system shall be made either by the city director of financial services according to charter provisions upon city vouchers or by an insurance company or nationally chartered bank designated by the board. No payment shall be made unless it shall have been previously authorized by a specific or continuing resolution of the board. No authorization of the commission shall be required for the making of such payments.

(Code 1964, § 20-159; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-127. Board of trustees—Responsibilities and duties; composition of.

- (a) The general administration, management and responsibility for the proper operation of the retirement system, and for construing and making effective the provisions of the retirement system are vested in a board of trustees.
- (b) The board shall consist of the following five (5) persons:
 - (1) Two (2) members appointed by the city commission;
 - (2) Two (2) members elected by the general employees;
 - (3) One (1) member selected by these four (4) members;

all under the direction and supervision of the city commission.

- (c) Elections of member trustees shall be held in accordance with rules adopted by the board.

(Code 1964, § 20-160; Ord. No. 02-05, § 2, 3-11-02)

Cross reference(s)—Boards, commissions, etc., generally, § 2-191 et seq.

Sec. 20-128. Same—Term of office; oath of office.

The regular term of office of a trustee shall be four (4) years. Each trustee shall, before assuming the duties of trustee, qualify by taking an oath of office, to be administered by the city clerk.

(Code 1964, § 20-161; Ord. No. 92-06, § 3, 3-23-92; Ord. No. 02-05, § 2, 3-11-02; Ord. No. 03-09, § 1, 3-10-03)

Sec. 20-129. Same—Vacancy on board; filling of vacancy.

A vacancy shall occur on the board of trustees if any member elected trustee ceases to be a member, any member elected trustee fails to attend three (3) consecutive meetings of the board unless in each case excused for cause by the trustees attending the meetings, and any trustee resigns or is removed from office. In the event a

vacancy occurs on the board of trustees, the vacancy shall be filled within ninety (90) days for the unexpired term when applicable, in the same manner as the position was previously filled.

(Code 1964, § 20-162; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-130. Same—Meetings; quorum; voting; compensation.

The board shall hold meetings regularly, at least one (1) in each calendar quarter, and shall designate the time and place of each meeting. All meetings of the board shall be open to the public. The board shall adopt its own rules of procedure and shall keep a record of its proceedings. Three (3) trustees shall constitute a quorum at any meeting of the board and at least two (2) concurring votes shall be necessary for a decision by the board. Each trustee shall be entitled to one (1) vote on each question before the board. Trustees shall serve without compensation for their services as trustees but shall be entitled to their expenses actually and necessarily incurred in attending meetings of the board and in performing required duties as trustees.

(Code 1964, § 20-163; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-131. Same—Officers; administrative services.

The officers and employed services of the retirement system shall be as follows:

- (1) *Chairperson.* The board shall annually elect a chairperson and a vice-chairperson from its members.
- (2) *Secretary.* The city clerk shall be secretary to the board and the administrative officer of the retirement system.
- (3) *Treasurer.* The city director of financial services shall be treasurer of the retirement system. The city director of financial services shall be custodian of the assets of the retirement system except as to such assets as the board may from time to time place in the custody of an insurance company or a nationally chartered bank.
- (4) *Legal advisor.* The city attorney shall give advice to said board of trustees in all matters pertaining to their duties in the administration of said general employees' retirement trust fund whenever requested; and they shall represent and defend said board as its attorney in all suits and actions at law or in equity that may be brought against it, and bring all suits and action in its behalf that may be required or determined upon by said board; provided, however, that if the board of trustees so elects, it may employ independent legal counsel at the pension fund's expense for the purposes contained herein, together with such other professional, technical, or other advisers as the board deems necessary.
- (5) *Actuary.* The board shall appoint an actuary, who shall be the technical advisor to the board regarding the operation of the retirement system on an actuarial basis and who shall perform such services as are required in connection therewith. The term "actuary" used in this article shall mean a member of the American Academy of Actuaries or a person who had demonstrated an educational background necessary for the practice of actuarial science and has at least five (5) years of relevant actuarial experience; and in either case meets such requirements as the state may from time to time prescribe. A partnership or corporation may be appointed actuary if the duties of actuary are performed by or under the direct supervision of a person who meets the preceding qualifications.
- (6) *Services.* The board is authorized and empowered to employ such professional and other services as are required for the proper administration of the retirement system.

(Code 1964, § 20-164; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-132. Same—Actuarial data; report to city commission.

- (a) The board shall keep or cause to be kept, in convenient form, such data as shall be recommended by the actuary as necessary for the operation of the retirement system on an actuarial basis. The board shall keep or cause to be kept, in convenient form, such additional data as is required to properly report the operations of the system.
- (b) The board shall render a report to the city commission on or before the first day of March of each year showing the fiscal transactions of the retirement system for the year ended the preceding thirtieth day of September, the assets of the retirement system as of the preceding thirtieth of September, and a copy of the most recent actuarial report.

(Code 1964, § 20-165; Ord. No. 92-06, § 4, 3-23-92; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-133. Assignments prohibited.

The right of a person to a retirement allowance, to the return of accumulated contributions, the retirement allowance itself, any optional benefit, any other right accrued or accruing to any person under the provisions of the retirement system, and any moneys belonging to the retirement system shall not be subject to execution, garnishment, attachment, the operation of bankruptcy or insolvency law, or any other process of law whatsoever, and shall be unassignable, except as is otherwise specifically provided herein. If a member is covered by a group insurance or prepayment plan participated in by the city, and should they be permitted to, and elect to, continue such coverage as a retirant, they may authorize the board to have deducted from their retirement allowance the payments required of them to continue coverage under such group insurance or prepayment plan. The city shall have the right of setoff for any claim arising from embezzlement by a fraud, or a member, retirant or beneficiary.

(Code 1964, § 20-166; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-134. Right to amend, suspend, terminate.

The city expects to continue the retirement system and payment of contributions, but the right to amend or terminate the system is necessarily reserved to the city. However, no such action shall cause any part of the corpus or income of the assets to be used or diverted to purposes other than the exclusive benefit of members or their beneficiaries and other persons entitled to be paid benefits by the system, nor shall any such action adversely affect benefits already provided by the system or retroactively decrease the accrued benefits of any member, except that the city may make any amendment it determines necessary or desirable with or without retroactive effect, to comply with the requirements of the Internal Revenue Service; and provided further that in the event of termination of any such pension plan or the complete discontinuance of contributions, the rights of each member to benefits accrued to the date of termination or complete discontinuance, to the extent then funded, are nonforfeitable; anything otherwise contained in any such amendments to the contrary notwithstanding.

(Code 1964, § 20-167; Ord. No. 89-66, § 2, 10-23-89; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-135. Termination allocation, liquidation of fund.

- (a) Upon termination of the retirement system, each general employee member's accrued benefits to the date of retirement shall become one hundred (100) percent nonforfeitable to the extent funded. The assets of the retirement system shall be allocated (after provision is made for all expenses of the plan, including the expenses of liquidation) by the payment or provision for the payment of benefits in the following order of preference:

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- (1) To provide for the payment to each member and nonretired former member of an amount equal to their accumulated member contributions; and
 - (2) If any assets remain after complete allocations for the purpose of subsection (1) above, to provide for the continuance of retirement allowances to retirants and beneficiaries, if any; and
 - (3) If any assets remain after complete allocations for the purposes of subsections (1) and (2) above, to provide for the potential rights of members and former members entitled to a vested termination retirement allowance on an equitable and nondiscriminatory basis according to generally accepted actuarial principles; and
 - (4) If any assets remain after satisfaction of all liabilities provided for in subsections (1), (2) and (3) above, any excess shall be delivered over and paid to the city.
- (b) The above allocations may be implemented through the continuance of the existing trust, or through a new trust instrument for that purpose, or through the purchase by the board of insurance company contracts, or by a combination of these media. No member or other employee shall have the rights or claims on the system or the city beyond the capacity of the assets held by the board to provide the benefits in accordance with the above provisions.
 - (c) If the allocations produce a retirement allowance of less than twenty-five dollars (\$25.00) a month for any person, the board may pay in lieu of such retirement allowance a lump sum of actuarial equivalent value.

(Code 1964, § 20-168; Ord. No. 92-06, § 5, 3-23-92; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-136. Limitation on benefits.

- (a) *Basic limitation.* Notwithstanding any other provisions of this system to the contrary, the member contributions paid to, and retirement benefits paid from, the system shall be limited to such extent as may be necessary to conform to the requirements of Code Section 415 for a qualified retirement plan. Before January 1, 1995, a plan member may not receive an annual benefit that exceeds the limits specified in Code Section 415(b), subject to the applicable adjustments in that section. On and after January 1, 2025, a plan member may not receive an annual benefit that exceeds the dollar amount specified in Code Section 415(b)(1)(A) (three hundred fifty thousand dollars (\$350,000)), subject to the applicable adjustments in Code Section 415(b) and subject to any additional limits that may be specified in this system. For purposes of this section, "limitation year" shall be the calendar year.
- (b) *Adjustments to basic limitation for form of benefit.* If the form of benefit without regard to any benefit increase feature is not a straight life annuity, then the Code Section 415(b) limit applicable at the annuity starting date is reduced to an actuarially equivalent amount (determined using the assumptions specified in Treasury Regulation Section 1.415(b)-1(c)(2)(ii)) that takes into account the death benefits under the form of benefit.
- (c) *Benefits not taken into account.* For purposes of this section, the following benefits shall not be taken into account in applying these limits:
 - (1) Any ancillary benefit which is not directly related to retirement income benefits;
 - (2) Any other benefit not required under Section 415(b)(2) of the Code and Regulations thereunder to be taken into account for purposes of the limitation of Code Section 415(b)(1).
- (d) *COLA effect.* Effective on and after January 1, 2003, for purposes of applying the limits under Code Section 415(b) (the "limit"), the following will apply:
 - (1) A member's applicable limit will be applied to the member's annual benefit in the member's first calendar year of benefit payments without regard to any automatic cost of living adjustments;

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- (2) Thereafter, in any subsequent calendar year, a member's annual benefit, including any automatic cost of living increases, shall be tested under the then applicable benefit limit including any adjustment to the Code Section 415(b)(1)(A) dollar limit under Code Section 415(d), and the regulations thereunder; but
 - (3) In no event shall a member's benefit payable under the system in any calendar year be greater than the limit applicable at the annuity starting date, as increased in subsequent years pursuant to Code Section 415(d) and the regulations thereunder.

Unless otherwise specified in the system, for purposes of applying the limits under Code Section 415(b), a member's applicable limit will be applied taking into consideration cost of living increases as required by Section 415(b) of the Code and applicable Treasury Regulations.

(e) *Other adjustments in limitations.*

- (1) In the event the member's retirement benefits become payable before age sixty-two (62), the limit prescribed by this section shall be reduced in accordance with regulations issued by the Secretary of the Treasury pursuant to the provisions of Code Section 415(b) of the Code, so that such limit (as so reduced) equals an annual straight life benefit (when such retirement income benefit begins) which is equivalent to a one hundred sixty thousand dollar (\$160,000.00) annual benefit beginning at age sixty-two (62).
 - (2) In the event the member's benefit is based on at least fifteen (15) years of credited service as a full-time employee of the fire or police department of the city, the adjustments provided for in subsection (e)(1) above shall not apply.
 - (3) The reductions provided for in subsection (e)(1) above shall not be applicable to disability benefits pursuant to section 20-114, or pre-retirement death benefits paid pursuant to section 20-114.
 - (4) In the event the member's retirement benefit becomes payable after age sixty-five (65), for purposes of determining whether this benefit meets the limit set forth in subsection (a) herein, such benefit shall be adjusted so that it is actuarially equivalent to the benefit beginning at age sixty-five (65). This adjustment shall be made in accordance with regulations promulgated by the Secretary of the Treasury or their delegate.
- (f) *Less than ten (10) years of service.* The maximum retirement benefits payable under this section to any member who has completed less than ten (10) years of credited service with the city shall be the amount determined under subsection (a) of this section multiplied by a fraction, the numerator of which is the number of the member's years of credited service and the denominator of which is ten (10). The reduction provided by this subsection cannot reduce the maximum benefit below ten (10) percent. The reduction provided for in this subsection shall not be applicable to disability benefits paid pursuant to section 20-114, or pre-retirement death benefits paid pursuant to section 20-115.
- (g) *Participation in other defined benefit plans.* The limit of this section with respect to any member who at any time has been a member in any other defined benefit plan as defined in Code Section 414(j) maintained by the city shall apply as if the total benefits payable under all city defined benefit plans in which the member has been a member were payable from one plan.
- (h) *Ten thousand dollar (\$10,000) limit.* Notwithstanding the foregoing, the retirement benefit payable with respect to a member shall be deemed not to exceed the limit set forth in this section if the benefits payable, with respect to such member under this system and under all other qualified defined benefit pension plans to which the city contributes, do not exceed ten thousand dollars (\$10,000) for the applicable plan year and for any prior plan year and the city has not any time maintained a qualified defined contribution plan in which the member participated.

(i) *Reduction of benefits.* Reduction of benefits and/or contributions to all plans, where required, shall be accomplished by first reducing the member's benefit under any defined benefit plans in which member participated, such reduction to be made first with respect to the plan in which member most recently accrued benefits and thereafter in such priority as shall be determined by the board and the plan administrator of such other plans, and next, by reducing or allocating excess forfeitures to defined contribution plans in which the member participated, such reduction to be made first with respect to the plan in which member most recently accrued benefits and thereafter in such priority as shall be established by the board and the plan administrator for such other plans provided, however, that necessary reductions may be made in a different manner and priority pursuant to the agreement of the board and the plan administrator of all other plans covering such member.

(j) *Service credit purchase limits.*

(1) Effective for permissive service credit contributions made in limitation years beginning after December 31, 1997, if a member makes one or more contributions to purchase permissive service credit under the system, as allowed in section 20-104, then the requirements of this section will be treated as met only if:

- a. The requirements of Code Section 415(b) are met, determined by treating the accrued benefit derived from all such contributions as an annual benefit for purposes of Code Section 415(b); or
- b. The requirements of Code Section 415(c) are met, determined by treating all such contributions as annual additions for purposes of Code Section 415(c).
- c. For purposes of applying subparagraph (j)(1)a., the system will not fail to meet the reduced limit under Code Section 415(b)(2)(C) solely by reason of this subparagraph c., and for purposes of applying subparagraph (j)(1)b., the system will not fail to meet the percentage limitation under Section 415(c)(1)(B) of the Code solely by reason of this subparagraph c.

(2) For purposes of this subsection the term "permissive service credit" means service credit—

- a. Recognized by the system for purposes of calculating a member's benefit under the plan.
- b. Which such member has not received under the plan; and
- c. Which such member may receive only by making a voluntary additional contribution, in an amount determined under the system, which does not exceed the amount necessary to fund the benefit attributable to such service credit.

Effective for permissive service credit contributions made in limitation years beginning after December 31, 1997, such term may, if otherwise provided by the system, include service credit for periods for which there is no performance of service, and, notwithstanding clause (j)(2)b., may include service credited in order to provide an increased benefit for service credit which a member is receiving under the system.

(3) For purposes of applying the limits in this subsection (j), only and for no other purpose, the definition of compensation where applicable will be compensation actually paid or made available during a calendar year, except as noted below and as permitted by Treasury Regulations Section 1.415(c)-2, or successor regulations. Unless another definition of compensation that is permitted by Treasury Regulations Section 1.415(c)-2, or successor regulation, is specified by the system, compensation will be defined as wages within the meaning of Code Section 3401(a) and all other payments of compensation to an employee by an employer for which the employer is required to furnish the employee a written statement under Code Sections 6041(d), 6051(a)(3) and 6052 and will be determined without regard to any rules under Code Section 3401(a) that limit the remuneration included in wages based on the nature or location of the employment or the services performed (such as the exception for agricultural labor in Code Section 3401(a)(2)).

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- a. However, for calendar years beginning after December 31, 1997, compensation will also include amounts that would otherwise be included in compensation but for an election under Code Sections 125(a), 402(e)(3), 402(h)(1)(B), 402(k), or 457(b). For calendar years beginning after December 31, 2000, compensation will also include any elective amounts that are not includible in the gross income of the employee by reason of Code Section 132(f)(4).
 - b. For limitation years beginning on and after January 1, 2007, compensation for the calendar year will also include compensation paid by the later of two and one-half (2½) months after an employee's severance from employment or the end of the calendar year that includes the date of the employee's severance from employment if:
 - 1. The payment is regular compensation for services during the employee's regular working hours, or compensation for services outside the employee's regular working hours (such as overtime or shift differential), commissions, bonuses or other similar payments, and, absent a severance from employment, the payments would have been paid to the employee which the employee continued in employment with the employer; or
 - 2. The payment is for unused accrued bona fide sick, vacation or other leave that the employee would have been able to use if employment had continued.
 - c. Back pay, within the meaning of Treasury Regulations Section 1.415(c) -2(g)(8), shall be treated as compensation for the limitation year to which the back pay relates to the extent the back pay represents wages and compensation that would otherwise be included under this definition.
- (4) Notwithstanding any other provision of law to the contrary, the board may modify a request by a member to make a contribution to the system if the amount of the contribution would exceed the limits provided in Code Section 415 by using the following methods:
- a. If the law requires a lump sum payment for the purchase of service credit, the board may establish a periodic payment deduction plan for the member to avoid a contribution in excess of the limits under Code Sections 415(c) or 415(n).
 - b. If payment pursuant to subparagraph (j)(4)a. will not avoid a contribution in excess of the limits imposed by Code Section 415(c), the board may either reduce the member's contribution to an amount within the limits of that section or refuse the member's contribution
- (k) *Additional limitation on pension benefits.* Notwithstanding anything herein to the contrary.
- (1) The normal retirement benefit or pension payable to a retiree who becomes a member of the system and who has not previously participated in such system, on or after January 1, 1980, shall not exceed one hundred (100) percent of their average final compensation. However, nothing contained in this section shall apply to supplemental retirement benefits or to pension increases attributable to cost-of-living increases or adjustments.
 - (2) No member of the system shall be allowed to receive a retirement benefit or pension which is in part or in whole based upon any service with respect to which the member is already receiving, or will receive in the future, a retirement benefit or pension from a different employer's retirement system or plan. This restriction does not apply to social security benefits or federal benefits under Chapter 67, Title 10, U.S. Code.

(Ord. No. 10-32, § 6, 10-11-10; Ord. No. 21-01, § 2, 2-28-21)

Sec. 20-137. Worker's compensation and unemployment benefits offset.

Should any terminated, disabled or retired member receive either a worker's compensation wage loss benefit or an unemployment wage loss benefit for the same time period for which that person is entitled to a benefit under this retirement system, the amount of the retirement system benefit shall be reduced. The reduction in the retirement system benefit shall equal in the aggregate the total amount of the worker's compensation and unemployment wage loss benefits received by such person.

(Code 1964, § 20-170; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-138. Correction of errors.

Should any change in the records result in any member, retirant or beneficiary receiving from the retirement system more or less than they would have been entitled to receive had the records been correct, the board shall correct such error, and as far as practicable shall adjust the payment in such manner that the actuarial equivalent of the benefit to which the member, retirant or beneficiary was correctly entitled shall be paid.

(Code 1964, § 20-171; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-139. Subrogation.

In the event a person becomes entitled to a retirement allowance or other benefit payable by the retirement system as a result of an accident or injury caused by the act of a third party, the city shall be subrogated to the rights of the person against such third party to the extent of the city financed benefits which the retirement system pays or becomes liable to pay.

(Code 1964, § 20-172; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-140. Applicability of existing plans.

The provisions of this article shall not in any respect amend, modify or repeal any provisions of any city pension plans in existence upon June 1, 1977, or on March 31, 2002.

(Code 1964, § 20-173; Ord. No. 02-05, § 2, 3-11-02)

Sec. 20-141. Supplemental retirement allowance.

- (a) A member who terminates employment with ten (10) or more years of credited service earned after the effective date of this plan, or terminates employment at early or normal retirement age following the effective date of this plan, whose last position with the city was at or above grade 32 and not higher than grade 35, shall receive at normal retirement a supplemental retirement allowance of one-half (½) percent of final average compensation for each year of credited service in such grades, up to a maximum of thirty-five (35) years. Such supplement shall be paid under the same terms and conditions as the basic retirement allowance. A member whose employment in grades 32 through 35 is involuntarily terminated without cause after the effective date of this plan shall receive the supplemental retirement allowance in accordance with this subsection for each year of credited service in such grades, regardless of the number of years of credited service earned after the effective date of this plan.
- (b) A member who terminates employment with ten (10) or more years of credited service earned after the effective date of this plan, or terminates employment at early or normal retirement age following the

effective date of this plan, whose last position with the city was at or above grade 36, shall receive at normal retirement a supplemental retirement allowance of one (1) percent of final average compensation for each year of credited service in such grades, plus one-half (½) percent of final average compensation for each year of credited service in grades 32 through 35, up to a maximum of thirty-five (35) years. Such supplement shall be paid under the same terms and conditions as the basic retirement allowance. A member whose employment at or above grade 36 is involuntarily terminated without cause after the effective date of this plan shall receive the supplemental retirement allowance in accordance with this subsection for each year of credited service in such grades, regardless of the number of years of credited service earned after the effective date of this plan.

- (c) A police chief or fire chief who terminates city employment on or after the effective date of this section and who receives normal retirement benefits under the terms of the city police officers or firefighters retirement plan, as applicable, shall receive a supplemental retirement allowance from this retirement system equal to three and one-half (3.5) percent of final average compensation for each year of service as chief, reduced by the member's benefit under the city police officers or firefighters retirement plan, as applicable. In order to receive this supplement, the police chief or fire chief must be actively contributing to their respective plans.

(Ord. No. 02-05, § 3, 3-11-02; Ord. No. 06-06, § 4, 2-13-06)

Sec. 20-142. Pension validity.

The board shall have the power to examine into the facts upon which any pension shall heretofore have been granted under any prior or existing law, or shall hereafter be granted or obtained erroneously, fraudulently or illegally for any reason. The board is empowered to purge the pension rolls or correct the pension amount of any person heretofore granted a pension under prior or existing law or any person hereafter granted a pension under this article if the same is found to be erroneous, fraudulent or illegal for any reason; and to reclassify any person who has heretofore under any prior or existing law been or who shall hereafter under this article be erroneously, improperly or illegally classified. Any overpayments or underpayments shall be corrected and paid or repair in a reasonable manner determined by the board.

(Ord. No. 02-05, § 3, 3-11-02)

Sec. 20-143. Conviction and forfeiture; false, misleading or fraudulent statements.

- (a) It is unlawful for a person to willfully and knowingly make, or cause to be made, or to assist, conspire with, or urge another to make, or cause to be made, any false, fraudulent, or misleading oral or written statement or withhold or conceal material information to obtain any benefit from the system.
- (b) Offenses under this section shall be punishable as provided in section 1-8 of the Code of the City of St. Augustine.
- (c) In addition to any applicable criminal penalty, upon conviction for a violation described in subsection (a), a member or beneficiary of the system may, in the discretion of the board, be required to forfeit the right to receive any or all benefits to which the person would otherwise be entitled under the system. For purposes of this subsection, "conviction" means a determination of guilt that is the result of a plea or trial, regardless of whether adjudication is withheld.

(Ord. No. 02-05, § 3, 3-11-02)

Sec. 20-144. Defense of claims against trustees.

To the extent not covered by insurance, the city agrees to provide a defense of civil actions resulting from claims made against trustees of the board and to provide payment of judgments or settlements resulting from such claims. The provisions of F.S. §§ 111.07 and 111.071, are hereby adopted by reference in furtherance thereof.

(Ord. No. 02-05, § 3, 3-11-02)

Sec. 20-145. BAC-DROP.

- (a) Effective upon the adoption of this sections, a "BAC-DROP" program shall be established for eligible members in accordance with this section.
- (b) A member who is employed by the city on or after the effective date of this ordinance and thereafter attains the age and service conditions for normal retirement (hereinafter referred to as the "normal retirement date") with at least ten (10) years of credited service shall be eligible to elect the BAC-DROP.
- (c) A member's BAC-DROP election shall be irrevocable. An eligible member who wishes to elect the BAC-DROP must provide at least sixty (60) days advance written notice to the city of their election to participate in the BAC-DROP. A member who elects to participate in the BAC-DROP shall, as a condition of the BAC-DROP, agree to terminate city employment within thirty days following the BAC-DROP election.
- (d) Under the BAC-DROP, a member receives a lump sum distribution of up to sixty (60) months of retirement benefits, based on the member's age, final average earnings and credited service at the time of the earliest normal retirement date or a later date selected by the member, plus interest at the rate of six and one-half (6.5) percent, compounded monthly, from the date each monthly benefit would have been paid to the date of the BAC-DROP distribution. The member's monthly retirement benefit shall thereafter be based on the member's age, final average compensation and credited service at the time of the earliest normal retirement date or later date selected by the member for purposes of the BAC-DROP. The lump sum BAC-DROP distribution shall be paid to the member within sixty (60) days following termination of city employment.
- (e) To obtain the maximum BAC-DROP benefit, an eligible member must elect the BAC-DROP sixty (60) months after reaching their earliest normal retirement date. A member may elect a BAC-DROP benefit of less than the sixty-month maximum, but must have completed at least the same period of credited service after reaching the earliest normal retirement date for which a BAC-DROP benefit is elected. A member who does not elect the BAC-DROP within sixty (60) months following their earliest normal retirement date shall no longer be eligible to elect the BAC-DROP.

(Ord. No. 06-06, § 5, 2-13-06)

Sec. 20-146. Rollover distributions and direct transfers.

- (a) *Election by distributee.* This section applies to distributions made on or after the effective date of this ordinance. Notwithstanding any provision of this system to the contrary that would otherwise limit a distributee's election under this section, a distributee may elect, at the time and in the manner prescribed by the plan administrator, to have any portion of an eligible rollover distribution paid directly to an eligible retirement plan specified by the distributee in a direct rollover.
- (b) *Definitions.* For purposes of this article, the following definitions shall apply:
 - (1) *Eligible rollover distribution:* An eligible rollover distribution is any distribution of all or any portion of the balance to the credit of the distributee, except that an eligible rollover distribution does not include: any distribution that is one of a series of substantially equal periodic payments (not less

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- frequently than annually) made for the life (or life expectancy) of the distributee or the joint lives (or joint life expectancies) of the distributee and the distributee's designated beneficiary, or for a specified period of ten years or more; any distribution to the extent such distribution is required under Section 401(a)(9) of the Internal Revenue Code; and the portion of any distribution that is not includible in gross income.
- (2) *Eligible retirement plan:* An eligible retirement plan is individual retirement account described in Section 408(a) of the Internal Revenue Code, an individual retirement annuity described in Section 408(b) of the Internal Revenue Code, an annuity plan described in Section 403(a) of the Internal Revenue Code, an eligible deferred compensation plan described in section 457(b) of the Internal Revenue Code which is maintained by an eligible employer described in section 457(e)(1)(A) of the Internal Revenue Code and which agrees to separately account for amounts transferred into such plan from this system, an annuity contract described in section 403(b) of the Internal Revenue Code, or a qualified trust described in section 401(a) of the Internal revenue Code that provides or accepts the distributee's eligible rollover distribution. However, in the case of an eligible rollover distribution to the surviving spouse or domestic partner, an eligible retirement plan is an individual retirement account or individual retirement annuity.
 - (3) *Distributee:* A distributee includes a member or former member. In addition, the member's or former member's surviving spouse is a distributee with regard to the interest of the spouse.
 - (4) *Direct rollover:* A direct rollover is a payment by the system to the eligible retirement plan specified by the distributee.
- (c) *Rollovers or transfers into the system.* On or after the effective date of this ordinance, the system will accept an eligible rollover distribution or direct transfer for the purchase of credited service pursuant to section 20-104(g), as follows:
- (1) *Transfers, direct rollovers or member rollover contributions from other plans.* The system will accept either a direct rollover of an eligible rollover distribution or a member contribution of an eligible rollover distribution from a qualified plan described in section 403(a) of the Code, from an annuity contract described in section 403(b) of the Code, or from an eligible plan under section 457(b) of the Code, which is maintained by a state, political subdivision of a state, or any agency or instrumentality of a state or political subdivision of a state. The system will also accept legally permissible member requested transfers from eligible retirement plans.
 - (2) *Member rollover contributions from 401(a) Plans and IRAs.* The system will accept a member rollover contribution of the portion of a distribution from qualified plan described in section 401(a) of the Code, or from an individual retirement account or annuity described in section 408(a) or 408(b) of the Code, that is eligible to be rolled over and would otherwise be includible in the member's gross income.

(Ord. No. 06-06, § 6, 2-13-06)

Sec. 20-147. Cost of living adjustment for eligible retirees.

On April 1, 2014, a one-time cost of living adjustment (COLA) shall be applied to the benefits of retirees who have been retired for more than five (5) years on October 1, 2013, and the beneficiaries of such retirees, as provided in this section 20-147. The cost of living adjustment shall be a one-time, permanent increase in benefits payable in accordance with the optional form of benefit selected by the retiree. Retirees who have been retired more than five (5) years and less than fifteen (15) years on October 1, 2013, and the beneficiaries of such retirees, shall receive a COLA in the amount of one (1) percent for each full or partial year of retirement following the fifth year of retirement (for example: retirees who have been retired more than five (5) but less than six (6) years on October 1, 2013, and the beneficiaries of such retirees, will receive a one (1) percent COLA; and retirees who have

been retired more than nine (9) but less than ten (10) years on October 1, 2013, and the beneficiaries of such retirees, will receive a five (5) percent COLA). Retirees who have been retired at least sixteen (16) years and less than twenty-three (23) years on October 1, 2013, and the beneficiaries of such retirees, shall receive a COLA in the amount of twenty (20) percent. Retirees who have been retired at least twenty-three (23) years on October 1, 2013, and the beneficiaries of such retirees, shall receive a COLA in the amount of twenty-five (25) percent; provided, the minimum increase for retirees who have been retired twenty-three (23) years or more on October 1, 2013, and the beneficiaries of such retirees, shall not be less than one hundred dollars (\$100.00) per month. Retirees who have been retired for less than five (5) years on October 1, 2013, and the beneficiaries of such retirees, will not receive a COLA.

(Ord. No. 14-03, § 2, 3-24-14)

Sec. 20-148. Cost of living adjustment for eligible retirees.

On May 1, 2023, a one-time cost of living adjustment (COLA) shall be applied to the benefits of retirees. Those that have been retired from zero to six years as of 10/1/2022 will receive a two (2) percent COLA, seven years and beyond will receive an additional one (1) percent for each year retired with a maximum of twenty-one (21) percent for those retired twenty-five (25) or more years.

The minimum increase for all retirees after October 1, 2022, and the beneficiaries of such retirees, shall not be less than one hundred dollars (\$100.00) per month. The maximum COLA allowable under this section is three hundred dollars (\$300.00) per month.

The COLA does not apply to QDRO recipients.

Multiple beneficiaries will be treated as a single entity and split the COLA award pro rata.

(Ord. No. 23-09, § 1, 5-22-23)

Secs. 20-149—20-190. Reserved.

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: David Birchim
City Manager

DATE: March 12, 2026

RE: Agenda Item - Ordinance 2026-12, Amendments to St. Augustine Police Officers Retirement System

Ordinance 2026-12 provides amendments to certain provisions of the St. Augustine Police Officers Retirement System pension fund to correct references to the St. Augustine Police Benevolent Organization, Inc. and to add language similar to language in the General and/or Fire Pension Plans related to Forfeiture of Pension and Worker's Compensation and Unemployment Benefits.

Please place this ordinance on the March 23, 2026, City Commission Meeting Agenda.

Do not hesitate to contact me with any questions.

Sincerely,



Meredith Breidenstein
Assistant City Manager

Attachment

cc: Darlene Galambos, City Clerk
Donna Hayes, Human Resources Director
Isabelle Lopez, City Attorney
Reuben Franklin, Assistant City Manager



Business Impact Estimate Form

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

Proposed Ordinance Title/Reference:

ORDINANCE NO. 2026-12

AN ORDINANCE OF THE CITY COMMISSION OF ST. AUGUSTINE, FLORIDA, AMENDING CHAPTER 20, ARTICLE VI OF THE CODE OF THE CITY OF ST. AUGUSTINE PROVIDING FOR REVISED PROVISIONS TO THE ST. AUGUSTINE POLICE OFFICERS RETIREMENT SYSTEM; PROVIDING FOR GENDER NEUTRAL TERMINOLOGY; CORRECTING THE NAME OF THE POLICE OFFICERS' BENEVOLENT ORGANIZATION; PROVIDING FOR FORFEITURE OF FUNDS; PROVIDING FOR INCLUSION IN THE CODE OF THE CITY OF ST. AUGUSTINE; AND PROVIDING FOR AN EFFECTIVE DATE.

Applicable Exemptions:

- The proposed ordinance is required for compliance with Federal or State law or regulation;
- The proposed ordinance relates to the issuance or refinancing of debt;
- The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- The proposed ordinance is an emergency ordinance;
- The ordinance relates to procurement; or
- The proposed ordinance is enacted to implement the following:
 - a. Development orders and development permits, as those terms are defined in s. 163.3164, and, development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220-163.3243, Florida Statutes;
 - b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;
 - c. Sections 190.005 and 190.046, relating to statutory Community Development Districts;
 - d. Section 553.73, relating to the Florida Building Code; or
 - e. Section 633.202, relating to the Florida Fire Prevention Code.

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

Business Impact Estimate:

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

THE PROPOSED ORDINANCE IS TO AMEND CERTAIN PROVISIONS OF THE POLICE OFFICERS RETIREMENT SYSTEM TO PROVIDE FOR GENDER NEUTRAL TERMINOLOGY, CORRECTING THE NAME OF THE POLICE OFFICERS' BENEVOLENT ORGANIZATION, AND PROVIDING FOR FORFEITURE OF FUNDS. ADOPTION OF THE ORDINANCE WILL SERVE THE PUBLIC HEALTH, SAFETY, MORALS, AND WELFARE OF THE PUBLIC AND SERVES A PUBLIC PURPOSE.

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

NONE.

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

NONE.

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

NONE.

ORDINANCE NO. 2026-12

AN ORDINANCE OF THE CITY COMMISSION OF ST. AUGUSTINE, FLORIDA, AMENDING CHAPTER 20, ARTICLE VI OF THE CODE OF THE CITY OF ST. AUGUSTINE PROVIDING FOR REVISED PROVISIONS TO THE ST. AUGUSTINE POLICE OFFICERS RETIREMENT SYSTEM; PROVIDING FOR GENDER NEUTRAL TERMINOLOGY; CORRECTING THE NAME OF THE POLICE OFFICERS' BENEVOLENT ORGANIZATION; PROVIDING FOR FORFEITURE OF FUNDS; PROVIDING FOR INCLUSION IN THE CODE OF THE CITY OF ST. AUGUSTINE; AND PROVIDING FOR AN EFFECTIVE DATE.

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

WHEREAS, the Board of Trustees of the St. Augustine Police Officers' Retirement Trust Fund met on February 25, 2026 and reviewed and supported the proposed changes herein; and

WHEREAS, state law currently provides for a default standard for forfeiture of pensions if the public employee has been convicted of certain crimes and the General and Fire pension sections of city code also provide for pension forfeiture, however the police pension sections had never been amended to provide for forfeiture; and

WHEREAS, the city wants to clarify terminology and applicability of terms within the pension regulations; and

WHEREAS, the City Commission finds that it is in the best interest of public health, safety, and general welfare that the following amendments be adopted consistent with the requirements of § 166.021(4), Florida Statutes.

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

Section 1. Amending Chapter 20, Article VI, Section 20-221. Chapter 20, Article VI, Section 20-221 is hereby amended, as follows:

"Sec. 20-221. Definitions.

(...)

Beneficiary shall mean any person so designated by a member as provided in section 20-231. In the event no designation is made the beneficiary of said member shall be ~~his~~their estate.

(...)"

Section 2. Amending Chapter 20, Article VI, Section 20-222. Chapter 20, Article VI, Section 20-222 is hereby amended, as follows:

“Sec. 20-222. Creation and maintenance of the fund.

The special fund created by this act shall consist of moneys and assets derived from the following sources:

(...)

- (4) From the funds of the St. Augustine Police Benevolent ~~Association~~Organization, Inc.. At such time as article VI hereof, shall become operative and from time to time thereafter, there shall be transferred from the funds of the St. Augustine Police Benevolent ~~Association~~Organization, Inc. such amounts as shall be agreed upon by the officers of said association and the board.

(...)”

Section 3. Amending Chapter 20, Article VI, Sections 20-223 through 20-225. Chapter 20, Article VI, Sections 20-223 through 20-225 are hereby amended, as follows:

“Sec. 20-223. Board of trustees.

(...)

- (4) Each trustee shall, within ten (10) days after ~~his~~their appointment or election, take an oath of office before the city chief accountant or a notary public, that so far as it devolves upon ~~him~~them ~~he~~they will diligently and honestly administer the affairs of the said board, and that ~~he~~they will not knowingly violate or willingly permit to be violated any of the provisions of the law applicable to this system. Such oath shall be subscribed to by the trustee making it and certified by the said city chief accountant or notary public and retained as a permanent record in the files of the board.

(...)

- 9) The secretary of the board shall execute bonds in such amounts as may from time to time be fixed by the board for the faithful performance of ~~his~~their duties. The board shall establish a system of accounting, and do all things, take all actions, and make all rules and regulations, not inconsistent with the provisions of this act, that it deems necessary and proper to safeguard the funds placed in its custody and to carry out the provisions of this act.

- (10) The secretary of the board shall be the custodian of all records maintained by the board. The secretary shall permit inspection of all records held in ~~his~~their custody by any trustee or member of the system. The secretary shall keep a record of all persons receiving retirement payments under this system, in which it shall be noted the time when the pension begins and when the pension shall cease to be paid. In this record, the secretary shall keep a list of all police officers employed by the city, including the name, address, and dates of employment of each police officer.

(...)”

“Sec. 20-224. City attorney to represent board of trustees.

The city attorney shall give advice to said board of trustees in all matters pertaining to their duties in the administration of said municipal police officers' retirement trust fund whenever requested; and ~~he or she~~they shall represent and defend said board as its attorney in all suits and actions at law or in equity that may be brought against it, and bring all suits and actions in its behalf that may be required or determined upon by said board; provided,

however, that if the board of trustees so elects, it may employ independent legal counsel at the pension fund's expense for the purposes contained herein, together with such other professional, technical, or other advisers as the board deems necessary."

"Sec. 20-225. Management of the funds.

(...)

- (6) The board shall have the right to purchase an individual annuity from an insurance company, when a member becomes eligible for service retirement, in an amount sufficient to pay the retired member ~~his-their~~ earned monthly pension of retirement.

(...)"

Section 4. Amending Chapter 20, Article VI, Section 20-226. Chapter 20, Article VI, Section 20-226 is hereby amended, as follows:

"Sec. 20-226. Participation in the system.

(...)

- (5) A ~~participant-member~~ may have forfeited credited service restored to their individual service account upon satisfaction of each of the following conditions:

(...)"

Section 5. Amending Chapter 20, Article VI, Sections 20-228 through 20-233 and Sections 20-235 and 20-236. Chapter 20, Article VI, Sections 20-228 through 20-233 and Sections 20-235 and 20-236 are hereby amended, as follows:

"Sec. 20-228. Service retirement.

- (1) Each member may become eligible for service retirement on ~~his-their~~ normal service retirement date, which shall be the first day of the calendar month next following the date on which said member shall have either completed ten (10) years of creditable service and attained at least ~~his-their~~ 55th birthday or completed twenty-five (25) years of creditable service and attained at least ~~his-their~~ fifty-second birthday; provided, however, should such member continue employment beyond ~~his-their~~ normal service requirement date, such member may retire on the first day of any calendar month thereafter, which date shall be the delayed service retirement date. For members who retire or terminate city employment on or after October 1, 2004, the normal service retirement date shall be upon attaining twenty-five (25) years of creditable service, regardless of age. Effective March 1, 2000, a member who terminates city employment with more than ten (10) but less than twenty-five (25) years of creditable service shall be eligible for a normal service retirement benefit upon reaching age 55.
- (2) Each member who shall become eligible for service retirement as hereinabove provided shall receive a monthly pension which shall commence on ~~his-their~~ normal service retirement date or delayed service retirement date, and except as provided in section 20-229, shall continue to be paid each month thereafter to the member or their beneficiary for ten (10) years and to the member for ~~his-their~~ remaining lifetime thereafter. The amount of such monthly pension shall be the accrued benefit as of ~~his~~ their date of retirement.

(...)

- (4) If a member recovers from disability and reenters the service of the city as a police officer ~~his-their~~ service will be deemed to have been continuous, but the period beginning with the first month for which ~~he-they~~ received a disability retirement income payment and ending with the date ~~he-they~~ reentered the service of the city will not be considered as credited service for the purposes of the plan.
- (5) For members who retire from active employment and begin receiving benefits prior to March 1, 2000 a temporary supplemental retirement allowance shall be paid the retirant if ~~his-their~~ date of retirement precedes ~~his-their~~ 65th birth date. The amount of temporary supplemental retirement allowance shall be equal to the retirant's credited service, multiplied by one-half of one (0.50) percent of ~~his-their~~ average final compensation. The temporary supplemental retirement allowance terminates upon the retirant's attainment of age 65 years or ~~his-their~~ prior death.

(...)"

"Sec. 20-229. Optional modes of pension.

- (1) Each member shall have the right at any time at least two (2) years prior to actual retirement to elect to have ~~his-their~~ pension payable under any one of the options set forth in this section in lieu of the pension otherwise payable to ~~him-them~~ upon service retirement under any of the provisions of this Act. The amount of any such optional pension shall be the actuarial equivalent of the amount of such pension otherwise payable to ~~himthem~~. The member shall make such an election by written request to the board and this election shall be subject to the approval of the board.

(...)

- (5) If a member elects an option with a joint pensioner and the member's retirement benefits have commenced, the member may thereafter change the designated joint pensioner up to two (2) times. The consent of a member's joint pensioner or of the board of trustees to any such change shall not be required. The amount of the retirement income payable to the member upon designation of a new joint pensioner shall be actuarially redetermined by the application of actuarial tables and calculations to ensure that the benefit paid is the actuarial equivalent of the present value of the member's current benefit and that there is no impact to the plan. Each such designation will be made in writing on a form prepared by the board of trustees and on completion will be filed with the board of trustees. In the event that no joint pensioner survives the member, such benefits as are payable in the event of the death of the member subsequent to ~~his-or-hert~~their retirement shall be paid to the member's estate."

"Sec. 20-230. Disability retirement.

- (1) A police officer will be considered totally disabled if, in the opinion of the board of trustees, ~~he-isthey~~ are wholly prevented from rendering useful and efficient service as a police officer. A member may become eligible for disability retirement on ~~his-their~~ disability retirement date provided such eligibility is approved by resolution of the board. Such member may retire from the service of the city under the plan if ~~he-they~~ become totally and permanently disabled as defined in F.S. § 185.18(2), by reason of any cause other than a cause set out in F.S. § 185.18(3), on or after the effective date of the plan. Such retirement shall herein be referred to as disability retirement.
- (2) The benefit payable to a police officer who retires from the service of the city with a total and permanent disability as a result of a disability commencing prior to ~~his-their~~

normal retirement date is the monthly income payable for ten (10) years certain and life for which, if the police officer's disability occurred in the line of duty, ~~his~~-~~their~~ monthly benefit shall be the accrued retirement benefit, but shall not be less than forty-two (42) percent of ~~his~~-~~their~~ average monthly compensation as of ~~his~~-~~their~~ disability retirement date. If the disability is other than in the line of duty, the police officer's monthly benefit shall be the accrued normal retirement benefit, but shall not be less than twenty-five (25) percent of ~~his~~-~~their~~ average monthly compensation as of his disability retirement date.

- (3) The monthly retirement income to which a police officer is entitled in the event of ~~his~~-~~their~~ disability retirement shall be payable on the first day of the first month after the board of trustees determines such entitlement. However, the monthly retirement income shall be payable as of the date the board determines such entitlement (the "disability retirement date"), and any portion due for a partial month shall be paid together with the first payment.
- (4) Upon termination of a member's monthly disability pension because of recovery from such disability, and provided ~~he~~-~~they~~ reenters active employment as a police officer one year after such recovery, ~~he~~-~~they~~ shall continue to be a member of the system and shall thereafter make ~~his~~-~~their~~ required contributions to the fund. In such event the member's creditable service credit for service as a police officer prior to ~~his~~-~~their~~ disability retirement shall be restored but ~~he~~-~~they~~ shall not receive creditable service credit for the period of ~~his~~-~~their~~ disability, nor for any periods for which ~~he~~-~~they~~ did not make regular contributions. Should the member fail to reenter active employment as a police officer within one year after recovery from disability ~~his~~-~~their~~ membership under this system shall terminate.
- (5) Once each year following the disability retirement of a member who is receiving a monthly disability pension, the board may require such member to undergo a medical examination conducted by a duly qualified physician appointed by the board. Following such medical examination, the board may determine whether the member is capable of performing useful and efficient service as a police officer [and if ~~he~~-~~is~~~~they~~ ~~are~~,] the board shall order ~~his~~-~~their~~ disability pension discontinued. Should the member refuse to submit to any medical examination required by the board, ~~his~~-~~their~~ monthly disability pension shall be discontinued until ~~his~~-~~their~~ withdrawal of such refusal, and should such refusal continue for one year, all ~~his~~-~~their~~ rights to any further disability pension shall cease and ~~his~~-~~their~~ membership under the system shall thereupon terminate.

(...)"

"Sec. 20-231. Benefits upon death or termination.

- (1) Each member shall name a beneficiary to receive any benefits payable upon the member's death, such designation to be made on a form provided by the board. A member may change ~~his~~-~~their~~ designation of the beneficiary from time to time in the same manner.
- (2) In event a member who has elected Option B under section 20-229 dies subsequent to ~~his~~-~~their~~ normal service retirement date but while still employed as a police officer, in lieu of any other benefit payable hereunder by reason of death, there shall be payable to ~~his~~-~~their~~ beneficiary the same monthly pension that would otherwise have been payable under Option B if the member had retired on ~~his~~-~~their~~ normal service retirement date.

- (3) Should a member's death occur prior to ~~his-their~~ normal service retirement date, or after ~~his-their~~ normal service retirement date and before reaching ~~his-their~~ delayed service retirement death, unless such death occurs following disability retirement as provided in section 20-230, there shall be paid to ~~his-their~~ beneficiary a monthly pension which shall commence on the first day of the calendar month next following the death of the member and shall continue to be paid each month thereafter for a period equal to the lesser of one hundred twenty (120) months or the life expectancy of the beneficiary. The amount of such monthly pension shall be the accrued benefit of the member as of the date of death. In the event of the member's death following disability retirement, the provisions of section 20-230 shall be operative.
- (4) If the employment of any member who has not completed ten (10) years of creditable service is terminated other than by service retirement or death, such member shall be entitled to a refund of one hundred (100) percent of ~~his-their~~ accumulated contribution made to the fund without interest. Any such terminated member may leave ~~his-their~~ accumulated contributions in the fund for a period not exceeding five (5) years pending reemployment, and upon reemployment as a police officer within said five (5) years, all creditable service credit under the system for ~~his-their~~ last period of employment shall be restored. Any such member who fails to be reemployed as a police officer within five (5) years shall be refunded one hundred percent of ~~his-their~~ contributions to the fund, without interest, and all prior creditable service credit shall be forfeited should ~~he-they~~ be reemployed at a later date. Upon payment of the accumulated contributions as herein provided, the membership of such terminated member shall thereupon cease and no further benefits shall be payable under the system. That portion of a terminated member's benefit that is not vested shall be forfeited and used only to reduce future costs of the system.
- (5) Any other provision of the Act notwithstanding any member who has completed ten (10) years of creditable service at such time as employment as a police officer is terminated shall be entitled to a monthly pension, provided such member shall not withdraw ~~his-their~~ accumulated contributions. Such monthly pension shall commence on the first day of any calendar month coinciding with or following the member's otherwise early or normal service retirement date and shall continue to be paid each month thereafter as though the member had retired under the provisions of section 20-228 of this Act. Benefits shall be distributed or shall commence to the member not later than April 1 of the calendar year following the later of the calendar year in which the member attains age 70½, age 72 for members who attain age 70½ on or after January 1, 2020, or the calendar year in which the member terminates employment, and shall be paid:
- (a) Over the lifetime of the member or the lifetimes of the member and beneficiary; or
 - (b) Over a period not exceeding the joint life expectancy of the member and beneficiary.
- (6) Notwithstanding the provisions of this section, a retiree may change ~~his-or-hor~~their designation of beneficiary up to two times without the approval of the board or the current beneficiary.
- (7) If a member dies on or after January 1, 2007 while performing Qualified Military Service as defined by USERRA, the member's beneficiaries shall be entitled to any benefits the member would have been entitled to had ~~he-or-she-they~~ resumed employment and then died while employed."

“Sec. 20-232. Miscellaneous.

- (1) The authority having the power to hire the services of a police officer shall prepare such records and from time to time shall furnish such information concerning a member as the board may require in the discharge of its duties. Upon the employment of a police officer, the authority shall inform the police officer of ~~his~~ their duties and obligations in connection with the system as a condition of employment.
- (2) Should any change or error in records result in any member or beneficiary receiving from the system more or less than ~~he~~ they would have been entitled to receive had the records been correct, than on discovery of any such error the board shall correct the same and as far as practicable shall adjust the payments in such manner that the actuarial equivalent of the benefit to which the member or beneficiary was correctly entitled shall be paid.

(...)

- (d) In the event payment of a retirement benefit under the system to a member commences prior to the date ~~he~~ they attains age 62, the maximum annual benefit limitation shall be adjusted to be not more than the actuarial equivalent (as defined in subsection (f) of this section) of the then current dollar limit assumed to commence at age 62 for the purpose of applying the benefit limit described in subsection (a) of this section. For a "qualified participant" as defined in Internal Revenue Code Section 415(b)(2)(H), this paragraph shall not apply.

- (e) In the event payment of a retirement benefit under the system to a member commences after the date ~~he~~ they attains age 65, the maximum benefit limitation shall be adjusted to be not more than the actuarial equivalent (as defined in subsection (f) of this section) of the then current dollar limit commencing at age 65 for the purpose of applying the benefit limit described in subsection (a) of this section.

For years subsequent to the payment commencement year, benefits payable shall be limited to the actuarial equivalent, determined as of the benefit commencement date, of the subsequent year's dollar limit assumed to commence at age 65.

(...)

- (h) If the city maintains a tax-qualified, defined contribution plan covering the same member, the total of such member's "defined contribution fraction" and ~~his~~ their "defined benefit fraction" (both as defined in Section 415 of the Code) at the end of any limitation year shall not exceed one (1.0). If as reduction in a member's benefits is required so that the sum of the two (2) fractions described above will not exceed one (1.0) the numerator of the "defined benefit fraction" shall be adjusted downward sufficiently to insure that the two-plan limitation described above is not exceeded. This limitation shall not be applicable to plan years beginning on and after January 1, 2000.

(...)"

“Sec. 20-233. Deferred retirement option program for police officers (DROP).

(...)

- (2) Eligibility and participation:

(...)

(c) An eligible member may participate in the DROP for a maximum of sixty (60) months from the date the DROP plan takes effect (if the member is eligible at that time), or for a maximum of sixty (60) months from the date the member reaches ~~his or her~~their earliest normal service retirement date, whichever occurs first. An eligible member may elect to participate in the DROP with thirty (30) days advance written notice to the city. An eligible member may defer entry into DROP beyond the date the member is first eligible to enter the DROP. If a member defers entry into the DROP, the maximum DROP period will be reduced for each month of deferred entry. In no event will the maximum DROP period be extended beyond sixty (60) months from the date the member is first eligible to participate. Example: A member is eligible to participate in DROP for a maximum sixty (60) months from the date the member is first eligible to participate; however, if the member defers entry into the DROP for twelve (12) months after reaching the earliest normal service retirement age (or if the member has already reached the earliest normal service retirement age at the time the DROP takes effect, twelve (12) months after that date), the member will be able to participate in the DROP for a maximum of forty-eight (48) months. Notwithstanding any provision to the contrary, any member who completes twenty-five (25) years of service before age 52 may defer entry into the DROP until age 52, with no reduction in the DROP period. A member who elects to participate in the DROP can elect to terminate DROP participation and city employment sooner than the maximum DROP period, with thirty (30) days advance written notice to the city.

(3) DROP plan features:

(a) An eligible member who elects to participate in the DROP will be considered to have retired for purposes of the pension plan. The member's monthly retirement benefit, determined in accordance with the plan based on years of creditable service and average final compensation at the time the member enters the DROP, will be paid into ~~his or her~~their DROP account every month during the DROP period. No member or city contributions shall be required after a member enters the DROP, and the member will not accrue any additional creditable service or any additional benefits under the pension plan after entering the DROP.

(...)

(g) If a DROP participant dies before ~~his or her~~their DROP account is distributed, the participant's designated beneficiary shall have the same rights as the participant with respect to the distribution of the DROP account. If the member has not designated a beneficiary, the DROP account balance shall be paid to the member's estate.

(...)"

"Sec. 20-235. Maximum pension benefits.

(...)

(5) Other adjustments in limitations.

(...)

(d) In the event the member's retirement benefit becomes payable after age 65, for purposes of determining whether this benefit meets the limit set forth in subsection (a) herein, such benefit shall be adjusted so that it is actuarially equivalent to the

benefit beginning at age 65. This adjustment shall be made in accordance with regulations promulgated by the Secretary of the Treasury or ~~his~~their delegate.

(...)

(11) *Additional limitation on pension benefits.* Notwithstanding anything herein to the contrary.

- (a) The normal retirement benefit or pension payable to a retiree who becomes a member of the system and who has not previously participated in such system, on or after January 1, 1980, shall not exceed one hundred (100) percent of ~~his~~their average final compensation. However, nothing contained in this section shall apply to supplemental retirement benefits or to pension increases attributable to cost-of-living increases or adjustments.

(...)"

"Sec. 20-236. Share plan.

(...)

- (4) *Distribution of share accounts.* An active police officer or DROP participant with ten (10) or more years of credited service upon termination of employment shall be eligible to receive a distribution of one hundred (100) percent of the balance in ~~his-or~~her~~their~~ share account, together with all earnings and losses thereon, as provided in paragraph (6). No benefit shall be payable to an active police officer who terminates covered employment with less than ten (10) years of credited service. The share account balances of such non-vested terminated members shall be redistributed among all eligible member's share accounts in the same manner as premium tax revenues in the following calendar year. The designated beneficiary of an active police officer who has died shall receive the accumulated total of ~~his-or~~her~~their~~ share account balance. An active police officer awarded a disability pension from the pension trust fund shall receive the accumulated total of ~~his-or~~her~~their~~ share account balance. There shall be no forfeiture of a member's share account based on the member's death, disability or termination of employment with ten (10) or more years of credited service. Such payment of share account benefits shall be by lump sum, which shall consist of the accumulated total balance of the active police officer's share account, or, at the member's direction, the share account balance may be rolled over to another qualified plan in accordance with the Internal Revenue Code, with an additional payment made for any prorated amount credited in the year following termination of employment.
- (5) *Eligibility for benefits.* Any member who dies, terminates employment as a police officer with the city with ten (10) or more years of credited service or is determined by the board to be totally and permanently disabled, upon application filed with the board, shall be entitled to be paid the value of their individual member share account, subject to the following criteria:

(...)

b. *Termination benefit.*

- 1. In the event that a member's employment as a police officer is terminated by reason other than retirement, death, or disability, ~~he-or-she~~they shall be entitled to receive the value of ~~his-or~~her~~their~~ share account only if ~~he-or-she~~they have ten (10) or more years of credited service on the date of termination.

2. Such payment shall be made as provided in paragraph (6).

c. *Disability benefit.*

1. In the event that a member is determined to be eligible for either an in-line of duty disability benefit pursuant to section 20-230, or a not-in-line of duty disability benefit pursuant to section 20-230, ~~he or she~~ they shall be entitled to one hundred (100) percent of the value of their respective share account.

2. Such payment shall be made as provided in paragraph (6).

(...)

(6) *Payment of benefits.* If a member or DROP participant terminates employment for any reason or dies and ~~he/she~~ they or their beneficiary is otherwise entitled to receive the balance in the member's share account, the member's share account shall be valued by the plan's actuary on the next valuation date following death or termination of employment. Payment of the share account balance shall be made as soon as administratively practicable following the valuation date, but not later than one hundred fifty (150) days following the valuation date."

Section 6. Creating Chapter 20, Article VI, Sections 20-237, 20-238 and 20-239. Chapter 20, Article VI, Sections 20-237, 20-238 and 20-239 are hereby created, as follows:

"Sec. 20-237. Forfeiture of pension.

(1) Any member who is convicted of the following offenses committed prior to retirement, or whose employment is terminated by reason of his admitted commission, aid or abetment of the following specified offenses, shall forfeit all rights and benefits under this fund, except for the return of his accumulated contributions, but without interest, as of the date of termination. Specified offenses are as follows:

a. The committing, aiding or abetting of an embezzlement of public funds;

b. The committing, aiding or abetting of any theft by a public officer or employee from employer;

c. Bribery in connection with the employment of a public officer or employee;

d. Any felony specified in F. S. ch. 838.

e. The committing of an impeachable offense.

f. The committing of any felony by a public officer or employee who willfully and with intent to defraud the public or the public agency, for which he acts or in which he is employed, of the right to receive the faithful performance of his duty as a public officer or employee, realizes or obtains or attempts to obtain a profit, gain, or advantage for himself or for some other person through the use or attempted use of the power, rights, privileges, duties or position of his public office or employment position.

g. The committing on or after October 1, 2008, of any felony defined in F.S. § 800.04, against a victim younger than sixteen (16) years of age, or any felony

defined in F.S. ch. 794, against a victim younger than eighteen (18) years of age, by a public officer or employee through the use or attempted use of power, rights, privileges, duties, or position of his or her public office or employment position.

- (2) Conviction shall be defined as an adjudication of guilt by a court of competent jurisdiction; a plea of guilty or a nolo contendere; a jury verdict of guilty when adjudication of guilt is withheld and the accused is placed on probation; or a conviction by the Senate of an impeachable offense.
- (3) Court shall be defined as any state or federal court of competent jurisdiction which is exercising its jurisdiction to consider a proceeding involving the alleged commission of a specified offense. Prior to forfeiture, the board shall hold a hearing on which notice shall be given to the member whose benefits are being considered for forfeiture. Said member shall be afforded the right to have an attorney present. No formal rules of evidence shall apply, but the member shall be afforded a full opportunity to present his case against forfeiture.
- (4) Any member who is indicted or who has a criminal information filed against them, either of which is based in whole or in part, on acts alleged to have been committed by the member prior to retirement, which, if proven, would constitute a specified offense as described in (1) above, shall have all benefit payments suspended during the pendency of the case and any appeals. If the case ultimately does not result in a conviction, as defined herein, and there is no other basis for forfeiture under section 112.3173 or this Plan, benefit payments will be reinstated and all suspended payments will be paid to the member as soon as is administratively feasible.
- (5) Any member who has received benefits from the system in excess of his accumulated contributions after member's rights were forfeited shall be required to pay back to the fund the amount of the benefits received in excess of his accumulated contributions, but without interest. The board may implement all legal action necessary to recover such funds.

Sec. 20-238. Conviction and forfeiture; false, misleading or fraudulent statements.

- (1) It is unlawful for a person to willfully and knowingly make, or cause to be made, or to assist, conspire with, or urge another to make, or cause to be made, any false, fraudulent, or misleading oral or written statement or withhold or conceal material information to obtain any benefit from the system.
- (2) A person who violates subsection (1) commits a misdemeanor of the first degree, punishable as provided in F.S. § 775.082 or 775.083.
- (3) In addition to any applicable criminal penalty, upon conviction for a violation described in subsection (1), a member or beneficiary of the system may, in the discretion of the board, be required to forfeit the right to receive any or all benefits to which the person would otherwise be entitled under the system. For purposes of this subsection, "conviction" means a determination of guilt that is the result of a plea or trial, regardless of whether adjudication is withheld.

Sec. 20-239. Worker's compensation and unemployment benefits offset.

Should any terminated, disabled or retired participant receive either a worker's compensation wage loss benefit or an unemployment wage loss benefit from the same time period for which that person is entitled to a benefit under this retirement system, the amount of the retirement system benefit shall be reduced. The reduction in the retirement system benefit shall equal in the aggregate the total amount of the worker's compensation and unemployment wage loss benefits received by such a person."

Section 7. Inclusion in Code. The City Commission intends that the provisions of this ordinance shall become and shall be made part of the Code of the City of St. Augustine, that the sections of this ordinance may be renumbered or re-lettered and that the word ordinance may be changed to section, article or other such appropriate word or phrase in order to accomplish such intentions.

Section 8. Conflict with Other Ordinances. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 9. Severance of Invalid Provisions. If any section, subsection, sentence, clause, phrase, word, or provision of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then said holding shall not be so construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

Section 10. Effective Date. This Ordinance shall become effective immediately upon passage, pursuant to § 166.041(5), Florida Statutes.

PASSED by the City Commission of the City of St. Augustine, Florida, this _____ day of _____, 2026.

ATTEST:

Nancy Sikes-Kline, Mayor-Commissioner

Darlene Galambos, City Clerk
(SEAL)

ARTICLE VI. POLICE OFFICERS RETIREMENT SYSTEM

Sec. 20-220. System and fund created.

- (1) There is hereby created and established:
 - (a) A retirement system for police officers of the City of St. Augustine, Florida, to be known as the "St. Augustine Police Officers Retirement System," by and in which name it shall, pursuant to this Act, transact all of its business and shall have the powers and privileges of a corporation, the same to be a department or instrumentality of such city.
 - (b) A special fund to be known as the "St. Augustine Police Officer's Retirement Fund," said fund to be used for the exclusive benefit of plan members and beneficiaries. Any diversion of fund assets prior to the satisfaction of all liabilities related to the system shall be prohibited. The fund shall be collected, administered and disbursed according to the provisions of this act. Actuarial deficits, if any, arising in the fund created under this Act shall be the obligation of the City of St. Augustine except as provided herein.
- (2) The fund and the system hereby created shall be in substitution for the "St. Augustine Police Officers Retirement Fund" and the retirement system thereunder, now and heretofore existing in the City of St. Augustine in pursuance of the provisions of F.S. ch. 185; and said "Police Officers Retirement Fund" and the system thereunder now and heretofore existing in said city under the provisions of said F.S. ch. 185, shall on the effective date of this act, stand abolished.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-221. Definitions.

Accrued benefit shall mean the total monthly benefit which shall have been earned by each member for all years of creditable service of said member as follows:

- (a) A member who terminates city employment with ten (10) or more years of creditable service shall earn a benefit at the rate of two (2) percent of the member's average final salary for each year of creditable service.
- (b) A member who terminates city employment on or after March 1, 2000 with ten (10) or more years of creditable service may elect a benefit at the rate of two and one-half (2.5) percent of the member's average final salary for each year of creditable service, subject to the early retirement provisions of section 20-228(5).
- (c) A member who terminates city employment after October 1, 2005 with ten (10) or more years of creditable service shall earn a benefit at the rate of three (3) percent of the member's average final salary for each year of creditable service earned after October 1, 2005. The three (3) percent multiplier may apply to creditable service earned prior to October 1, 2005, subject to the provisions of section 20-228(7).

Accumulated contributions shall mean the sum of all amounts deducted from the salary of a member and contributed to the fund.

Actuarial equivalent shall mean a benefit of equivalent value to that which would otherwise have been provided to the member, computed as follows:

- (a) For benefits payable in the form of a life annuity, a benefit equal to one hundred two (102) percent of that otherwise payable as ten-year certain-and-life annuity if the member is age fifty-five (55) or younger. If the member is older than fifty-five (55), 0.5 percent will be added to the one hundred two (102) percent for each year older, not to exceed one hundred eight (108) percent;
- (b) For benefits payable in the form of a fifty (50) percent joint-and-survivor annuity, a benefit equal to ninety-four (94) percent of that otherwise payable as a ten-year certain-and-life annuity if the beneficiary is the same age as the member. If the beneficiary is younger than the member, 0.5 percent will be subtracted from the ninety-four (94) percent for each year younger. If the beneficiary is older than the member, 0.5 percent will be added to the ninety-four (94) percent for each year older, not to exceed one hundred (100) percent;
- (c) For benefits payable in the form of a fifty (50) percent joint-and-last-survivor annuity, a benefit equal to ninety-seven (97) percent of that otherwise payable as a ten-year certain-and-life annuity if the beneficiary is the same age as the member. If the beneficiary is younger than the member, 0.5 percent will be subtracted from the ninety-seven (97) percent for each year younger. If the beneficiary is older than the member, 0.5 percent will be added to the ninety-seven (97) percent for each year older, not to exceed one hundred (100) percent;
- (d) For benefits payable in the form of a sixty-six and two-thirds (66⅔) percent joint-and-last-survivor annuity, a benefit equal to ninety-three (93) percent of that otherwise payable as a ten-year certain-and-life annuity if the beneficiary is the same age as the member. If the beneficiary is younger than the member, 0.5 percent will be subtracted from the ninety-three (93) percent for each year younger. If the beneficiary is older than the member, 0.5 percent will be added to the ninety-three (93) percent for each year older, not to exceed one hundred (100) percent;
- (e) For benefits payable in the form of a one hundred (100) percent joint-and-last-survivor annuity, a benefit equal to eighty-seven (87) percent of that otherwise payable as a ten-year certain-and-life annuity if the beneficiary is the same age as the member. If the beneficiary is younger than the member, 0.5 percent will be subtracted from the eighty-seven (87) percent for each year younger. If the beneficiary is older than the member, 0.5 percent will be added to the eighty-seven (87) percent for each year older, not to exceed one hundred (100) percent.
- (f) For benefits payable in any other form, actuarial equivalence means the same actuarial present value as the normal form of payment on any single measurement date. The determination of the actuarial present value of any form of benefit, including lump sum distributions, shall be based on the RP-2000 static mortality table (h) unisex 50/50 for healthy lives projected to 2010 for healthy members and the RP-2000 static mortality table (d) unisex 50/50 projected to 2010 for disabled members; and an interest discount rate of eight (8) percent per annum, compounded annually. This definition may be amended by the city pursuant to the recommendation of the board with the advice of the plan's actuary and the city's actuary, such that the actuarial assumptions are not subject solely to city discretion.

Average final compensation means one-twelfth of the average annual compensation of the five (5) best years of the last ten (10) years of creditable service prior to retirement, termination, or death.

Beneficiary shall mean any person so designated by a member as provided in section 20-231. In the event no designation is made the beneficiary of said member shall be their estate.

Board shall mean the board of trustees as provided in this act.

City shall mean the City of St. Augustine, Florida.

Creditable service for the purpose of this act shall mean the total number of years and fractional parts of years of service of any police officer as follows:

- (a) Periods of service as a police officer with the city prior to October 10, 1953, during which the police officer shall have contributed to this system or any predecessor retirement systems (other than the Federal Social Security System) for police officers of the City of St. Augustine. In determining the aggregate number of years of creditable service of any police officer, periods of absence for service in the Armed Forces after initial employment as a police officer, or any leaves of absence authorized by the city shall be added to the years of service as a police officer with the city, provided that credit for such military leave or authorized leave of absence shall not exceed five (5) years. Creditable service shall be granted to any member who is legally entitled to reemployment under the provisions of the Uniformed Services Employment and Reemployment Rights Act, without such member making the contributions required under section 20-227. Otherwise, the aggregate number of years of creditable service shall mean the total number of years and fractional parts of years of service of any police officer, omitting intervening years and fractional parts of years when such police officer is not employed by the city.
- (b) For members who retire or terminate city employment on or after October 1, 2004, "creditable service" shall also include up to three (3) years of active duty in the U.S. armed forces or full-time employment as a law enforcement officer with another governmental entity prior to employment by the city, purchased by the member in accordance with this paragraph; provided the member has not received and will not receive a benefit from another retirement plan based on such prior employment as a police officer. Such purchased service may not be used for vesting purposes. An eligible member may purchase creditable service under the system for such prior employment by paying into the fund the full actuarial cost of such creditable service, as determined by the plan actuary. Such payment must be made in full prior to entering the DROP or separation from city employment, whichever occurs earlier. In the event full payment is not made prior to such date, the member shall receive only the amount of creditable service, as determined by the actuary, for which the payment made, excluding interest, is the full actuarial cost. A member purchasing such additional creditable service must also pay the full cost of any actuarial calculations required. Payment for the purchase of creditable service pursuant to this paragraph may be made using any one or a combination of the following options:
 - 1. Cash lump sum payment.
 - 2. Installment payments, plus simple interest at the rate of four (4) percent per annum, deducted from the member's city salary over a period not to exceed five (5) years.
 - 3. Direct transfer or rollover of an eligible rollover distribution from a qualified or eligible plan, in accordance with section 20-234.
- (c) For members who retire or terminate city employment on or after October 1, 2004, "creditable service" shall also include the years or fractional years that a member performs "Qualified Military Service" including voluntary or involuntary service in the armed forces of the United States as defined in the Uniformed Services Employment and Reemployment Rights Act (USERRA) (P.L. 103-353), as amended, or has served in the National Guard or reserve military service of the armed forces of the United States, prior to or while in the employ of the city, purchased by the member in accordance with this paragraph; provided the member has not received and will not receive a benefit from another retirement plan based on such prior service. Such purchased service may not be used for vesting purposes. The member must contribute the full actuarial cost of all such creditable service. Creditable service for National Guard or military reserve service shall be calculated by dividing the total number of official military reserve points by 365 to determine the equivalent years of fractional parts thereof to be credited. The combined total of all creditable service purchased pursuant to this paragraph and paragraph (b) of this subsection shall not exceed three (3) years. Payment for the purchase of National

Guard or reserve military service shall be made in the same manner as provided in paragraph (b) of this subsection.

- (d) This section is intended to satisfy the minimum requirements of USERRA, as may be amended from time to time. To the extent that this section does not meet the minimum requirements of USERRA, the provisions of USERRA shall govern.

Contributions shall mean the amounts deducted from the salary as a member as provided in section 20-227.

Disability retirement shall mean retirement upon the disability retirement rate as provided in section 20-230.

Fund shall mean the St. Augustine Police Officers Retirement Fund as provided in this Act.

Member shall mean any police officer entitled to participate in the system and fund as provided in this Act.

Past service liability shall mean the liability attributable to all accrued benefits which shall have been earned by members prior to January 1, 1957.

Police officer means any person who is elected, appointed, or employed full time by any municipality, who is certified or required to be certified as a law enforcement officer in compliance with F.S. § 943.14, who is vested with authority to bear arms and make arrests, and whose primary responsibility is the prevention and detection of crime or the enforcement of the penal, criminal, traffic or highway laws of the state. This definition includes all certified supervisory and command personnel whose duties include, in whole or in part, the supervision, training, guidance and management responsibilities of full-time law enforcement officers, part-time law enforcement officers, or auxiliary law enforcement officers, but does not include part-time law enforcement officers or auxiliary law enforcement officers as the same are defined in F.S. § 943.10(5) and (7), respectively. "Police officer" also shall include a public safety officer who is responsible for performing both police and fire services.

Salary shall mean the total cash or remuneration paid to a police officer for services rendered during a particular year. It shall include base salary, overtime, special incentive pay, and sick leave or vacation leave taken during the year. Salary shall not include lump-sum checks for leave pay accrued but never taken. Only fifty-two (52) weeks of salary may be credited in any year. For years beginning on and after October 1, 1994, salary in excess of one hundred fifty thousand dollars (\$150,000.00) shall be disregarded for all purposes of the system. As of October 1 of each calendar year thereafter, the dollar limitation as determined by the Commissioner of Internal Revenue for that calendar year will become effective for that plan year in lieu of the dollar limitation provided in the preceding sentence. For an employee who became a member prior to October 1, 1994, this limitation shall not apply to the extent that salary allowed to be taken into account under the plan would be reduced below the amount allowed to be taken into account under the plan in effect on September 30, 1994. Salary in excess of the limitations set forth in Section 401(a)(17) of the Code as of the first day of the plan year shall be disregarded for any purpose, including employee contributions or any benefit calculations. The annual compensation of each member taken into account in determining benefits or employee contributions for any plan year beginning on or after January 1, 2002, may not exceed two hundred thousand dollars (\$200,000.00), as adjusted for cost-of-living increases in accordance with Section 401(a)(17)(B) of the Code.

Service retirement shall mean retirement upon the normal service retirement date or delayed service retirement date, as provided in section 20-228.

System shall mean the St. Augustine Police Officers Retirement System created by this act.

Total current contribution shall mean the total of all funds contributed for any given calendar year to the St. Augustine Police Officers' Retirement Fund, less the funds contributed that year toward amortizing the unfunded liability at December 31, 1960, (which funds shall in no event be less than three (3) percent of the unfunded liability at December 31, 1960, left unamortized at the end of the preceding calendar year).

Trustee shall mean any member of the board of trustees as provided in this act.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-222. Creation and maintenance of the fund.

The special fund created by this act shall consist of moneys and assets derived from the following sources:

- (1) From moneys and other assets of the "police officers retirement fund" held by the board of trustees of said fund on the effective date of article VI hereof, in pursuance of F.S. ch. 185. The board of trustees of said fund shall take such action as may be required, on the effective date of this Act, to transfer to the trustees of the fund under the system hereby created such moneys and assets.
- (2) From the net proceeds of the point eighty-five (.85) percent excise or license tax which may be imposed by ordinance of the city upon those casualty insurance companies to the extent and as described and permitted in F.S. § 185.08.
- (3) Effective October 1, 2005, from a contribution of five and one-half (5.5) percent of the salary of each member, which shall be deducted by the city from each salary payment to the member and paid over to the board. Effective October 1, 1993, the contributions made by each member to the fund shall be designated as city contributions in accordance with Section 414(h) of the Internal Revenue Code, and shall be excluded from the members' gross income for federal income tax purposes. For all other purposes of the system, such contributions shall be considered member contributions. In addition, the city shall make a contribution of one percent of salary of each member which shall be paid over to the board.
- (4) From the funds of the St. Augustine Police Benevolent Organization, Inc.. At such time as article VI hereof, shall become operative and from time to time thereafter, there shall be transferred from the funds of the St. Augustine Police Benevolent Organization, Inc. such amounts as shall be agreed upon by the officers of said association and the board.
- (5) From all gifts, bequests and devises when donated for the fund.
- (6) From accretions to the fund by way of interest on bank deposits or otherwise.
- (7) From all other sources of income now or hereafter authorized by law for the augmentation of such fund.
- (8) The city shall contribute to the plan annually an amount which together with the contributions from police officers, the amount derived from the premium tax provided in F.S. § 185.08, and other income sources will be sufficient to meet the normal cost of the plan and to fund the actuarial deficiency over a period of not longer than forty (40) years. The city contributions shall be deposited on at least a quarterly basis. If the required city contributions for any plan year should exceed five (5) percent of the combined salaries of contributing plan members, the cost of living adjustment provided in section 20-232(10) shall not be accrued until the required city contribution for a subsequent plan year equals five (5) percent or less.
- (9) The cost shall be determined by an actuarial valuation of the retirement plan which must be made at least every three (3) years commencing from the last actuarial report of the plan pursuant to F.S. § 185.35, as amended. Such valuation shall be prepared by an enrolled actuary.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-223. Board of trustees.

- (1) In the municipality of St. Augustine, Florida, there is hereby created a Board of Trustees of the St. Augustine Police Officers' Retirement Trust Fund, which shall be solely responsible for administering the trust fund. Effective as of the effective date of this Act, and thereafter, the board of trustees shall consist of five (5)

members, two (2) of whom, unless otherwise prohibited by law, shall be legal residents of St. Augustine, Florida, who shall be appointed by the St. Augustine City Commission, and two (2) of whom shall be police officers as defined in F.S. § 185.02(1), who shall be elected by a majority of the police officers who are members of such plan. The fifth member shall be chosen by a majority of the previous four (4) members, and such person's name shall be submitted to the St. Augustine City Commission. Upon receipt of the fifth person's name, said city commission shall, as a ministerial duty, appoint such person to the board of trustees as its member. The fifth member shall have the same rights as each of the other four (4) members appointed or elected as herein provided and may succeed themselves in office. Each resident member shall serve as trustee for a period of four (4) years, unless sooner replaced by the city commission at whose pleasure they shall serve, and may succeed themselves as a trustee. However, the terms of the mayor, or corresponding chief executive officer of the municipality, and the chief of the police department as members of the board of trustees as provided in Laws of Fla. (1953) ch. 28230, as amended, together with any city manager and member of the City Commission of St. Augustine, Florida, as members of the board of trustees shall terminate on the effective date of this Act. Each police officer member shall serve as trustee for a period of four (4) years, unless they sooner leave the employment of the municipality as a police officer, whereupon the City Commission of St. Augustine, Florida, shall choose their successor in the same manner as an original appointment. Each police officer may succeed themselves in office. The board of trustees shall meet at least quarterly each year. Each board of trustees shall be a legal entity with, in addition to other powers and responsibilities contained herein, the power to bring and defend lawsuits of every kind, nature and description.

- (2) The trustees shall by majority vote elect from its members a chairman and a secretary. The board of trustees may by majority vote also elect from its members a vice chairman. The secretary of the board shall keep a complete minute book of the actions, proceedings, or hearings of the board. The trustees shall not receive any compensation as such, but may receive expenses and per diem as provided by law.

The elected trustees shall be elected by the members of the system at an election held in the following manner:

- (a) By per capita vote of all the members at a meeting of which all members shall be notified in person or by mail five (5) days in advance. Elected trustees shall begin their term of office on the first Monday after election to said office. An election shall be compulsory every year.
- (b) The first election of the elected trustees shall be held within thirty (30) days after the effective date of this act. The members of the board of trustees other than the elected trustees shall appoint the judges and clerks for the election of the elected trustees, and shall establish such rules and procedures as may be necessary to conduct the election in an orderly and equitable manner.

The time for said election shall be set by the two (2) trustees first appointed to the board and thereafter said election shall be held on that date each year, or such date as may be designated by the board. The votes shall be counted immediately following the election and the member receiving the greatest number of votes shall be declared elected.

- (3) If a vacancy occurs in an elective office of trustee, the vacancy shall be filled within thirty (30) days after the date of the vacancy for the unexpired term in the same manner as the office was previously filled.
- (4) Each trustee shall, within ten (10) days after their appointment or election, take an oath of office before the city chief accountant or a notary public, that so far as it devolves upon them they will diligently and honestly administer the affairs of the said board, and that they will not knowingly violate or willingly permit to be violated any of the provisions of the law applicable to this system. Such oath shall be subscribed to by the trustee making it and certified by the said city chief accountant or notary public and retained as a permanent record in the files of the board.
- (5) In addition to its quarterly meetings, the board shall hold special meetings at any time requested by the chairman or any three (3) trustees. The chairman shall designate the time and place of each meeting by

written notice to the trustees and members, such notice to be delivered or placed in the mail to said trustees and members at least twenty-four (24) hours prior to the convening of said meeting. All meetings of the board shall be open to the members of the system and to the public.

- (6) Three (3) trustees shall constitute a quorum at any meeting of the board. Each trustee shall be entitled to one vote in the meetings of the board. At least three (3) concurring votes shall be necessary for a decision by the board. The board shall have the right to dismiss any elected trustee if, after hearing before the members of the system, it is found that the said trustee has failed to comply with any of the stipulations of article VI hereof, involving moral turpitude as defined by Florida Law.
- (7) The board of trustees, subject to the limitations of this act and within the standards and purposes of this act, shall make such rules and regulations as are necessary for the effective administration of the system and fund created by this act and for transaction of its business. The board shall keep records of all its proceedings and such records on each member as it may deem necessary and proper in its administration of this act. Said board shall make investigations concerning the enforcement and effect of this act and its adopted rules and regulations. It shall make an annual report to the members of the system which shall include a financial report of the receipts, disbursements, assets, and liabilities of the fund.
- (8) The board shall engage such actuarial, legal, or other services as shall be required to transact the business of the fund. The compensation of all persons engaged by the board and all expenses necessary for the operation of the system shall be paid by said system at such rates and in such amounts as the board shall agree.
- (9) The secretary of the board shall execute bonds in such amounts as may from time to time be fixed by the board for the faithful performance of their duties. The board shall establish a system of accounting, and do all things, take all actions, and make all rules and regulations, not inconsistent with the provisions of this act, that it deems necessary and proper to safeguard the funds placed in its custody and to carry out the provisions of this act.
- (10) The secretary of the board shall be the custodian of all records maintained by the board. The secretary shall permit inspection of all records held in their custody by any trustee or member of the system. The secretary shall keep a record of all persons receiving retirement payments under this system, in which it shall be noted the time when the pension begins and when the pension shall cease to be paid. In this record, the secretary shall keep a list of all police officers employed by the city, including the name, address, and dates of employment of each police officer.
- (11) In the absence of the chairman of the board at any meeting of the trustees the vice chairman shall serve as chairman and in the absence of both the chairman and the vice chairman at any meeting of the trustees, the secretary shall serve as chairman.
- (12) At least once every three (3) years, the board of trustees, shall retain an independent consultant professional qualified to evaluate the performance of professional money managers. The independent consultant shall make recommendations to the board of trustees regarding the selection of money managers for the next investment term. These recommendations shall be considered by the board of trustees at its next regularly scheduled meeting. The date, time, place, and subject of this meeting shall be advertised in a newspaper of general circulation in the municipality at least ten (10) days prior to the date of the hearing.
- (13) In connection with the administration of the fund the board of trustees is authorized and empowered to institute proceedings in court and be sued, in the name of the system.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24; Ord. No. 24-31, § 1, 10-28-24)

Sec. 20-224. City attorney to represent board of trustees.

The city attorney shall give advice to said board of trustees in all matters pertaining to their duties in the administration of said municipal police officers' retirement trust fund whenever requested; and they shall represent and defend said board as its attorney in all suits and actions at law or in equity that may be brought against it, and bring all suits and actions in its behalf that may be required or determined upon by said board; provided, however, that if the board of trustees so elects, it may employ independent legal counsel at the pension fund's expense for the purposes contained herein, together with such other professional, technical, or other advisers as the board deems necessary.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-225. Management of the funds.

- (1) The board is solely responsible for administering the trust, and shall be responsible for investing the assets of the system in accordance with this section. The board shall exercise its duties with respect to the system for the exclusive purpose of providing benefits to members and their beneficiaries and defraying the reasonable expenses of administering the system. The board shall exercise its investment authority with the care, skill, prudence, and diligence under the circumstances then prevailing that a prudent person in a like capacity and familiar with such matters would use in the conduct of an enterprise with like character and like aims, and by diversifying the investments of the system so as to reduce the risk of large losses, unless under the circumstances it is clearly prudent not to do so. The board shall have full power to hold, purchase, sell, assign, transfer and dispose of any of the securities and investments in which any of the assets of the system have been invested, as well as the proceeds of such investments and any moneys belonging to the fund, in accordance with this section. The board may employ outside investment counsel to advise the board in the making and disposition of investments.
- (2) The board shall adopt and periodically update a written investment policy in accordance with F.S. § 112.661, incorporating the following requirements:
 - (a) The board may invest in any legally available investments, either directly or through pooled or commingled funds.
- (3) The board shall deposit the funds and securities of the city police officers' retirement trust fund in a qualified public depository as defined in F.S. § 280.02(26), which depository with regard to such funds and securities shall conform to and be bound by all of the provisions of F.S. ch. 280.
- (4) The board may issue drafts upon the city police officers' retirement trust fund pursuant to article VI hereof, and rules and regulations prescribed by the board. All such drafts shall be consecutively numbered, be signed by the chairman and secretary and state upon their faces the purposes for which the drafts are drawn. The city director of financial services shall retain such drafts when paid, as permanent vouchers for disbursements made, and no other money shall otherwise be drawn from the fund.
- (5) No trustee shall have any interest, direct or indirect, in the gains or profits of any investment made by the board, save insofar as such trustee may be a member or beneficiary of the system. No trustee shall in any manner, directly or indirectly, for himself or as an agent, use the funds or deposits of the system except to make such payments therefrom as are authorized by the board, nor shall any member of the board become an endorser or surety or in any manner an obligor for moneys loaned by or borrowed from the fund.
- (6) The board shall have the right to purchase an individual annuity from an insurance company, when a member becomes eligible for service retirement, in an amount sufficient to pay the retired member their earned monthly pension of retirement.

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- (7) Notwithstanding any provision of this section to the contrary, the board shall identify and publicly report any direct or indirect holdings it may have in any scrutinized company, as defined in F.S. § 215.473, and proceed to sell, redeem, divest, or withdraw all publicly traded securities it may have in that company beginning January 1, 2010. The divestiture of any such security must be completed by September 30, 2010. The board and its named officers or investment advisors may not be deemed to have breached their fiduciary duty in any action taken to dispose of any such security, and the board shall have satisfactorily discharged the fiduciary duties of loyalty, prudence, and sole and exclusive benefit to the members of the pension fund and their beneficiaries if the actions it takes are consistent with the duties imposed by F.S. § 215.473, and the manner of the disposition, if any, is reasonable as to the means chosen. For the purposes of effecting compliance with that section, the pension fund shall designate terror-free plans that allocate their funds among securities not subject to divestiture. No person may bring any civil, criminal, or administrative action against the board of trustees or any employee, officer, director, or advisor of such pension fund based upon the divestiture of any security pursuant to this paragraph.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24; Ord. No. 24-20, § 1, 6-24-24)

Sec. 20-226. Participation in the system.

- (1) All full-time police officers employed by the City of St. Augustine shall be members of this system.
- (2) The membership of any police officer in this system shall cease upon the payment from the fund of their accumulated contributions.
- (3) The contributions required of a member under this act shall cease upon service retirement, disability retirement, death or other termination of employment, except as hereinafter provided.
- (4) Should a member be involuntarily laid off, suspended, or discharged, or voluntarily terminate their employment as a police officer with the city and withdraw their accumulated contributions from the fund, they shall, for the purposes of this act, be deemed to be a new employee as of their date of reinstatement or reemployment and their creditable service shall commence as of such date. Provided that in the event that such member's accumulated contributions are left in the fund and they are reinstated or reemployed within five years of the termination of their last period of employment the police officer may have their creditable service credit restored for membership under the system during their last period of employment; provided however that if said member shall not reenter employment by the end of five years following their involuntary layoff, suspension, discharge or termination their accumulated contribution shall be paid to them and they shall thereafter receive no creditable service credit for such prior employment.
- (5) A member may have forfeited credited service restored to their individual service account upon satisfaction of each of the following conditions:
 - (a) The retirement system is paid the total amount of accumulated contributions previously withdrawn plus regular interest from the date(s) of withdrawal to the date(s) of repayment. Repayment shall be made in accordance with such rules as the board shall from time to time prescribe, over a period not to exceed five (5) years.
 - (b) The benefit rate for credited service restored pursuant to this section shall be the benefit rate applicable to the period of the previous service.
- (6) Members entitled to a service retirement pension under this system shall not forfeit the same upon dismissal as a police officer, but shall be retired as hereinafter provided.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24 ; Ord. No. 24-21, § 1, 6-24-24)

Sec. 20-227. Contributions to the fund.

- (1) Effective October 1, 2005, each member shall contribute to the fund for each pay period at the rate of five and one-half (5.5) percent of salary. The city shall deduct such contribution from the salary of each member for every payroll period and shall immediately pay said contribution to the board. Effective March 1, 2000, each member may be required to contribute to the fund an amount up to an additional three (3) percent of salary (above the five and one-half (5.5) percent of salary amount specified above, for the period necessary to meet plan contribution requirements. However, before there is any increase in the member contribution rate, the prefunded future cost of living adjustment provided in section 20-232(10) shall be reduced in whole or part for members who have not retired prior to the time additional contributions are otherwise required, for as long as necessary to meet the funding requirements of the plan. In the event the additional member contributions specified in this subsection are not sufficient to meet the minimum contribution requirements for the plan, then future cost of living adjustments will be reduced in whole or part for those members who retire on or after March 1, 2000 and are retired at the time additional contributions are otherwise required, for as long as necessary to meet the funding requirements of the plan. Once the suspension of cost of living adjustments is no longer necessary to meet minimum plan funding requirements, such adjustments will be restored in reverse order of their suspension. No member shall have any entitlement to cost of living adjustments that are suspended pursuant to this agreement. In the event that shortfalls in funding still exist after the above contribution increases and benefit adjustments are implemented, additional future benefits will be reduced to meet plan funding requirements.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-228. Service retirement.

- (1) Each member may become eligible for service retirement on their normal service retirement date, which shall be the first day of the calendar month next following the date on which said member shall have either completed ten (10) years of creditable service and attained at least their 55th birthday or completed twenty-five (25) years of creditable service and attained at least their fifty-second birthday; provided, however, should such member continue employment beyond their normal service requirement date, such member may retire on the first day of any calendar month thereafter, which date shall be the delayed service retirement date. For members who retire or terminate city employment on or after October 1, 2004, the normal service retirement date shall be upon attaining twenty-five (25) years of creditable service, regardless of age. Effective March 1, 2000, a member who terminates city employment with more than ten (10) but less than twenty-five (25) years of creditable service shall be eligible for a normal service retirement benefit upon reaching age 55.
- (2) Each member who shall become eligible for service retirement as hereinabove provided shall receive a monthly pension which shall commence on their normal service retirement date or delayed service retirement date, and except as provided in section 20-229, shall continue to be paid each month thereafter to the member or their beneficiary for ten (10) years and to the member for their remaining lifetime thereafter. The amount of such monthly pension shall be the accrued benefit as of their date of retirement.
- (3) From a contribution of four (4) percent of the salary of each member, which shall be deducted by the city from each salary payment to the member and paid over to the board. Effective October 1, 1993, the contributions made by each member to the fund, including installment payments deducted from a member's salary to purchase additional creditable service pursuant to section 20-221(8)(b) and (c), shall be designated as city contributions in accordance with Section 414(h) of the Internal Revenue Code, and shall be excluded from the member's gross income for federal income tax purposes. For all other purposes of the system, such contributions shall be considered member contributions. In addition, the city shall make a contribution of one (1) percent of the salary of each member which shall be paid over to the board. Effective March 1, 2000

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the city shall make a total contribution of two and one-half (2.5) percent of the salary of each member which shall be paid over to the board.

- (4) If a member recovers from disability and reenters the service of the city as a police officer their service will be deemed to have been continuous, but the period beginning with the first month for which they received a disability retirement income payment and ending with the date they reentered the service of the city will not be considered as credited service for the purposes of the plan.
- (5) For members who retire from active employment and begin receiving benefits prior to March 1, 2000 a temporary supplemental retirement allowance shall be paid the retirant if their date of retirement precedes their 65th birth date. The amount of temporary supplemental retirement allowance shall be equal to the retirant's credited service, multiplied by one-half of one (0.50) percent of their average final compensation. The temporary supplemental retirement allowance terminates upon the retirant's attainment of age 65 years or their prior death.
- (6) A member who terminates employment on or after March 1, 2000 may elect one of the following early retirement options based on age and years of creditable service at retirement:
 - (a) A member with at least ten (10) years of creditable service who has reached age 50 may retire with an early retirement benefit equal to two (2.0) percent of average final compensation multiplied by years of creditable service, with a reduction of three (3) percent for each year by which the member's age at early retirement precedes the normal service retirement date.
- (7) A member with ten (10) or more years of creditable service who terminates employment on or after October 1, 2005 shall earn a retirement benefit equal to three (3) percent of average final salary for each year of creditable service worked after October 1, 2005. Notwithstanding any provision of this section to the contrary, the three (3) percent multiplier shall also apply to creditable service earned by such members prior to October 1, 2005, as follows:
 - (a) For members with less than twenty (20) years of creditable service on October 1, 2005, the three (3) percent multiplier shall apply to two (2) years of creditable service earned prior to October 1, 2005 for each one (1) year of creditable service worked after October 1, 2005, up to the member's total number of years of creditable service or the maximum number of years of creditable service, if any, allowed by the plan, whichever is less.
 - (b) For members with twenty (20) or more years of creditable service on October 1, 2005, the three (3) percent multiplier shall apply to four (4) years of creditable service earned prior to October 1, 2005 for each of the first two years of creditable service worked after October 1, 2005; and the three (3) percent multiplier shall apply to two (2) years of creditable service earned prior to October 1, 2005 for each year worked thereafter, up to the member's total number of years of creditable service or the maximum number of years of creditable service, if any, allowed by the plan, whichever is less.
- (8) Distribution of a member's benefit under this plan must commence no later than April 1 of the calendar year following the later of the calendar year during which the member attains age 70½, age 72 for members who attain age 70½ on or after January 1, 2020, or the calendar year in which the member terminates employment with the employer.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-229. Optional modes of pension.

- (1) Each member shall have the right at any time at least two (2) years prior to actual retirement to elect to have their pension payable under any one of the options set forth in this section in lieu of the pension otherwise payable to them upon service retirement under any of the provisions of this Act. The amount of any such

optional pension shall be the actuarial equivalent of the amount of such pension otherwise payable to them. The member shall make such an election by written request to the board and this election shall be subject to the approval of the board.

Option A. Straight life option: A member may elect to receive an increased pension with such pension payments terminating immediately upon the death of the member.

Option B. Joint and last survivor option: A member may elect to receive a modified pension payable to the member during the joint lifetime of the member and a joint pensioner designated by the member, and following the death of either of them, one hundred (100) percent, sixty-six and two-thirds (66⅔) percent or fifty (50) percent of such monthly amount payable to the survivor for the lifetime of the survivor.

Option C. Such other amount and form of retirement payments of benefit as, in the opinion of the board of trustees, will best meet the circumstances of the retiring member.

- (2) The election by a member of any one of the options stated in this section 20-229 shall be null and void if the member dies prior to retirement; provided, however, that Option A and Option B above shall not be voided in event a member continues in employment subsequent to becoming eligible for service retirement and dies prior to actual retirement. The election by a member of Option B above shall be null and void if the person designated to receive last survivor benefits by the member dies before the member's actual retirement.
- (3) A member who has elected any one of the options stated in this section 20-229 may, at any time within the period provided for such election, revoke any election by written notification to the board.
- (4) This subsection applies to distributions made on or after January 1, 1993. Notwithstanding any provision to the contrary that would otherwise limit a distributee's election under this subsection, a distributee may elect, at the time and in the manner prescribed by the board, to have any portion of an eligible rollover distribution paid directly to an eligible retirement plan specified by the distributee in a direct rollover.
 - (a) For a member eligible for service retirement who elects to receive a single-sum payment or equal installments over a period of less than ten (10) years, an "eligible rollover distribution" is that portion of the single sum or installment that represents city contributions under Section 414(h) of the Internal Revenue Code, to the extent that it exceeds the required minimum distribution, if applicable, under Section 401(a)(9) of the Internal Revenue Code.
 - (b) For a member or surviving spouse who receives a refund of accumulated contributions under section 20-231(4) hereof, an "eligible rollover contribution" is that portion of the accumulated contributions that represents the city contributions under Section 414(h) of the Internal Revenue Code.
 - (c) An "eligible retirement plan" is an individual retirement account described in Section 408(a) of the Code, an individual retirement annuity described in Section 408(b) of the Code, an annuity plan described in Section 403(a) of the Code, or a qualified trust described in Section 401(a) of the Code, that accepts the distributee's eligible rollover distribution. However, in the case of an eligible rollover distribution to the surviving spouse, an eligible retirement plan is an individual retirement account or individual retirement annuity.
 - (d) A "distributee" includes a member or former member, or a member's or former member's, surviving spouse.
 - (e) A "direct rollover" is a payment by the system to the eligible retirement plan specified by the distributee.
- (5) If a member elects an option with a joint pensioner and the member's retirement benefits have commenced, the member may thereafter change the designated joint pensioner up to two (2) times. The consent of a member's joint pensioner or of the board of trustees to any such change shall not be required. The amount of the retirement income payable to the member upon designation of a new joint pensioner shall be

actuarially redetermined by the application of actuarial tables and calculations to ensure that the benefit paid is the actuarial equivalent of the present value of the member's current benefit and that there is no impact to the plan. Each such designation will be made in writing on a form prepared by the board of trustees and on completion will be filed with the board of trustees. In the event that no joint pensioner survives the member, such benefits as are payable in the event of the death of the member subsequent to their retirement shall be paid to the member's estate.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-230. Disability retirement.

- (1) A police officer will be considered totally disabled if, in the opinion of the board of trustees, they are wholly prevented from rendering useful and efficient service as a police officer. A member may become eligible for disability retirement on their disability retirement date provided such eligibility is approved by resolution of the board. Such member may retire from the service of the city under the plan if they become totally and permanently disabled as defined in F.S. § 185.18(2), by reason of any cause other than a cause set out in F.S. § 185.18(3), on or after the effective date of the plan. Such retirement shall herein be referred to as disability retirement.
- (2) The benefit payable to a police officer who retires from the service of the city with a total and permanent disability as a result of a disability commencing prior to their normal retirement date is the monthly income payable for ten (10) years certain and life for which, if the police officer's disability occurred in the line of duty, their monthly benefit shall be the accrued retirement benefit, but shall not be less than forty-two (42) percent of their average monthly compensation as of their disability retirement date. If the disability is other than in the line of duty, the police officer's monthly benefit shall be the accrued normal retirement benefit, but shall not be less than twenty-five (25) percent of their average monthly compensation as of their disability retirement date.
- (3) The monthly retirement income to which a police officer is entitled in the event of their disability retirement shall be payable on the first day of the first month after the board of trustees determines such entitlement. However, the monthly retirement income shall be payable as of the date the board determines such entitlement (the "disability retirement date"), and any portion due for a partial month shall be paid together with the first payment.
- (4) Upon termination of a member's monthly disability pension because of recovery from such disability, and provided they reenter active employment as a police officer one year after such recovery, they shall continue to be a member of the system and shall thereafter make their required contributions to the fund. In such event the member's creditable service credit for service as a police officer prior to his disability retirement shall be restored but they shall not receive creditable service credit for the period of their disability, nor for any periods for which they did not make regular contributions. Should the member fail to reenter active employment as a police officer within one year after recovery from disability their membership under this system shall terminate.
- (5) Once each year following the disability retirement of a member who is receiving a monthly disability pension, the board may require such member to undergo a medical examination conducted by a duly qualified physician appointed by the board. Following such medical examination, the board may determine whether the member is capable of performing useful and efficient service as a police officer [and if they are,] the board shall order their disability pension discontinued. Should the member refuse to submit to any medical examination required by the board, their monthly disability pension shall be discontinued until their withdrawal of such refusal, and should such refusal continue for one year, all their rights to any further disability pension shall cease and their membership under the system shall thereupon terminate.

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- (6) No member shall be eligible for disability retirement whose disability was incurred while committing a felony.
 - (7) Disability in the line of duty. Any condition or impairment of health of any and all police officers employed in the city caused by hypertension, heart disease, hardening of the arteries, or any condition set forth in F.S. § 112.181, resulting in total or partial disability or death shall be presumed to be accidental and suffered in the line of duty unless the contrary be shown by competent evidence. Any condition or impairment of health caused directly or proximately by exposure, which exposure occurred in the active performance of duty at some definite time or place without willful negligence on the part of the police officer, resulting in total or partial disability, shall be presumed to be accidental and suffered in the line of duty; provided however, that such police officer shall have successfully passed a physical examination upon entering such service, which physical examination including electrocardiogram failed to reveal any evidence of such condition; provided further, that such presumption shall not apply to benefits payable under or granted in a policy of life insurance or disability insurance. This section shall be applicable to all police officers employed in the city only with reference to pension and retirement benefits under this system.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-231. Benefits upon death or termination.

- (1) Each member shall name a beneficiary to receive any benefits payable upon the member's death, such designation to be made on a form provided by the board. A member may change their designation of the beneficiary from time to time in the same manner.
- (2) In event a member who has elected Option B under section 20-229 dies subsequent to their normal service retirement date but while still employed as a police officer, in lieu of any other benefit payable hereunder by reason of death, there shall be payable to their beneficiary the same monthly pension that would otherwise have been payable under Option B if the member had retired on their normal service retirement date.
- (3) Should a member's death occur prior to their normal service retirement date, or after their normal service retirement date and before reaching their delayed service retirement death, unless such death occurs following disability retirement as provided in section 20-230, there shall be paid to their beneficiary a monthly pension which shall commence on the first day of the calendar month next following the death of the member and shall continue to be paid each month thereafter for a period equal to the lesser of one hundred twenty (120) months or the life expectancy of the beneficiary. The amount of such monthly pension shall be the accrued benefit of the member as of the date of death. In the event of the member's death following disability retirement, the provisions of section 20-230 shall be operative.
- (4) If the employment of any member who has not completed ten (10) years of creditable service is terminated other than by service retirement or death, such member shall be entitled to a refund of one hundred (100) percent of their accumulated contribution made to the fund without interest. Any such terminated member may leave their accumulated contributions in the fund for a period not exceeding five (5) years pending reemployment, and upon reemployment as a police officer within said five (5) years, all creditable service credit under the system for their last period of employment shall be restored. Any such member who fails to be reemployed as a police officer within five (5) years shall be refunded one hundred percent of their contributions to the fund, without interest, and all prior creditable service credit shall be forfeited should they be reemployed at a later date. Upon payment of the accumulated contributions as herein provided, the membership of such terminated member shall thereupon cease and no further benefits shall be payable under the system. That portion of a terminated member's benefit that is not vested shall be forfeited and used only to reduce future costs of the system.
- (5) Any other provision of the Act notwithstanding any member who has completed ten (10) years of creditable service at such time as employment as a police officer is terminated shall be entitled to a monthly pension,

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provided such member shall not withdraw their accumulated contributions. Such monthly pension shall commence on the first day of any calendar month coinciding with or following the member's otherwise early or normal service retirement date and shall continue to be paid each month thereafter as though the member had retired under the provisions of section 20-228 of this Act. Benefits shall be distributed or shall commence to the member not later than April 1 of the calendar year following the later of the calendar year in which the member attains age 70½, age 72 for members who attain age 70½ on or after January 1, 2020, or the calendar year in which the member terminates employment, and shall be paid:

- (a) Over the lifetime of the member or the lifetimes of the member and beneficiary; or
 - (b) Over a period not exceeding the joint life expectancy of the member and beneficiary.
- (6) Notwithstanding the provisions of this section, a retiree may change their designation of beneficiary up to two times without the approval of the board or the current beneficiary.
- (7) If a member dies on or after January 1, 2007 while performing Qualified Military Service as defined by USERRA, the member's beneficiaries shall be entitled to any benefits the member would have been entitled to had they resumed employment and then died while employed.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-232. Miscellaneous.

- (1) The authority having the power to hire the services of a police officer shall prepare such records and from time to time shall furnish such information concerning a member as the board may require in the discharge of its duties. Upon the employment of a police officer, the authority shall inform the police officer of their duties and obligations in connection with the system as a condition of employment.
- (2) Should any change or error in records result in any member or beneficiary receiving from the system more or less than they would have been entitled to receive had the records been correct, than on discovery of any such error the board shall correct the same and as far as practicable shall adjust the payments in such manner that the actuarial equivalent of the benefit to which the member or beneficiary was correctly entitled shall be paid.
- (3) All pensions and other benefits accrued or accruing to any person under the provisions of this act, and the accumulated contributions and cash securities in the funds created under this act, are hereby exempted from any state, county or municipal tax, and shall not be subject to execution, attachment, garnishment, or any other process whatever, nor shall any assignment thereof be enforceable in any court.
- (4) All provisions of any ordinance of the city inconsistent with the provisions of article VI hereof, are hereby repealed to the extent of such inconsistencies.
- (5) If this act shall later be amended or repealed in its application to any person benefitting hereunder, the amount of benefits which at the time of any such alteration, amendment, or repeal shall have accrued to the member or beneficiary shall not be affected thereby.
- (6) In the event of a complete discontinuance of contributions to the fund or upon termination of the system, the interest of each member in the system to the extent then funded shall become one hundred (100) percent nonforfeitable, and the assets of the system shall be apportioned and distributed in accordance with the provisions of F.S. § 185.37, as amended.
- (7) If any clause, section or provision of this act shall be declared to be unconstitutional or invalid for any cause or reason, the same shall be eliminated from this act, and the remaining portion of said act shall be in force and effect, and shall be as valid as if such invalid portion had not been incorporated.

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- (8) Vested rights which may exist on the effective date of this act in favor of any member of the existing retirement system under F.S. ch. 185 shall not be impaired; provided, that any person who may claim that the abolishment of the retirement system under said F.S. ch. 185 violates a claimed vested right thereunder, shall, within one year of the effective date of this act, notify the board in writing of such claim. Upon receipt of such claim the board shall, without delay, in an appropriate proceeding and forum, obtain a judicial construction with respect to the question of such claim of violated vested rights. Should the final judgment or decree in said proceeding sustain the claim of any such person, the board shall conform its administration of the fund in relation to such person to meet with the requirements of any such decree or judgment.
- (9) Any person who shall knowingly make any false statement or shall falsify or permit to be falsified any record or records of the system in any attempt to defraud the system shall be guilty of a misdemeanor of the first degree and be subject to punishment as provided by law.
- (10) The board of trustees is hereby authorized to grant periodic cost-of-living adjustments to benefits payable to all retired members, including members who are participating in the deferred retirement option program in accordance with section 20-233, during the continuation of benefits being payable under this plan; however, such adjustment shall not be made more frequently than on an annual basis. The conditions for granting such adjustments are as follows:
- (a) The granting of same is actuarially sound and will not substantially affect the financial stability of the plan and will not require additional funding of the plan from any city funds from any source apart from funds received as tax levy proceeds authorized by F.S. ch. 185.08.
 - (b) The board shall formally approve the adjustments based on data contained in the current actuarial evaluation.
 - (c) The adjustment shall be divided into a "prefunded" component and an "ad hoc" component such that, once approved and for the purpose of the actuarial evaluations, the prefunded percentage increase will be assumed to be repeated on an annual basis for future years and the ad hoc increase will not be assumed to be repeated on an annual basis for future years. Future actuarial evaluations may determine that a modification to the assumed future prefunded increases will be necessary.
 - (d) Prefunded adjustments shall be based upon the monthly benefit being paid to a retirant on the month preceding the adjustment date, but excluding any temporary supplemental retirement allowances paid according to section 20-228(5). The average cost-of-living index, as determined by the Bureau of Labor Statistics of the U.S. Department of Labor relative to the United States as a whole, shall be consideration for such adjustments. However, in no event shall the percentage for the prefunded component of the annual cost-of-living adjustment exceed two (2) percent for any annual adjustment date, nor shall any retiree's benefit be reduced below any benefit being received on March 1, 2000.
 - (e) The ad hoc component of the cost-of-living adjustment may be granted only when surplus funds are available within the plan and only if all other provisions of this section are satisfied. This portion of the adjustment shall be based upon the monthly benefit being paid to a retirant on the month preceding the adjustment date but excluding any temporary supplemental and retirement allowances paid according to section 20-228(5). The sum of the prefunded and ad hoc portions of the adjustment shall not exceed either three (3) percent or the average cost-of-living index as determined by the Bureau of Labor Statistics of the U.S. Department of Labor, relative to the United States as a whole, whichever is the lesser amount.
 - (f) Notwithstanding the foregoing provisions of subsection (10), paragraphs (a) through (e), members who retire before March 1, 2000 shall receive an annual cost of living adjustment of up to three (3) percent. Up to two (2) percent of this cost of living adjustment will be part of the fixed benefit structure of the plan. The remaining amount (up to one percent annually) will be granted pursuant to the "ad hoc" adjustment provisions of this subsection. Members who retire on or after March 1, 2000 will be eligible for a cost of living adjustment in accordance with the foregoing provisions of subsection (10),

paragraphs (a) through (e). Cost of living adjustments may be adjusted in accordance with section 20-227(1).

(11) Maximum benefit limitation.

- (a) The maximum annual benefit payable under the system shall be limited to ninety thousand dollars (\$90,000.00) subject to adjustment for increases in the cost of living in accordance with the following sentence. As of the first day of January of each calendar year, the maximum dollar limitation shall be adjusted automatically to an amount determined by the Commissioner of the Internal Revenue Service effective for that calendar year and shall apply only to that calendar year.

Retirees in payment status whose benefits were limited in any year by the application of this limitation shall have their benefits adjusted automatically in subsequent years to take into account the then current dollar limit.

- (b) In the event a member has earned a benefit, which during a previous limitation year has met all the requirements of Section 415 of the Internal Revenue Code ("Code"), and if the member's accrued benefit exceeds the limitation of Section 415 of the Code or the current limitation year, the member's maximum annual benefit, as described in subsection (a) of this section, shall not be less than the accrued benefit allowable under such previous limitation year.
- (c) If the retirement benefit is payable in a form other than a straight-life annuity or a joint-and-survivor annuity with the spouse as joint annuitant, the annual benefit limitation in any year shall be the actuarial equivalent (as defined in subsection (f) of this section) of the maximum annual benefit for that year (payable in the form of a straight-life annuity), as described above.
- (d) In the event payment of a retirement benefit under the system to a member commences prior to the date they attain age 62, the maximum annual benefit limitation shall be adjusted to be not more than the actuarial equivalent (as defined in subsection (f) of this section) of the then current dollar limit assumed to commence at age 62 for the purpose of applying the benefit limit described in subsection (a) of this section. For a "qualified participant" as defined in Internal Revenue Code Section 415(b)(2)(H), this paragraph shall not apply.

For years subsequent to the payment commencement year, benefits payable shall be limited to the actuarial equivalent (as defined in subsection (f) of this section), determined as of the benefit commencement date, of the subsequent year's dollar limit assumed to commence at age 62 (or the then current age if greater).

Adjustments described in this subsection shall not reduce the maximum annual benefit below seventy-five thousand dollars (\$75,000.00), if the retirement benefit commences on or after attainment of age 55, or if the benefit commences before age 55, the actuarial equivalent of the seventy-five thousand dollars (\$75,000.00) limitation for age 55.

- (e) In the event payment of a retirement benefit under the system to a member commences after the date they attain age 65, the maximum benefit limitation shall be adjusted to be not more than the actuarial equivalent (as defined in subsection (f) of this section) of the then current dollar limit commencing at age 65 for the purpose of applying the benefit limit described in subsection (a) of this section.

For years subsequent to the payment commencement year, benefits payable shall be limited to the actuarial equivalent, determined as of the benefit commencement date, of the subsequent year's dollar limit assumed to commence at age 65.

- (f) For the purpose of adjusting benefits in accordance with this section, actuarial equivalent shall be determined using the 1983 Group Annuity Mortality Table and an interest rate of five (5) percent for adjustments under subsections (c), (d) and (e) of this section. For adjustment under subsections (c), (d)

and (e), no cost-of-living adjustment shall be taken into account before the year for which such adjustment first takes effect.

- (g) If a retirement benefit is payable to a member who has less than ten (10) years of participation in the system, the limitation described in subsection (a) of this section shall be multiplied by a fraction, the numerator of which is the member's years of participation and the denominator of which is ten (10).
- (h) If the city maintains a tax-qualified, defined contribution plan covering the same member, the total of such member's "defined contribution fraction" and their "defined benefit fraction" (both as defined in Section 415 of the Code) at the end of any limitation year shall not exceed one (1.0). If as reduction in a member's benefits is required so that the sum of the two (2) fractions described above will not exceed one (1.0) the numerator of the "defined benefit fraction" shall be adjusted downward sufficiently to insure that the two-plan limitation described above is not exceeded. This limitation shall not be applicable to plan years beginning on and after January 1, 2000.
- (i) Adjustments described in subsections (b) and (d) of this section 20-232(11) shall not apply to: (i) income received as a pension, annuity or similar allowance as a result of personal injuries or sickness, or (ii) amounts received as a result of an employee's death by the employee's beneficiaries, survivors or estate.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-233. Deferred retirement option program for police officers (DROP).

- (1) A deferred retirement option plan ("DROP") is hereby established for eligible police officers, effective October 1, 2004.
- (2) Eligibility and participation:
 - (a) A police officer who is actively employed by the city and reaches the normal service retirement date shall be eligible to participate in the DROP.
 - (b) A member's election to participate in the DROP shall be irrevocable
 - (c) An eligible member may participate in the DROP for a maximum of sixty (60) months from the date the DROP plan takes effect (if the member is eligible at that time), or for a maximum of sixty (60) months from the date the member reaches their earliest normal service retirement date, whichever occurs first. An eligible member may elect to participate in the DROP with thirty (30) days advance written notice to the city. An eligible member may defer entry into DROP beyond the date the member is first eligible to enter the DROP. If a member defers entry into the DROP, the maximum DROP period will be reduced for each month of deferred entry. In no event will the maximum DROP period be extended beyond sixty (60) months from the date the member is first eligible to participate. Example: A member is eligible to participate in DROP for a maximum sixty (60) months from the date the member is first eligible to participate; however, if the member defers entry into the DROP for twelve (12) months after reaching the earliest normal service retirement age (or if the member has already reached the earliest normal service retirement age at the time the DROP takes effect, twelve (12) months after that date), the member will be able to participate in the DROP for a maximum of forty-eight (48) months. Notwithstanding any provision to the contrary, any member who completes twenty-five (25) years of service before age 52 may defer entry into the DROP until age 52, with no reduction in the DROP period. A member who elects to participate in the DROP can elect to terminate DROP participation and city employment sooner than the maximum DROP period, with thirty (30) days advance written notice to the city.
- (3) DROP plan features:

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(Supp. No. 59, Update 1)

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- (a) An eligible member who elects to participate in the DROP will be considered to have retired for purposes of the pension plan. The member's monthly retirement benefit, determined in accordance with the plan based on years of creditable service and average final compensation at the time the member enters the DROP, will be paid into their DROP account every month during the DROP period. No member or city contributions shall be required after a member enters the DROP, and the member will not accrue any additional creditable service or any additional benefits under the pension plan after entering the DROP.
 - (b) A member who elects to participate in the DROP shall not be eligible for disability or preretirement death benefits under the pension plan.
 - (c) As a condition of participating in the DROP, the member must agree to resign from city employment at the conclusion of the DROP period and must submit an irrevocable letter of resignation prior to entering the DROP.
 - (d) Participation in the DROP is not a guarantee of employment, and DROP participants will be subject to the same employment standards and policies that are applicable to employees who are not DROP participants.
 - (e) The member's DROP account will earn interest at an annual rate of six and one-half (6.5) percent compounded monthly.
 - (f) Within thirty (30) days following a DROP participant's termination of city employment or death, the member's entire DROP account balance shall be distributed to the member [or in the event of the member's death, to the member's designated beneficiary or estate in accordance with paragraph (g) below] in a cash lump sum, unless the member elects to have all or any portion of an eligible rollover distribution paid directly to an eligible retirement plan specified by the member in a direct rollover. Any such direct rollover will be accomplished in accordance with section 20-229(4) of the pension plan.
 - (g) If a DROP participant dies before their DROP account is distributed, the participant's designated beneficiary shall have the same rights as the participant with respect to the distribution of the DROP account. If the member has not designated a beneficiary, the DROP account balance shall be paid to the member's estate.
 - (h) The pension board shall adopt any necessary rules for administering the DROP.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-234. Rollovers or transfers into the fund.

Effective October 1, 2004, the fund will accept member rollover cash contributions and/or direct cash rollovers of distributions for the purchase of creditable service pursuant to section 20-221(8), as follows:

- (a) *Direct transfers or member rollover contributions from other plans.* The plan will accept either a direct transfer or an eligible rollover distribution from a qualified plan described in Section 401(a) of the Code, from an annuity contract described in Section 403(b) of the Code, or from an eligible plan described in Section 457(b) of the Code, which is maintained by a state, political subdivision of a state, or any agency or instrumentality of a state or political subdivision of a state, as permitted under the Internal Revenue Code.
- (b) *Member rollover contributions from 401(a) plans and IRAs.* The plan will accept a member rollover contribution of the portion of a distribution from a qualified plan described in Section 401(a) of the Code, or from an individual retirement account or annuity described in Section 408(a) or 408(b) of the Code, that is eligible to be rolled over and would otherwise be includible in the member's gross income.

Sec. 20-235. Maximum pension benefits.

- (1) *Basic limitation.* Notwithstanding any other provisions of this system to the contrary, the member contributions paid to, and retirement benefits paid from, the system shall be limited to such extent as may be necessary to conform to the requirements of Code Section 415 for a qualified retirement plan. Before January 1, 1995, a plan member may not receive an annual benefit that exceeds the limits specified in Code Section 415(b), subject to the applicable adjustments in that section. On and after January 1, 1995, a plan member may not receive an annual benefit that exceeds the dollar amount specified in Code Section 415(b)(1)(A) (one hundred sixty thousand dollars (\$160,000.00)), subject to the applicable adjustments in Code Section 415(b) and subject to any additional limits that may be specified in this system. For purposes of this section, "limitation year" shall be the calendar year.
 - (2) *Adjustments to basic limitation for form of benefit.* If the form of benefit without regard to any benefit increase feature is not a straight life annuity, then the Code Section 415(b) limit applicable at the annuity starting date is reduced to an actuarially equivalent amount (determined using the assumptions specified in Treasury Regulation Section 1.415(b)-1(c)(2)(ii) that takes into account the death benefits under the form of benefit.
 - (3) *Benefits not taken into account.* For purposes of this section, the following benefits shall not be taken into account in applying these limits:
 - (a) Any ancillary benefit which is not directly related to retirement income benefits;
 - (b) Any other benefit not required under Section 415(b)(2) of the Code and Regulations thereunder to be taken into account for purposes of the limitation of Code Section 415(b)(1).
 - (4) *COLA effect.* Effective on and after January 1, 2003, for purposes of applying the limits under Code Section 415(b) (the "Limit"), the following will apply:
 - (a) A member's applicable limit will be applied to the member's annual benefit in the member's first calendar year of benefit payments without regard to any automatic cost of living adjustments;
 - (b) Thereafter, in any subsequent calendar year, a member's annual benefit, including any automatic cost of living increases, shall be tested under the then applicable benefit limit including any adjustment to the Code Section 415(b)(1)(A) dollar limit under Code Section 415(d), and the regulations thereunder; but
 - (c) In no event shall a member's benefit payable under the system in any calendar year be greater than the limit applicable at the annuity starting date, as increased in subsequent years pursuant to Code Section 415(d) and the regulations thereunder.
- Unless otherwise specified in the system, for purposes of applying the limits under Code Section 415(b), a member's applicable limit will be applied taking into consideration cost of living increases as required by Section 415(b) of the Code and applicable Treasury Regulations.
- (5) *Other adjustments in limitations.*
 - (a) In the event the member's retirement benefits become payable before age 62, the limit prescribed by this section shall be reduced in accordance with regulations issued by the Secretary of the Treasury pursuant to the provisions of Code Section 415(b) of the Code, so that such limit (as so reduced) equals an annual straight life benefit (when such retirement income benefit begins) which is equivalent to a one hundred sixty thousand dollars (\$160,000.00) annual benefit beginning at age 62.

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- (b) In the event the member's benefit is based on at least fifteen (15) years of credited service as a full-time employee of the fire or police department of the city, the adjustments provided for in subsection (5)(a) above shall not apply.
 - (c) The reductions provided for in subsection (5)(a) above shall not be applicable to disability benefits pursuant to section 20-230, or pre-retirement death benefits paid pursuant to section 20-231.
 - (d) In the event the member's retirement benefit becomes payable after age 65, for purposes of determining whether this benefit meets the limit set forth in subsection (a) herein, such benefit shall be adjusted so that it is actuarially equivalent to the benefit beginning at age 65. This adjustment shall be made in accordance with regulations promulgated by the Secretary of the Treasury or their delegate.
- (6) *Less than ten (10) years of service.* The maximum retirement benefits payable under this section to any member who has completed less than ten (10) years of credited service with the city shall be the amount determined under subsection (1) of this section multiplied by a fraction, the numerator of which is the number of the member's years of credited service and the denominator of which is ten (10). The reduction provided by this subsection cannot reduce the maximum benefit below ten (10) percent. The reduction provided for in this subsection shall not be applicable to disability benefits paid pursuant to section 20-230, or pre-retirement death benefits paid pursuant to section 20-231.
 - (7) *Participation in other defined benefit plans.* The limit of this section with respect to any member who at any time has been a member in any other defined benefit plan as defined in Code Section 414(j) maintained by the city shall apply as if the total benefits payable under all city defined benefit plans in which the member has been a member were payable from one plan.
 - (8) *Ten thousand dollar (\$10,000.00) limit.* Notwithstanding the foregoing, the retirement benefit payable with respect to a member shall be deemed not to exceed the limit set forth in this section if the benefits payable, with respect to such member under this system and under all other qualified defined benefit pension plans to which the city contributes, do not exceed ten thousand dollars (\$10,000.00) for the applicable plan year and for any prior plan year and the city has not any time maintained a qualified defined contribution plan in which the member participated.
 - (9) *Reduction of benefits.* Reduction of benefits and/or contributions to all plans, where required, shall be accomplished by first reducing the member's benefit under any defined benefit plans in which member participated, such reduction to be made first with respect to the plan in which member most recently accrued benefits and thereafter in such priority as shall be determined by the board and the plan administrator of such other plans, and next, by reducing or allocating excess forfeitures to defined contribution plans in which the member participated, such reduction to be made first with respect to the plan in which member most recently accrued benefits and thereafter in such priority as shall be established by the board and the plan administrator for such other plans provided, however, that necessary reductions may be made in a different manner and priority pursuant to the agreement of the board and the plan administrator of all other plans covering such member.
 - (10) *Service credit purchase limits.*
 - (a) Effective for permissive service credit contributions made in limitation years beginning after December 31, 1997, if a member makes one or more contributions to purchase permissive service credit under the system, if allowed by the system, then the requirements of this section will be treated as met only if:
 - 1. The requirements of Code Section 415(b) are met, determined by treating the accrued benefit derived from all such contributions as an annual benefit for purposes of Code Section 415(b); or
 - 2. The requirements of Code Section 415(c) are met, determined by treating all such contributions as annual additions for purposes of Code Section 415(c).

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3. For purposes of applying subparagraph (10)(a)1., the System will not fail to meet the reduced limit under Code Section 415(b)(2)(C) solely by reason of this subparagraph 3., and for purposes of applying subparagraph (10)(a)2. the System will not fail to meet the percentage limitation under Section 415(c)(1)(B) of the Code solely by reason of this subparagraph 3.
- (b) For purposes of this subsection the term "permissive service credit" means service credit:
1. Recognized by the system for purposes of calculating a member's benefit under the plan.
 2. Which such member has not received under the plan; and
 3. Which such member may receive only by making a voluntary additional contribution, in an amount determined under the system, which does not exceed the amount necessary to fund the benefit attributable to such service credit.

Effective for permissive service credit contributions made in limitation years beginning after December 31, 1997, such term may, if otherwise provided by the system, include service credit for periods for which there is no performance of service, and, notwithstanding subsection (10)(b)2., may include service credited in order to provide an increased benefit for service credit which a member is receiving under the system.

- (c) For purposes of applying the limits in this subsection, only and for no other purpose, the definition of compensation where applicable will be compensation actually paid or made available during a calendar year, except as noted below and as permitted by Treasury Regulations Section 1.415(c)-2, or successor regulations. Unless another definition of compensation that is permitted by Treasury Regulations Section 1.415(c)-2, or successor regulation, is specified by the system, compensation will be defined as wages within the meaning of Code Section 3401(a) and all other payments of compensation to an employee by an employer for which the employer is required to furnish the employee a written statement under Code Sections 6041(d), 6051(a)(3) and 6052 and will be determined without regard to any rules under Code Section 3401(a) that limit the remuneration included in wages based on the nature or location of the employment or the services performed (such as the exception for agricultural labor in Code Section 3401(a)(2)).
1. However, for calendar years beginning after December 31, 1997, compensation will also include amounts that would otherwise be included in compensation but for an election under Code Sections 125(a), 402(e)(3), 402(h)(1)(B), 402(k), or 457(b). For calendar years beginning after December 31, 2000, compensation will also include any elective amounts that are not includible in the gross income of the employee by reason of Code Section 132(f)(4).
 2. For limitation years beginning on and after January 1, 2007, compensation for the calendar year will also include compensation paid by the later of two and one-half (2½) months after an employee's severance from employment or the end of the calendar year that includes the date of the employee's severance from employment if:
 - a. The payment is regular compensation for services during the employee's regular working hours, or compensation for services outside the employee's regular working hours (such as overtime or shift differential), commissions, bonuses, or other similar payments, and, absent a severance from employment, the payments would have been paid to the employee which the employee continued in employment with the employer; or
 - b. The payment is for unused accrued bona fide sick, vacation or other leave that the employee would have been able to use if employment had continued.
 3. Back pay, within the meaning of Treasury Regulations Section 1.415(c)-2(g)(8), shall be treated as compensation for the limitation year to which the back pay relates to the extent the back pay represents wages and compensation that would otherwise be included under this definition.

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- (d) Notwithstanding any other provision of law to the contrary, the board may modify a request by a member to make a contribution to the system if the amount of the contribution would exceed the limits provided in Code Section 415 by using the following methods:
 - 1. If the law requires a lump sum payment for the purchase of service credit, the board may establish a periodic payment deduction plan for the member to avoid a contribution in excess of the limits under Code Section 415(c) or 415(n).
 - 2. If payment pursuant to subparagraph (10)(d)1. will not avoid a contribution in excess of the limits imposed by Code Section 415(c), the board may either reduce the member's contribution to an amount within the limits of that section or refuse the member's contribution

(11) *Additional limitation on pension benefits.* Notwithstanding anything herein to the contrary.

- (a) The normal retirement benefit or pension payable to a retiree who becomes a member of the system and who has not previously participated in such system, on or after January 1, 1980, shall not exceed one hundred (100) percent of their average final compensation. However, nothing contained in this section shall apply to supplemental retirement benefits or to pension increases attributable to cost-of-living increases or adjustments.
- (b) No member of the system shall be allowed to receive a retirement benefit or pension which is in part or in whole based upon any service with respect to which the member is already receiving, or will receive in the future, a retirement benefit or pension from a different employer's retirement system or plan. This restriction does not apply to social security benefits or federal benefits under Chapter 67, Title 10, U.S. Code.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24)

Sec. 20-236. Share plan.

- (a) In accordance with F.S. § 185.35(6), a defined contribution plan component ("share plan") is hereby established for police officers as part of this system. The share plan will be funded exclusively with F.S. ch. 185 premium tax revenues as follows: All annual premium tax revenues received up to two hundred forty-three thousand one hundred and seventy-two dollars (\$243,172.00) shall be used to reduce city pension contributions. Annual premium tax revenues received in excess of two hundred forty-three thousand one hundred and seventy-two dollars (\$243,172.00) shall be split 50-50, with one-half of the excess used to fund the share plan, and one-half of the excess used to reduce city pension contributions. The share plan shall not become operative until annual premium tax revenues exceed two hundred forty-three thousand one hundred and seventy-two dollars (\$243,172.00) and the details of the share plan are agreed to by the city and union.
- (b) Effective September 30, 2023, the share plan established in accordance with this section 20-236 shall become operative, as provided herein. The share plan shall consist of an individual share account for each active police officer, including DROP participants, employed by the City of St. Augustine on or after September 30, 2023.
- (c) The total initial amount to be allocated to the members' share accounts as provided in paragraph (1) shall be sixty-nine thousand one hundred and thirteen dollars (\$69,113.00). For plan years beginning October 1, 2023 and after, all premium tax revenues received by the city pursuant to F.S. ch. 185, in excess of two hundred forty-three thousand one hundred and seventy-two dollars (\$243,172.00) shall be split 50-50, with fifty (50) percent of the excess allocated to the members' share accounts as provided in paragraph (2), and fifty (50) percent of the excess shall be used to reduce the city's annual contribution to the plan. Members' share accounts shall be credited with premium tax revenues and investment earnings or losses, and distributed as follows:

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- (1) *Initial crediting.* No later than one hundred and eighty (180) days after the share plan becomes effective, the share account of each active police officer member and DROP participant on the city's payroll as of September 30, 2023, shall be credited an equally proportionate share of the accumulated excess premium tax revenues of sixty-nine thousand one hundred and thirteen dollars (\$69,113.00), as provided in this paragraph. Each member employed as a police officer on September 30, 2023 shall receive one share for each month of total credited service. The total value of each share shall be determined based on the total number of shares divided into the total accumulated excess premium tax revenues sixty-nine thousand one hundred and thirteen dollars (\$69,113.00).
 - (2) *Annual crediting.* Effective October 1, 2024, and each October 1 thereafter, the share account of each active police officer member and DROP participant on the city's payroll as of the preceding September 30 shall be credited as follows. Each active police officer member and DROP participant who was employed on the preceding September 30 shall receive one share for each month of credited service earned during the plan year ending on the same September 30. The total number of shares thus determined shall be divided into the premium tax revenues allocated to the share plan for that year in accordance with subsection (c) above.
 - (3) *Investment earnings and losses.* Effective October 1, 2023, and each October 1 thereafter, the share account of each active police officer member and DROP participant shall be credited or debited with earnings or losses based upon the amount in the share account at the close of the immediately preceding fiscal year end, at a rate equal to the pension trust fund's actual net rate of investment return for the preceding plan year. The net rate of investment return is determined as of the last business day of the fiscal year, which is the valuation date, and member share accounts shall be debited or credited with earnings or losses as of such date.
 - (4) *Distribution of share accounts.* An active police officer or DROP participant with ten (10) or more years of credited service upon termination of employment shall be eligible to receive a distribution of one hundred (100) percent of the balance in their share account, together with all earnings and losses thereon, as provided in paragraph (6). No benefit shall be payable to an active police officer who terminates covered employment with less than ten (10) years of credited service. The share account balances of such non-vested terminated members shall be redistributed among all eligible member's share accounts in the same manner as premium tax revenues in the following calendar year. The designated beneficiary of an active police officer who has died shall receive the accumulated total of their share account balance. An active police officer awarded a disability pension from the pension trust fund shall receive the accumulated total of their share account balance. There shall be no forfeiture of a member's share account based on the member's death, disability or termination of employment with ten (10) or more years of credited service. Such payment of share account benefits shall be by lump sum, which shall consist of the accumulated total balance of the active police officer's share account, or, at the member's direction, the share account balance may be rolled over to another qualified plan in accordance with the Internal Revenue Code, with an additional payment made for any prorated amount credited in the year following termination of employment.
 - (5) *Eligibility for benefits.* Any member who dies, terminates employment as a police officer with the city with ten (10) or more years of credited service or is determined by the board to be totally and permanently disabled, upon application filed with the board, shall be entitled to be paid the value of their individual member share account, subject to the following criteria:
 - a. *Retirement benefit.*
 1. A member shall be entitled to one hundred (100) percent of the value of their share account upon normal or early retirement pursuant to section 20-228, or if the member enters the DROP, upon termination of employment.
 2. Such payment shall be made as provided in paragraph (6).

b. *Termination benefit.*

1. In the event that a member's employment as a police officer is terminated by reason other than retirement, death, or disability, they shall be entitled to receive the value of their share account only if they have ten (10) or more years of credited service on the date of termination.
2. Such payment shall be made as provided in paragraph (6).

c. *Disability benefit.*

1. In the event that a member is determined to be eligible for either an in-line of duty disability benefit pursuant to section 20-230, or a not-in-line of duty disability benefit pursuant to section 20-230, they shall be entitled to one hundred (100) percent of the value of their respective share account.
2. Such payment shall be made as provided in paragraph (6).

d. *Death benefit.*

1. In the event that a vested member or DROP participant dies while actively employed as a police officer, one hundred (100) percent of the value of their member share account shall be paid to their designated beneficiary as provided in section 20-231.
2. Such payment shall be made as provided in paragraph (6).

- (6) *Payment of benefits.* If a member or DROP participant terminates employment for any reason or dies and they or their beneficiary is otherwise entitled to receive the balance in the member's share account, the member's share account shall be valued by the plan's actuary on the next valuation date following death or termination of employment. Payment of the share account balance shall be made as soon as administratively practicable following the valuation date, but not later than one hundred fifty (180) days following the valuation date.

(Ord. No. 23-31, § 2, 10-23-23/eff. 3-19-24; Ord. No. 24-22, § 1, 6-24-24)

Sec. 20-237. Forfeiture of pension.

- (1) Any member who is convicted of the following offenses committed prior to retirement, or whose employment is terminated by reason of his admitted commission, aid or abetment of the following specified offenses, shall forfeit all rights and benefits under this fund, except for the return of his accumulated contributions, but without interest, as of the date of termination. Specified offenses are as follows:
- a. The committing, aiding or abetting of an embezzlement of public funds;
 - b. The committing, aiding or abetting of any theft by a public officer or employee from employer;
 - c. Bribery in connection with the employment of a public officer or employee;
 - d. Any felony specified in F. S. ch. 838.
 - e. The committing of an impeachable offense.
 - f. The committing of any felony by a public officer or employee who willfully and with intent to defraud the public or the public agency, for which he acts or in which he is employed, of the right to receive the faithful performance of his duty as a public officer or employee, realizes or obtains or attempts to obtain a profit, gain, or advantage for himself or for some other person through the use or attempted use of the power, rights, privileges, duties or position of his public office or employment position.

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- g. The committing on or after October 1, 2008, of any felony defined in F.S. § 800.04, against a victim younger than sixteen (16) years of age, or any felony defined in F.S. ch. 794, against a victim younger than eighteen (18) years of age, by a public officer or employee through the use or attempted use of power, rights, privileges, duties, or position of his or her public office or employment position.
 - (2) Conviction shall be defined as an adjudication of guilt by a court of competent jurisdiction; a plea of guilty or a nolo contendere; a jury verdict of guilty when adjudication of guilt is withheld and the accused is placed on probation; or a conviction by the Senate of an impeachable offense.
 - (3) Court shall be defined as any state or federal court of competent jurisdiction which is exercising its jurisdiction to consider a proceeding involving the alleged commission of a specified offense. Prior to forfeiture, the board shall hold a hearing on which notice shall be given to the member whose benefits are being considered for forfeiture. Said member shall be afforded the right to have an attorney present. No formal rules of evidence shall apply, but the member shall be afforded a full opportunity to present his case against forfeiture.
 - (4) Any member who is indicted or who has a criminal information filed against them for any of the offences described in (1) above, shall have all benefit payments suspended during the pendency of the case and any appeals. If the case ultimately does not result in conviction, benefit payments will be reinstated and all suspended payments will be paid to the member as soon as reasonably possible.
 - (5) Any member who has received benefits from the system in excess of his accumulated contributions after member's rights were forfeited shall be required to pay back to the fund the amount of the benefits received in excess of his accumulated contributions, but without interest. The board may implement all legal action necessary to recover such funds.

Sec. 20-238. Conviction and forfeiture; false, misleading or fraudulent statements.

- (1) It is unlawful for a person to willfully and knowingly make, or cause to be made, or to assist, conspire with, or urge another to make, or cause to be made, any false, fraudulent, or misleading oral or written statement or withhold or conceal material information to obtain any benefit from the system.
- (2) A person who violates subsection (1) commits a misdemeanor of the first degree, punishable as provided in F.S. § 775.082 or 775.083.
- (3) In addition to any applicable criminal penalty, upon conviction for a violation described in subsection (1), a member or beneficiary of the system may, in the discretion of the board, be required to forfeit the right to receive any or all benefits to which the person would otherwise be entitled under the system. For purposes of this subsection, "conviction" means a determination of guilt that is the result of a plea or trial, regardless of whether adjudication is withheld.

Sec. 20-239. Worker's compensation and unemployment benefits offset.

Should any terminated, disabled or retired participant receive either a worker's compensation wage loss benefit or an unemployment wage loss benefit from the same time period for which that person is entitled to a benefit under this retirement system, the amount of the retirement system benefit shall be reduced. The reduction in the retirement system benefit shall equal in the aggregate the total amount of the worker's compensation and unemployment wage loss benefits received by such a person.

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: David Birchim, AICP
City Manager

DATE: March 13, 2026

RE: Ordinance – Public Hearing Required – First Reading
March 23, 2026, City Commission Meeting
Vacate Right of Way, 81 Magnolia Drive

On January 9 the commission directed staff to move forward with drafting an ordinance to vacate the right of way at 81 Magnolia Drive (PID 1583200000). Please find attached for first reading draft Ordinance No. 2026-09.

Please let me know if you have any questions regarding this agenda item.



Stephen L. Slaughter, P.E.
Utilities & Public Works Director

Attachments: Draft Ordinance 2026-09
Copy: Isabelle Lopez, City Attorney
Darlene Galambos, City Clerk
Meredith Breidenstein, Assistant City Manager
Reuben Franklin, PE, Assistant City Manager

Business Impact Estimate Form

This Business Impact Estimate Form is provided to document compliance with and exemption from the requirements of section 166.041(4), Florida Statutes. If one or more boxes are checked below under “Applicable Exemptions”, this indicates that the City has determined that Sec. 166.041(4), Fla. Stat., does not apply to the proposed ordinance and that a business impact estimate is not required by law. If no exemption is identified, a business impact estimate required by section 166.041(4), Florida Statute will be provided in the “Business Impact Estimate” section below.

Proposed Ordinance Title/Reference:

Ordinance No.

ORDINANCE NO. 2026-09
AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA, VACATING, DISCONTINUING AND ABANDONING THAT CERTAIN PORTION OF AN UN-NAMED, UNOPENED ALLEYWAY LOCATED WITHIN THE CITY LIMITS OF ST. AUGUSTINE ON PROPERTY KNOWN AS 81 MAGNOLIA DRIVE, PORTIONS OF LOT(S) 4, 5, 6, 7, 8, and 9, BLOCK A, CAPO'S ADDITION, ANASTASIA, LOCATED WITHIN THE CITY LIMITS OF ST. AUGUSTINE AND MORE PARTICULARLY DESCRIBED HEREIN; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR INCLUSION IN THE CODE OF THE CITY OF ST. AUGUSTINE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

Applicable Exemptions:

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:
 - ☐ Development orders and development permits, as those terms are defined in s. 163.3164, and, development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220-163.3243, Florida Statutes;
 - ☐ Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;
 - ☐ Sections 190.005 and 190.046, relating to statutory Community Development Districts;
 - ☐ Section 553.73, relating to the Florida Building Code; or
 - ☐ Section 633.202, relating to the Florida Fire Prevention Code.

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

Business Impact Estimate:

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

This ordinance is for the vacating of an unimproved right of way

- 2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City of St. Augustine, if any:**

- (a) An estimate of direct compliance costs that businesses may reasonably incur;**
- (b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and**
- (c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs.**

None

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

None

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

This ordinance is the result of a petition to vacate right of way that was approved

ORDINANCE NO. 2026-09

AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA, VACATING, DISCONTINUING AND ABANDONING THAT CERTAIN PORTION OF AN UN-NAMED, UNOPENED ALLEYWAY LOCATED WITHIN THE CITY LIMITS OF ST. AUGUSTINE ON PROPERTY KNOWN AS 81 MAGNOLIA DRIVE, PORTIONS OF LOT(S) 4, 5, 6, 7, 8, and 9, BLOCK A, CAPO'S ADDITION, ANASTASIA, LOCATED WITHIN THE CITY LIMITS OF ST. AUGUSTINE AND MORE PARTICULARLY DESCRIBED HEREIN; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR INCLUSION IN THE CODE OF THE CITY OF ST. AUGUSTINE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

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

WHEREAS, Section 13.06 of the Charter Laws of the City of St. Augustine, provides a procedure for vacating streets;

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

Section 1. Vacation. That the following described portion of the public street, avenue or road in the City of St. Augustine, Florida, more particularly described as follows: 1/19 PROPERTY BELONGING TO SHEPARD CROSBY ROWS & E 5 FT OF LOTS 10 11 & 12 BLK A ARE COMMON ELEMENTS DEDICATED FOR PUBLIC USE PER F.S. 177.081(3) be, and the same is hereby, vacated, discontinued and abandoned and is hereby declared no longer to be a public street, avenue or road of the City of St. Augustine, Florida.

Section 2. Repeal of Conflicting Ordinances. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. Severance of Invalid Provisions. If any section, subsection, sentence, clause, phrase or provision of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be so construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

Section 4. Inclusion in the Code. It is the intention of the City Commission that the provisions of this ordinance shall become and be made part of the Code of the City of St. Augustine and that the sections of this ordinance may be renumbered or re-lettered and the word ordinance may be changed to section, article or other such appropriate word or phrase in order to accomplish such intentions.

Section 5. Effective Date. This ordinance shall become effective ten (10) days after passage, pursuant to s. 166.041(4), Florida Statutes.

PASSED by the City Commission of the City of St. Augustine, Florida, on the ____ day of _____, 20__.

Mayor-Commissioner

ATTEST:

City Clerk

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Daivd Birchim, City Manager

DATE: March 23, 2026

RE: Setting dates for Nights of Lights

I would like to present to the City Commission an overview of Nights of Lights and the determination of the season's dates as set forth in Municipal Code Sec. 3-23(e)(6)-b and Resolution 2024-12.

The purpose of the presentation is to allow for discussion to set the opening and closing date for the Nights of Lights season, in perpetuity.

Please place this on the agenda for the March 23, 2026, City Commission meeting as Resolution 2026- 07.

Respectfully,



Melissa Wissel
Communications Director

RESOLUTION NO. 2026-07

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. AUGUSTINE, FLORIDA SETTING THE DATES FOR THE TRADITIONAL NIGHTS OF LIGHTS CELEBRATION FROM THE SECOND SATURDAY BEFORE THANKSGIVING TO THE SECOND SUNDAY OF JANUARY.

WHEREAS, Section 3-23 (e)(6) of the sign code of the City of St. Augustine allows the exterior display of clear colorless or white seasonal or holiday lights for commercial and institutional uses within the historic districts only during the period from the first Saturday of November of each year through the first Sunday of February of the ensuing year. The lights shall not be illuminated at any other time, and must be removed or turned off within thirty (30) days from the close of this date or face code enforcement action; and

WHEREAS, Section 3-23 (e)(6) authorizes the City Commission to set the dates by resolution for the commencement and termination of the City of St. Augustine's participation in the community celebration of Nights of Lights; and,

WHEREAS, in recent years the Nights of Lights celebration dates have changed in response to extraordinary challenges and pressures due to natural disasters, the COVID-19 pandemic, and the growing number of tourists straining local infrastructure and staffing; and

WHEREAS, the City Commission finds that setting the traditional dates of the City of St. Augustine's celebration of Nights of Lights will assist in the routine planning for the event and the community's expectations without needing to adopt a redundant resolution year-to-year; and,

WHEREAS, in recognition that contemporary cultural standards have shifted seasonal decorations to be displayed earlier in the month of November than in years past, and in recognition of the importance of service and the civic commemoration of Dr. Martin Luther King, Jr.'s observed holiday set on the third Monday of January,

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

Section 1. The traditional dates for the City of St. Augustine's participation in the seasonal illumination display and celebration of the Nights of Lights shall be from the second Saturday before Thanksgiving through the second Sunday of January of the ensuing year.

Section 2. The dates adopted in Section 1. Herein above shall remain fixed from year-to-year without need for further action by the City Commission.

ADOPTED in Regular Session of the City Commission for the City of St. Augustine, Florida this _____ day of _____, 2026.

CITY OF ST. AUGUSTINE, FLORIDA

ATTEST:

Nancy Sikes-Kline, Mayor-Commissioner

Darlene Galambos, City Clerk
(Seal)

RESOLUTION NO. 2024-12

**A RESOLUTION OF THE CITY COMMISSION OF THE
CITY OF ST. AUGUSTINE, FLORIDA, SETTING THE
DATES FOR THE TRADITIONAL NIGHTS OF LIGHTS
CELEBRATION.**

WHEREAS, Section 3-23 of the Code of the City of St. Augustine allows the City Commission to set the dates for illumination standards for seasonal light displays in the historic districts during the period between the first Saturday in November until the first Sunday of February in the ensuing year; and,

WHEREAS, the annual Nights of Lights celebration occurs during the time period described in Section 3-23 of the municipal code; and,

WHEREAS, in recent years the Nights of Lights celebration dates have changed in response to challenges and pressures caused by adverse economic conditions and natural disasters; and

WHEREAS, the City Commission finds that setting the traditional dates of the Nights of Lights celebration absent a special year change will assist in the routine planning for the event and the community's expectations without need to adopt a redundant resolution year-to-year; and,

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

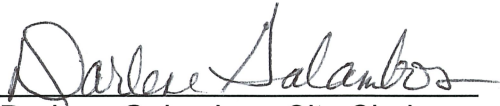
Section 1. The traditional dates for the seasonal illumination display and celebration of the Nights of Lights are from the Saturday before Thanksgiving through the last Sunday of January of the ensuing year.

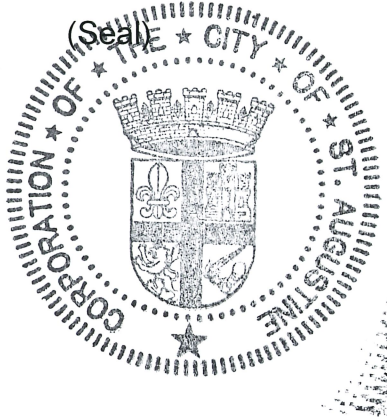
ADOPTED in Regular Session of the City Commission for the City of St. Augustine, Florida
this 25th day of March, 2024.

CITY OF ST. AUGUSTINE, FLORIDA

ATTEST:

for 
Nancy Sikes-Kline, Mayor-Commissioner


Darlene Galambos, City Clerk



CITY OF ST. AUGUSTINE

MEMORANDUM

TO: David Birchim, AICP
City Manager

DATE: March 13, 2026

RE: Staff Report Item for March 23, 2026, City Commission Meeting
Consideration of a Petition to Vacate Right of Way, Schooners/Prado Ave

Please find attached Petition to Vacate right of way, a portion of Prado Ave. PID 1499301000. The applicant originally requested vacation of Ramla St. and Prado Ave. and attended Development Review Committee (DRC). Staff comments from that DRC are attached and were originally not favorable to the request. The applicant then modified their petition to vacate to include only the unimproved portion of Prado Ave between parcels PID 1501700000 and PID 1643400000. The revised application is attached.

If the City Commission approves this Petition to Vacate, staff will proceed with drafting an ordinance.

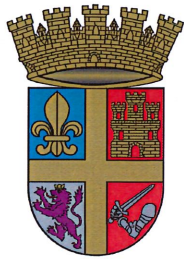
Please let me know if you have any questions regarding this agenda item.



Stephen L. Slaughter, P.E.
Utilities & Public Works Director

Attachments: Petition to Vacate Right of Way
Development Review Committee comments

Copy: Isabelle Lopez, City Attorney
Darlene Galambos, City Clerk
Meredith Breidenstein, Assistant City Manager
Reuben Franklin, PE, Assistant City Manager



75 King Street, Lobby B, 4th Floor, P.O. Box 210
St. Augustine, FL 32085-0210
www.CityStAug.com

Development Review Committee "FRIDAY REVIEW"

Friday Review DRC Meeting: January 16, 2026

Subject Property Address: 3560 N PONCE DE LEON BLVD, Saint Augustine, 32084

Applicant and Business Name: Charles and Judith Butcher /

Use and Project Description: Other

INSTRUCTIONS TO APPLICANT:

Applicants are hereby instructed to deal directly with the contact noted below to satisfy these comments and any direction discussed with applicant at the Friday Review meeting. The City will not authorize building permits or business licenses until all appropriate requirements have been satisfied for the project. Should any details regarding the project or business change at any time, be sure to check in with the contact noted below to ensure compliance.

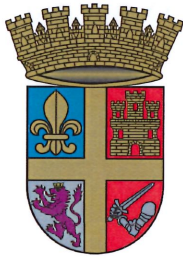
Historic Preservation Comments

Comments By:

Candice Seymour
cseymour@citystaug.com

This property is close to the GIS-mapped boundary of Archaeological Zone IE.

Prior to any ground-disturbing activities such as paving or new construction, please contact the archaeology division at: archaeology@CityStAug.com to confirm that no archaeological review is required.



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Planning Comments

Comments By:

Victoria Murphy
vmurphy@citystaug.com

Sec. 22-176. - Fee for petition for vacation, abandonment of street, alley or other public way. The city commission will set the petition fee by resolution for the reasonable administrative costs related to any petition for the vacation or abandonment of any street, alley or other public way. No petition for the vacation or abandonment of any street, alley or other public way will be placed by the city manager on the agenda of the city commission unless and until such fee shall have been paid.

(Code 1964, § 25-7; Ord. No. 2007-07, § 2, 5-14-07; Ord. No. 19-17, § 1, 8-26-19)

Editor's note— The effective date for this section is May 24, 2007.

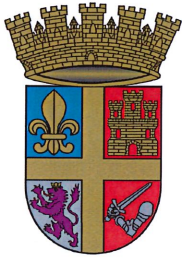
State Law reference— User fees authorized, F.S. § 166.201.

Sec. 22-177. - Waiting period established for petitions previously denied by the city commission. Whenever the city commission has denied a petition for a vacating or abolishing of a street, alley or right-of-way no further application shall be filed for the same street, alley or right-of-way for a period of one (1) year from the date of such action. In the event that two (2) or more petitions for the same street, alley or right-of-way or any part or all of the same has been denied, no further petition shall be filed for the same property for a period of two (2) years from the date of such action denying the last application filed. The city commission may waive the waiting period for just cause if it is found to be in the public interest.

(Ord. No. 93-09, § 1, 4-12-93; Ord. No. 19-17, § 2, 8-26-19)

Sec. 22-178. - Intermittent closure of public right-of-way for pedestrian and non-motorized traffic only, and on-street dining; violations and penalties.

(a) The city commission may close a public right-of-way to motorized traffic, in part or in whole, intermittently, to accommodate pedestrian and non-motorized traffic only, consistent with section 24-106(a) of this code, and on-street dining hours of operation, as provided for in a duly adopted resolution and on-



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Planning Comments

Comments By:

Victoria Murphy
vmurphy@citystaug.com

site signage.

(b) Consistent with F.S. § 316.074, a violation of this section by a vehicle regulated under state law is a noncriminal traffic infraction punishable as a moving violation as provided in F.S. ch. 318.

(c) Consistent with chapter 24 of this Code, a violation of this section by any device regulated under the city's municipal code is a non-criminal infraction of city ordinances punishable as provided in chapter 24, City of St. Augustine municipal code.

(Ord. No. 19-04, § 3, 7-8-19)

Sec. 22-179. - Petition requirements.

Petitioner will remit the required fee and a completed application to the city clerk. The petition must include the following:

(a) The name and address of the petitioner or petitioners, and any authorized agent;

(b) Sufficient proof of ownership evidencing petitioner's ownership of property adjacent to the right-of-way;

(c) Identification and concurrence of all affected property owners and easement holders adjacent to, or that must access, the right-of-way to be vacated;

(d) A clear and concise statement of the purpose and intent for the vacation;

(e) A legal description of the right-of-way to be vacated with a site plan, streetscape, or other visual documentation that clearly depicts the right-of-way to be vacated and its effect on adjacent public lands, utility and drainage easements, natural habitats, or scenic vistas.

(f) A statement that the information submitted is complete, true and correct, and that petitioner understands and agrees that the city commission may retain an easement for utilities, drainage, or other public purpose as a condition to the right-of-way vacation.

(Ord. No. 19-17, § 3, 8-26-19)



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Planning Comments

Comments By:

Victoria Murphy

vmurphy@citystaug.com

Editor's note— Ord. No. 19-17, § 3, adopted August 26, 2019, amended the Code by adding provisions designated as § 22-178. Inasmuch as there were already provisions so designated, the provisions have been redesignated as § 22-179 at the discretion of the editor.

Sec. 22-180. - Review, notice and hearing.

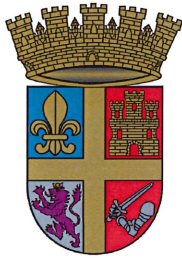
Petitioner shall attend a staff review of their petition, and address all staff questions or concerns prior to being scheduled for a hearing before the city commission. Any unresolved staff concerns will be described to the city commission. The petition will first be heard by the city commission, and if the commission finds that the petition requirements have been met and that staff concerns have been adequately addressed with any conditions needed to safeguard the public interest, the city commission may direct the city manager to place the item for first reading of an ordinance to vacate the right-of-way. If the ordinance is passed on first reading and set for public hearing, no later than fifteen days prior to second reading the city clerk will send a mailed notice, certified, return receipt, to all affected property owners and easement holders, as well as, place an advertisement in a newspaper of general circulation, notifying the public of a second reading and public hearing regarding the proposed right-of-way vacation.

(Ord. No. 19-17, § 4, 8-26-19)

Editor's note— Ord. No. 19-17, § 4, adopted August 26, 2019, amended the Code by adding provisions designated as § 22-179. Inasmuch as there were already provisions so designated, the provisions have been redesignated as § 22-180 at the discretion of the editor.

TME Policy 3.1.9

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



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Planning Comments

Comments By:

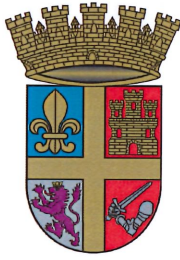
Victoria Murphy
vmurphy@citystaug.com

integration of green infrastructure.

Sec. 8-206. - Public access.

Where the public has established an accessway through private lands to lands seaward of the mean high tide or water line by prescription, prescriptive easement, or any other legal means, development or construction shall not interfere with such right of public access unless a comparable alternative accessway is provided. The developer shall have the right to improve, consolidate, or relocate such public accessways so long as the accessways provided by the developer are:

- (1) Of substantially similar quality and convenience to the public;
- (2) Approved by the city commission;
- (3) Approved by the department of environmental protection whenever improvements are involved seaward of the coastal construction control line; and
- (4) Consistent with the coastal management element of the comprehensive plan adopted by the city.



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ROW/Site Plan Comments

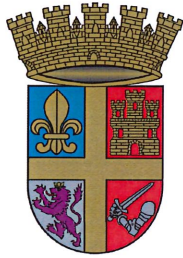
Comments By:

Robert Wright
rwright@citystaug.com

Public Works is opposed to this right-of-way vacation request. A right-of-way vacation cannot be recommended if it is not clear that the right-of-way in question does not currently provide, or will not in the future, provide a potential public benefit.

The City's Comprehensive Plan's Transportation and Mobility Element Objective 1.2 is to protect existing and future rights-of-way from building encroachment.

Additionally, there are currently city utilities serving multiple properties in this existing right of way.



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Utility Availability Comments

Comments By:

Daniel Borrer
dborrer@citystaug.com

-
1. The Rambla St section of Right of Way is currently utilized for stormwater discharge, from reinforced concrete stormwater infrastructure along the north side of this Right of Way.

AMENDED
PETITION TO VACATE STREET OR ALLEYWAY

TO: THE HONORABLE CITY COMMISSION
CITY OF ST. AUGUSTINE, FLORIDA

Petitioners, CHARLES R. BUTCHER and JUDITH E. BUTCHER, CJMJ ENTERPRISE LLC (Judith E. Butcher, Manager), respectfully petition the Honorable City Commission, St. Augustine, Florida, as follows:

1. To vacate, discontinue and abandon those certain portions of the unopened PRADO AVENUE, more particularly described as follows:

(SEE ATTACHED, EXHIBIT A – LEGAL DESCRIPTION AND DIAGRAM)

2. In support of this Petition, Petitioners respectfully show:
 - a) They are the fee simple owners of the parcel(s) of real property which abut on the portions of Prado Avenue which Petitioners seek to vacate, discontinue and abandon.
 - b) Said unopened portion of Prado Avenue is bounded on the east by the property of CJMJ ENTERPRISE LLC (Judith Butcher, Manager) and on the west by the property of Charles and Judith Butcher, all of which join in this petition, and this unopened ROW is not used by members of the general public.
3. The vacation requested herein will not disturb or violate the rights of any other land owners, the general public or the City of St. Augustine.
4. See attached description and diagrams.
5. Petitioners hereby waive personal service of notice or any other process in connection with this proceeding.

The following are the names and mailing addresses of all persons owning lands abutting said portion of the unnamed, unopened alleyway which Petitioner seeks to vacate and the property identification numbers of the real property parcels owned by such persons:

Owner - CHARLES R. BUTCHER and JUDITH E. BUTCHER
Parcel ID – 1501700000
3560 N. Ponce de Leon Blvd.

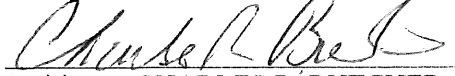
Owner - CJMJ ENTERPRISE LLC (Judith E. Butcher – Manager)
Parcel ID - 1643400000

WHEREFORE, Petitioners request this Honorable City Commission to adopt a resolution declaring its intention to vacate said portion of Prado Street and thereafter enact an ordinance vacating, discontinuing and abandoning same.

RESPECTFULLY SUBMITTED this 20th day of February, 2026.

By:

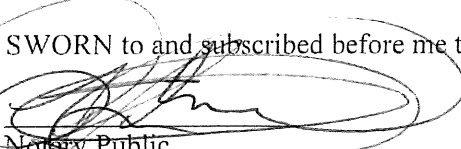
CHARLES R. BUTCHER and JUDITH E. BUTCHER

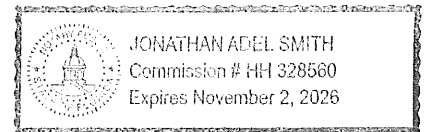

Petitioner, CHARLES R. BUTCHER

And


Petitioner, JUDITH E. BUTCHER

SWORN to and subscribed before me this 20th day of February, 2026.


Notary Public



By, Charles and Judith Butcher

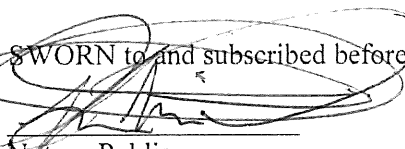
Personally known _____ or Produced Identification X

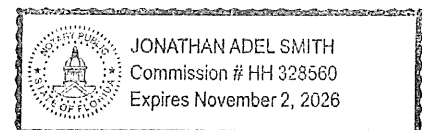
Type of Identification Produced: FL DL B 326-425-44-785-0

CJMJ ENTERPRISE LLC (Judith E. Butcher, Manager)


Petitioner, Judith E. Butcher,
Manager, CJMJ ENTERPRISE LLC

SWORN to and subscribed before me this 20th day of February, 2026.


Notary Public



By, Judith Butcher

Personally known _____ or Produced Identification X

Type of Identification Produced: FL DL

EXHIBIT A

LEGAL DESCRIPTION AND DIAGRAM

DESCRIPTION

A PORTION OF PRADO AVENUE AS DEPICTED ON THE PLAT OF UNIT ONE OF SARATOGA LAKE AS RECORDED IN MAP BOOK 3, PAGE 136 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA AND BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEASTERLY CORNER OF LOT 10, BLOCK 6 OF SAID UNIT ONE OF SARATOGA LAKE; THENCE NORTH 62 DEGREES 13 MINUTES 24 SECONDS EAST, ALONG THE EASTERLY EXTENSION OF THE SOUTHERLY RIGHT OF WAY LINE OF RAMBLA STREET, AS DEPICTED ON SAID PLAT, A DISTANCE OF 50.00 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID PRADO AVENUE, AS IT CURRENTLY EXISTS; THENCE SOUTH 27 DEGREES 50 MINUTES 02 SECONDS EAST, ALONG SAID EASTERLY RIGHT OF WAY LINE OF PRADO AVENUE, A DISTANCE OF 174.95 FEET TO THE NORTHERLY LINE OF PREVIOUSLY VACATED PRADO AVENUE AS DESCRIBED IN OFFICIAL RECORDS BOOK 2879, PAGE(S) 1572 OF SAID PUBLIC RECORDS; THENCE SOUTH 62 DEGREES 09 MINUTES 58 SECONDS WEST, ALONG SAID NORTHERLY LINE OF SAID VACATED PRADO AVENUE, A DISTANCE OF 50.00 FEET TO THE EASTERLY LINE OF SAID BLOCK 6; THENCE NORTH 27 DEGREES 50 MINUTES 02 SECONDS WEST, ALONG SAID EASTERLY LINE OF SAID BLOCK 6, A DISTANCE OF 175.00 FEET TO THE POINT OF BEGINNING.

THE AFOREDESCRIBED PARCEL CONTAINS 0.201 ACRES MORE OR LESS.

THIS MAP OF SECTION 15, T27N, R12E, S4E, IS NOT VALID UNLESS ACCOMPANIED BY SHEET 2 OF 2

SHEET 1 OF 2

NOTE: SEE SHEET 2 OF 2 FOR LEGAL DESCRIPTION AND LEGEND

NORTH PONCE DE LEON BOULEVARD
ALSO KNOWN AS STATE ROAD NO. 5 & SAN MARCO AVENUE
APPROX. (2-841) (27N-12E) 1/4 SEC. 15

RAMBLA STREET
30' WIDE - 160' LONG

COLON AVENUE
APPROX. (2-841) (27N-12E) 1/4 SEC. 15

PRADO AVENUE
APPROX. (2-841) (27N-12E) 1/4 SEC. 15

BLOCK 2

BLOCK 5

BLOCK 6

POB

SEAL

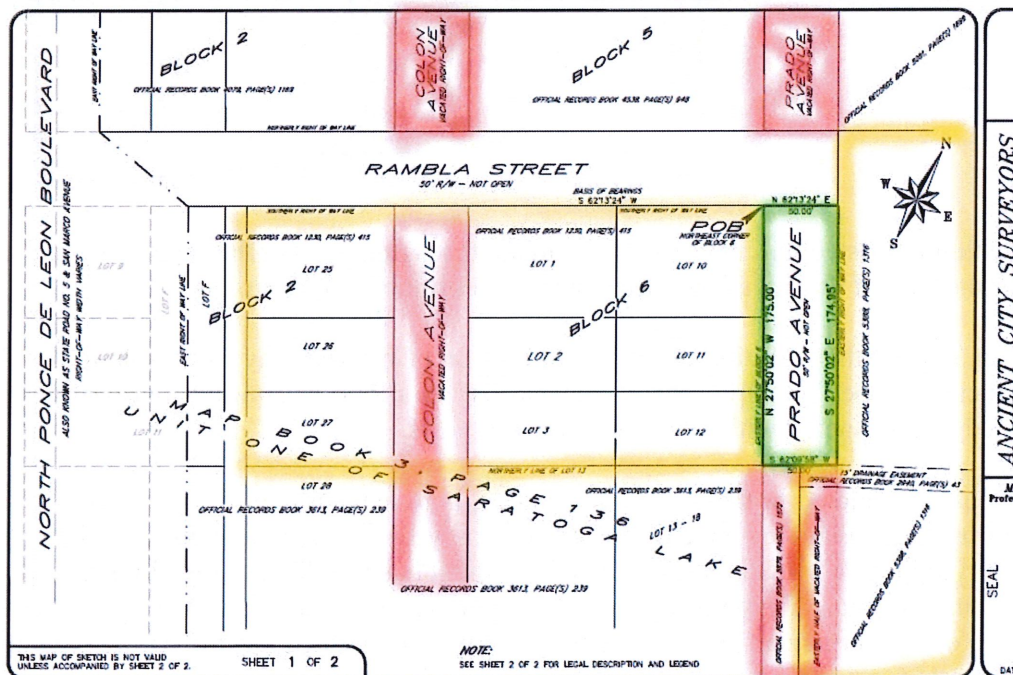
ANCIENT CITY SURVEYORS

PETITION TO VACATE UNOPENED STREET OR ALLEYWAY

4. Discussion regarding request to vacate unopened street / avenue:

All adjacent property owners, CHARLES R. BUTCHER and JUDITH E. BUTCHER, and CJMJ ENTERPRISE LLC (Judith E. Butcher, Manager), have reviewed this request with all the city departments through Friday review and have gained support from staff for the request; thus, they herein seek this commission's review of their request to vacate this unopened right-of-way in an area that has seen multiple right-of-way vacations over the years, as depicted.

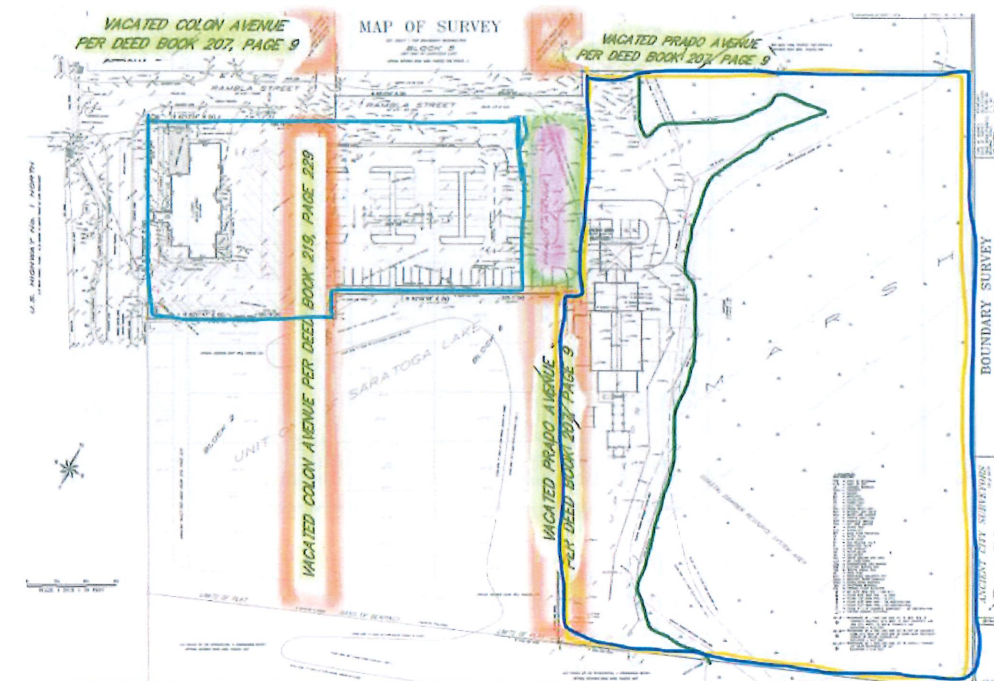
ALREADY VACATED RIGHTS OF WAY IN AREA



In support of this request to vacate the UNOPENED, remaining existing small portion of Prado Avenue, all the adjacent property owners, Petitioners, respectfully show that they are the fee simple owners of the parcel(s) of real property which abut on the portion of Prado Avenue which Petitioners seek to vacate, discontinue and abandon.

Said unopened portion of Prado Avenue is bounded on the east by the property of CJMJ ENTERPRISE LLC (Judith Butcher, Manager) and on the west by the property of Charles and Judith Butcher.

These small unused and unopened ROW is not used or needed for access to any properties by members of the general public. It is merely a landlocked piece that remains from former vacations by this city commission.



This vacation requested will not disturb or violate the rights of any other landowners, the general public or the City of St. Augustine. See attached description and diagrams.

Petitioners request this vacation of this small portion of right-of-way to be able to develop their currently undeveloped properties as an extension of their long-existing commercial business that has existed and prospered within the city for many years.

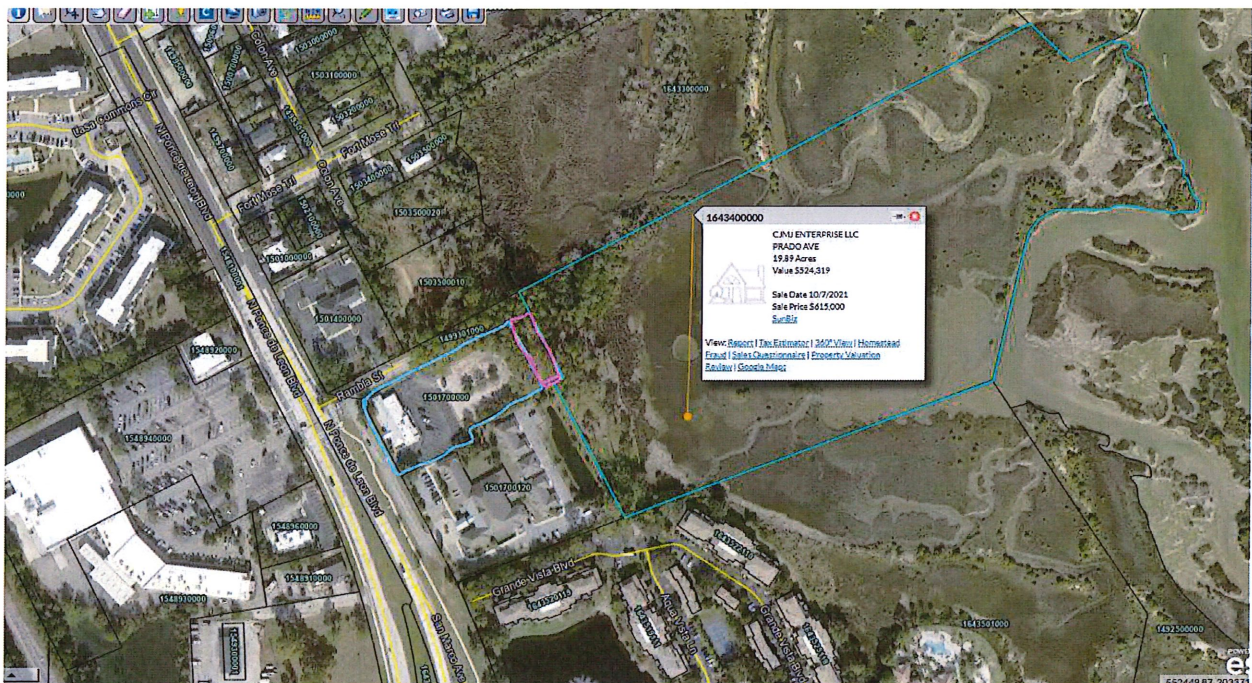
Their intent, as depicted in the diagrams included, is to expand their commercial business upon this additional land that they have owned for several years. As the diagrams and site plan depict, they intend to build a visually attractive and compatible space for expanded restaurant uses and possible future events. They have plenty of parking to serve the additional use and as you will note, none of the permanent structures will go within the vacated right-of-way, it merely allows them more space to maneuver for drive aisles and parking spacing.

This long-standing, successful business owner and local family seek your reasonable and positive review for vacation of this small portion of landlocked, unopened right-of-way.

We appreciate your review and approval.

RESPECTFULLY SUBMITTED,

CHARLES R. BUTCHER and JUDITH E. BUTCHER



File: 8279

In & Ret: Estate

OC: \$1925.00
EC: \$15.00

7428
Butcher Deed

St. Augustine, Florida

THIS DEED PREPARED BY:

Christopher M. Bruner, Esq.
Host Marriott Corporation
Law Department 72/923
10400 Fernwood Road
Bethesda, Maryland 20817

SPECIAL WARRANTY DEED

26th day of March, 1997 by HMH RESTAURANTS, INC., a Delaware corporation having its principal executive offices at 10400 Fernwood Road, Bethesda, Montgomery County, Maryland 10817 ("Grantor"), to CHARLES R. BUTCHER and JUDITH E. BUTCHER (together, "Grantee"), individuals having an address c/o 3560 N. Ponce de Leon Boulevard, St. Augustine, Florida 32095.

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration in hand paid by Grantee, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold and conveyed to Grantee, its successors, heirs and assigns, forever, the land located in the County of St. Johns, State of Florida, and more particularly described on Exhibit A attached hereto and made a part hereof, together with all improvements thereon and appurtenances thereto; subject to all covenants, conditions, restrictions, limitations, reservations, rights of way, and easements and encumbrances of record as of the date hereof.

TO HAVE AND TO HOLD the same in fee simple forever.

GRANTOR does hereby fully warrant the title to the land and improvements conveyed hereunder and will defend same against the lawful claims of all persons claiming by, through or under Grantor.

IN WITNESS WHEREOF, Grantor has caused this Deed to be executed by its duly authorized officers, effective as of the day and year first above written.

WITNESS:

HMH RESTAURANTS, INC.

By: Carol A. Caruso
Name: CAROL A. CARUSO

By: STAVANNA E. VENTRESCA
Name: STAVANNA E. VENTRESCA

By: Richard A. Burton
Name: Richard A. Burton
Title: Vice President

Recorded in Public Records St. Johns County, FL
Clerk# 97010309 O.R. 1230 PG 415 03:11PM 03/27/1997
Recording \$13.00 Surcharge \$2.00 Doc Stamps \$1,925.00

STATE OF Maryland)
COUNTY OF Montgomery)ss.

O.R. 1230 PG 0416

On this day personally appeared before me Richard A. Burton and Abbi J. Weisman to me known or satisfactorily proven to be the Vice President and Assistant Secretary, respectively, of HMH RESTAURANTS, INC., a Delaware corporation (the "Corporation"), the corporation that executed the foregoing instrument, and acknowledged the execution of said instrument to be the free and voluntary act and deed of the Corporation, for the uses and purposes therein specified, and on oath stated that he/she was authorized to execute said instrument on behalf of the Corporation and that the seal affixed (if any) is the corporate seal of the Corporation.

Given under my hand and official seal this 25th day of March, 1997.



Angela Koutsoukos

Notary Public

ANGELA KOUTSOUKOS
NOTARY PUBLIC STATE OF MARYLAND
My Commission Expires February 21, 2000

My Commission Expires: _____

**EXHIBIT A
TO
SPECIAL WARRANTY DEED**

O.R. 1230 PG 0417

Legal Description

PART OF BLOCKS 2 AND 6, UNIT ONE OF SARATOGA LAKE, ACCORDING TO THE PLAT THEREOF RECORDED IN MAP BOOK 3, PAGE 136 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA AND PART OF COLON AVENUE AND PART OF AN UN-NAMED 15 FOOT WIDE ALLEY, BOTH VACATED BY THE CITY COMMISSION OF THE CITY OF ST. AUGUSTINE, RESOLUTION NO. 1698, RECORDED IN DEED BOOK 219, PAGE 229 OF SAID PUBLIC RECORDS, DESCRIBED AS FOLLOWS:

BEGIN AT THE MOST NORTHERLY CORNER OF SAID BLOCK 6, UNIT ONE OF SARATOGA LAKE; THENCE SOUTH 61°-14'-00" WEST, 390.0 FEET ALONG THE NORTHWESTERLY LINE OF BLOCK 6 AND BLOCK 2, TO THE EASTERLY LINE OF U.S. HIGHWAY NO.1 - STATE ROAD NO. 5 - PONCE de LEON BOULEVARD (A VARIABLE WIDTH RIGHT-OF-WAY, AS NOW ESTABLISHED); THENCE SOUTH 28°-46'-00" EAST, 200.0 FEET ALONG THE EASTERLY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE NORTH 61°-14'-00" EAST; 190.0 FEET; THENCE NORTH 28°-46'-00" WEST, 25.0 FEET; THENCE NORTH 61°-14'-00" EAST, 200.0 FEET TO THE EASTERLY LINE OF SAID BLOCK 6; THENCE NORTH 28°-46'-00" WEST, 175.0 FEET ALONG THE EASTERLY LINE OF SAID BLOCK 6, TO THE POINT OF BEGINNING. CONTAINING 73,000 SQUARE FEET OR 1.6758 ACRES.

Prepared by and return to:
Tiffany Pellicer
Ginn & Patrou, PA
460 A1A Beach Boulevard
St. Augustine Beach, FL 32080
(904) 461-3000
File No 21-380

Parcel Identification No 164340-0000

[Space Above This Line For Recording Data]

WARRANTY DEED

(STATUTORY FORM – SECTION 689.02, F.S.)

This indenture made the 7th day of October, 2021 between S&K Dolphin Investments, LLC, a Florida Limited Liability Company, whose post office address is 821 South Griffin Shores Drive, St. Augustine, FL 32080, of the County of St. Johns, State of Florida, Grantor, to **CJMJ Enterprise, LLC**, a Florida Limited Liability Company, as tenants by the entirety, whose post office address is 3560 North Ponce De Leon Boulevard, St. Augustine, FL 32084, of the County of St. Johns, State of Florida, Grantee:

Witnesseth, that said Grantor, for and in consideration of the sum of TEN DOLLARS (U.S.\$10.00) and other good and valuable considerations to said Grantor in hand paid by said Grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said Grantee, and Grantee's heirs and assigns forever, the following described land, situate, lying and being in St. Johns, Florida, to-wit:

See Exhibit "A"

Grantor warrant that at the time of this conveyance, the subject property is not the Grantor's homestead within the meaning set forth in the constitution of the State of Florida, nor is it contiguous to or a part of a homestead property. Grantor's residence and homestead address is: 821 South Griffin Shores Drive, St. Augustine, FL 32080.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

Subject to taxes for 2021 and subsequent years, not yet due and payable; covenants, restrictions, easements, reservations and limitations of record, if any.

TO HAVE AND TO HOLD the same in fee simple forever.

And Grantor hereby covenant with the Grantee that the Grantor is lawfully seized of said land in fee simple, that Grantor have good right and lawful authority to sell and convey said land and that the Grantor hereby fully warrant the title to said land and will defend the same against the lawful claims of all persons whomsoever.

In Witness Whereof, Grantor have hereunto set Grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

WITNESS

PRINT NAME:

Scott Patrou

WITNESS

PRINT NAME:

Amanda Viny

STATE OF FLORIDA
COUNTY OF ST. JOHNS

S&K Dolphin Investments, LLC, a Florida Limited Liability
Company

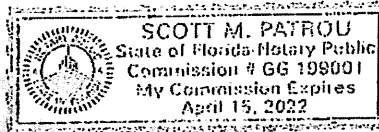
By:

Sidney Hobbs, Managing Member

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization this 7th day of October, 2021 by Sidney Hobbs Managing Member of S&K Dolphin Investments, LLC, a FL Limited Liability Company, on behalf of the Limited Liability Company.

Signature of Notary Public

Print, Type/Stamp Name of Notary



Personally known: ☒

OR Produced Identification: ☐

Type of Identification Produced: _____

EXHIBIT "A"
Property Description

Closing Date: **October 7, 2021**
Buyer(s): **CJMJ Enterprise, LLC**
Property Address: **Prado Avenue, St. Augustine, FL 32084**

PROPERTY DESCRIPTION:

COMMENCING at a permanent reference monument at the Southwest corner of Saratoga Lake Unit No. 1 according to plat thereof recorded in Plat Book 3, Page 136 of the Public Records of St. Johns County, Florida, on the East Line of San Marco Avenue, City of St. Augustine, Florida; thence North 69 degrees East 553.88 feet along the North line of the Oliver B. Hart property to the place of beginning; thence North 69 degrees East 887 feet; thence North 12 degrees 37 minutes East 775 feet; thence North 47 degrees 02 minutes West 130 feet more or less to the Southeast corner of the property of Travel Lodge, Inc., thence South 61 degrees 30 minutes West 1336.2 feet along South line of Travelodge, Inc. to the East line of Prado Avenue; thence Southerly along the East line of Prado Avenue 580 feet more or less to the place of beginning; More particularly described in Deed Book 160, Page 115, Public Records of St. Johns County, Florida.

Also described as Section 56, Township 07 S., Range 30 East lying North of Hart Property South of Travelodge, East of Block 6 Saratoga Lake and Part Section 6 West of Robinson Creek recorded in O.R. Book 186, Page 280 of the public records of St. Johns County, Florida.

Together with the following described parcel:

A portion of Prado Avenue as depicted on the plat of Saratoga Lake, recorded in Plat Book 3, Page 136 of the Public Records of St. Johns County, Florida and being more particularly bounded and described as follows:

COMMENCE at the Northeast Corner of Block 6 of said Saratoga Lake; thence South 28°46'00" East, along the East line of said Block 6 a distance of 175.00 feet to the Northeast Corner of Lot 13 of said Block 6; thence North 61°14'00" East along the easterly extension of the North Line of said Lot 13 a distance of 25.00 feet to the POINT OF BEGINNING for the herein described Parcel; thence continue North 61°14'00" East, along said easterly extension of the North Line of said Lot 13, a distance of 25.00 feet to the East Line of said Prado Avenue; thence South 28°46'00" East along said East Line a distance of 355.80 feet to the South Line of said Saratoga Lake; thence South 68°04'02" West along said South Line a distance of 25.18 feet; thence North 28°46'00" West, along the centerline of said Prado Avenue, a distance of 352.80 feet to the POINT OF BEGINNING.

PROPERTY DESCRIPTION

St. Johns County, FL

Apply for Exemptions

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Homestead Compliance

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[Homestead Compliance](#)

2024 TRIM Notice

[2024 TRIM Notice \(PDF\)](#)

Summary

Parcel ID	1501700000
Location	3560 N PONCE DE LEON BLVD
Address	SAINT AUGUSTINE 32084-0000
Neighborhood	Restaurant US-1 - Average (COM) (681.07)
Tax	3-136 SARATOGA LAKE ALL BLK 2 LYING S OF RAMBLA ST & BLK 6
Description*	INCL ALLEY & COLON AVE LYING S OF RAMBLA ST VAC DB219/229 (EX W110FT IN R/W OF RD #5 & EX S'LY PT IN OR1018/772) OR1230/415 *The Description above is not to be used on legal documents. Restaurants & Cafeterias (Owner Occupied) (2105)
Property Use Code	Saratoga Lake, Unit One Of
Subdivision	56-7-30
Sec/Twp/Rng	City of St Augustine (District 452)
District	18.72
Millage Rate	1.680
Acreage	N
Homestead	

[Click Here to Open Cyclomedia Viewer in a New Tab](#)

Owner Information

Owner Name	<u>Butcher Charles R Judith E 100%</u> <u>Butcher Judith E 100%</u>
Mailing Address	3560 N PONCE DE LEON BLVD SAINT AUGUSTINE, FL 32084-1278

Map



Valuation Information

	2025
Building Value	\$436,888
Extra Features Value	\$75,728
Total Land Value	\$530,244
Agricultural (Assessed) Value	\$0
Agricultural (Market) Value	\$0
Just (Market) Value	\$1,042,860
Total Deferred	\$0
Assessed Value	\$1,042,860
Total Exemptions	\$0
Taxable Value	\$1,042,860

Values listed are from our working tax roll and are subject to change.

Historical Assessment Information

Year	Building Value	Extra Feature Value	Total Land Value	Ag (Market) Value	Ag (Assessed) Value	Just (Market) Value	Assessed Value	Exempt Value	Taxable Value
2024	\$429,912	\$80,318	\$530,244	\$0	\$0	\$1,040,474	\$981,761	\$58,713	\$981,761
2023	\$418,448	\$73,537	\$459,002	\$0	\$0	\$950,987	\$892,510	\$58,477	\$892,510
2022	\$339,207	\$66,596	\$405,570	\$0	\$0	\$811,373	\$811,373	\$0	\$811,373
2021	\$348,762	\$65,633	\$405,570	\$0	\$0	\$819,965	\$819,965	\$0	\$819,965
2020	\$358,318	\$65,633	\$405,570	\$0	\$0	\$829,521	\$829,521	\$0	\$829,521
2019	\$344,333	\$65,633	\$405,570	\$0	\$0	\$815,536	\$790,524	\$25,012	\$790,524
2018	\$255,179	\$56,471	\$405,570	\$0	\$0	\$717,220	\$704,148	\$13,072	\$704,148
2017	\$267,938	\$40,179	\$405,570	\$0	\$0	\$713,687	\$640,135	\$73,552	\$640,135
2016	\$251,292	\$40,255	\$290,394	\$0	\$0	\$581,941	\$581,941	\$0	\$581,941
2015	\$259,024	\$40,362	\$230,631	\$0	\$0	\$530,017	\$530,017	\$0	\$530,017
2014	\$243,602	\$33,529	\$230,631	\$0	\$0	\$507,762	\$485,478	\$22,284	\$485,478

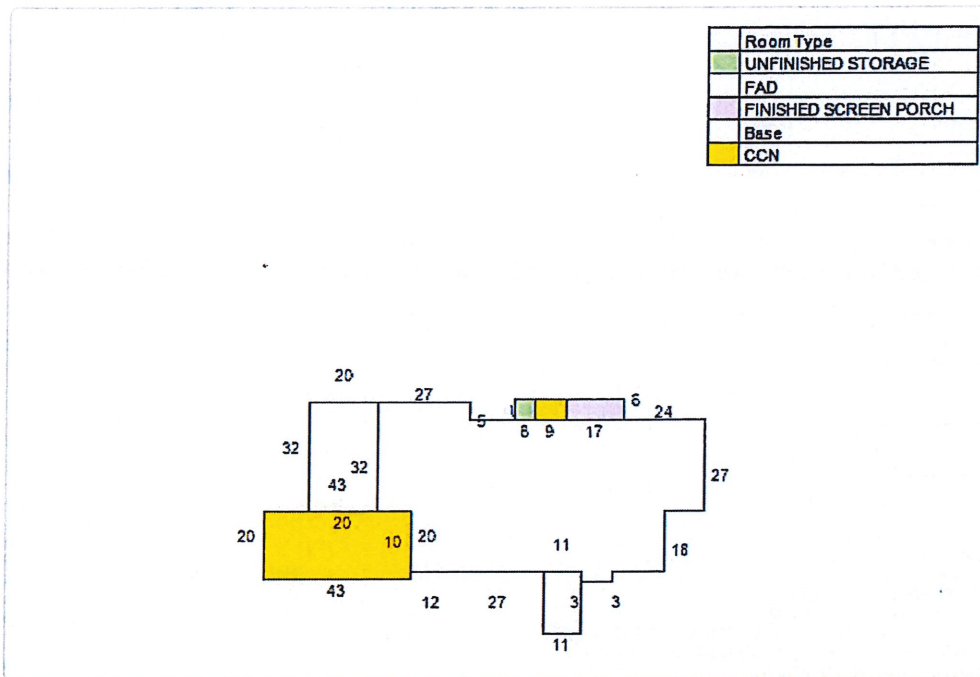
Building Information

Building 1
 Building Value \$436,888
 Year Built 1961
 Actual Area 5976
 Conditioned Area 4924
 Use Restaurants & Cafeterias
 Style 04
 Exterior Wall Aluminum Vinyl, Concrete Stucco

Roof Cover Modular Metal, Built Up
 Roof Structure Wood Truss
 Interior Flooring Vinyl Tile
 Interior Wall Drywall, Custom Panel
 Heating Type Air Duct
 Air Conditioning Central
 Bedrooms
 Baths

Description	Square Footage
FINISHED CANOPY	860
BASE AREA	4086
FINISHED SCREEN PORCH	102
ADDITION	198
UNFINISHED STORAGE/UTILITY	36
FINISHED CANOPY	54
ADDITION	640
Total SqFt	5976

Sketch Information

**Extra Feature Information**

Code Description	Status	Value
Pole Light (COM)		18200
Asphalt Paving (COM)		37724
Concrete Paving - Under 8" (COM)		6882
Curb (COM)		11880
Aluminum / Vinyl Fence - 6' and Above (COM)		1042

Land Information

Use Description	Front	Depth	Total Land Units	Unit Type	Land Value
Restaurants & Cafeterias	0	0	35621	SF	\$427,452
Restaurants & Cafeterias	0	0	37379	SF	\$102,792

Sale Information

Recording Date	Sale Date	Sale Price	Instrument Type	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee
	3/26/1997	\$275,000.00	WARRANTY DEED	1230	415	U	I	HMH RESTAURANTS INC	BUTCHER CHARLES R & JUDITH E
	3/25/1995	\$300,000.00	WARRANTY DEED	1118	1410	U	I	MARRIOTT FAMILY RESTAURANT INC	HMH RESTAURANTS INC
	6/8/1993	\$613,400.00	CERTIFICATE OF TITLE	995	642	U	I	TORBAY INVESTMENTS INC	MARRIOTT FAMILY RESTAURANT INC
	6/1/1988	\$0.00		830	462	U	I		TORBAY INVESTMENTS INC
	11/1/1987	\$0.00		767	1597	U	I		
	4/1/1987	\$0.00		744	2033	U	I		
	7/1/1983	\$0.00		594	632	U	I		

No data available for the following modules: Sales Questionnaire Form, Exemption Information.

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St. Johns County, FL

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2024 TRIM Notice

[2024 TRIM Notice \(PDF\)](#)

Summary

Parcel ID	1643400000
Location	PRADO AVE
Address	SAINT AUGUSTINE 32084-0000
Neighborhood	Ponce North of City Gates (681.05)
Tax	4 PT LYING N OF HART PROPERTY S OF TRAVEL LODGE E OF BLK 6
Description*	SARATOGA LAKE & PT SEC 6 W OF ROBINSON CREEK & PT OF PRADO AVE LYING W OR 5388/1316
Property Use	Vacant Commercial (1000)
Code	
Subdivision	N/A
Sec/Twp/Rng	56-7-30
District	City of St Augustine (District 452)
Millage Rate	18.72
Acreage	19.890
Homestead	N

No Image Available

Owner Information

Owner Name	Cjmj Enterprise LLC 100%
Mailing Address	3560 NORTH PONCE DE LEON BLVD SAINT AUGUSTINE, FL 32084-0000

Map



Valuation Information

	2025
Building Value	\$0
Extra Features Value	\$0
Total Land Value	\$526,714
Agricultural (Assessed) Value	\$0
Agricultural (Market) Value	\$0
Just (Market) Value	\$526,714
Total Deferred	\$0
Assessed Value	\$526,714
Total Exemptions	\$0
Taxable Value	\$526,714

Values listed are from our working tax roll and are subject to change.

Historical Assessment Information

Year	Building Value	Extra Feature Value	Total Land Value	Ag (Market) Value	Ag (Assessed) Value	Just (Market) Value	Assessed Value	Exempt Value	Taxable Value
2024	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2023	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2022	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2021	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2020	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2019	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2018	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2017	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2016	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2015	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344
2014	\$0	\$0	\$501,344	\$0	\$0	\$501,344	\$501,344	\$0	\$501,344

Land Information

Use Description	Front	Depth	Total Land Units	Unit Type	Land Value
Vacant Commercial	0	0	94960.8	SF	\$522,284
Marshes & Tidal Lands	0	0	17.72	AC	\$4,430

Sale Information

Recording Date	Sale Date	Sale Price	Instrument Type	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee
10/7/2021	10/7/2021	\$615,000.00	WARRANTY DEED	5388	1316	U	V	S & K DOLPHIN INVESTMENTS LLC	CJM ENTERPRISE LLC
	6/18/2007	\$100.00	QUIT CLAIM DEED	2940	31	U	V	ROBINSON CREEK INVESTMENT LLC	S & K DOLPHIN INVESTMENTS LLC
	10/7/2005	\$1,200,000.00	WARRANTY DEED	2581	1494	Q	V	FITZGERALD & TESDORPF INVESTMENTS LLC	S & K DOLPHIN INVESTMENTS LLC
	9/13/2004	\$450,000.00	WARRANTY DEED	2279	1523	Q	V	UPCHURCH HAMILTON D & THE PACETTI GROUP INC	FITZGERALD & TESDORPF INVESTMENTS LLC
	3/16/2004	\$100.00	WARRANTY DEED	2161	166	U	V	P M INVESTMENTS INC	UPCHURCH HAMILTON D (UNDIV 1/2 INT)
	3/16/2004	\$100.00	WARRANTY DEED	2161	163	U	V	P M INVESTMENTS INC	PACETTI GROUP INC (UNDIV 1/2 INT)
	7/17/1997	\$8,500.00	TAX DEED	1252	223	U	V	DIAMOND KHIMANI-HOWARD JOHNSON CO	P M INVESTMENTS INC

No data available for the following modules: Sales Questionnaire Form, Exemption Information, Building Information, Sketch Information, Extra Feature Information.

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CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Mayor and Commissioners

DATE: March 12, 2026

RE: Request for One (1) appointment - Corridor Review Committee (CRC)

Notification was previously given regarding the term expiration of one (1) position on the CRC which will expire March 28, 2026.

Requests for applications were placed in the St. Augustine Record and posted on the City's website.

Attached is the application received from current Board member Michael C. Blake, in addition to the current CRC roster, Board profile, and responsibilities.

I respectfully request consideration be given to appointing the applicant.

Sincerely,

A handwritten signature in blue ink, reading "Darlene Salambos", is written over a horizontal line.

City Clerk

Attachments: Application

xc: CRC Clerk's File

CITY OF ST. AUGUSTINE
APPLICATION REQUESTING APPOINTMENT TO CITY BOARD/COMMITTEE

The undersigned wishes to apply for City Commission appointment to serve in a voluntary capacity on a City of St. Augustine board or committee. All applications must include a cover letter and resume.

1. APPLICANT NAME Michael C. Blake, AIA
2. BOARD/COMMITTEE DESIRED Corridor Review Committee
3. RESIDENCE (Address) 4450 Putnam Ave., Jacksonville, FL 32207
4. PHONE 904-708-0826 E-MAIL MBLAKE@BLAKEARCH.COM
5. BUSINESS OWNED (Address) 904 Margaret Street, Suite 101, Jacksonville, FL 32204
6. BUSINESS PHONE 904-708-0826 E-MAIL MBLAKE@BLAKEARCH.COM
7. PROPERTY OWNED (Address) 4450 Putnam Ave. Jacksonville, FL 32207
8. PREFERRED MAILING ADDRESS 904 Margaret St. Suite 101, Jacksonville, FL 32204
9. OCCUPATION (include resume) Architect
10. PROFESSIONAL QUALIFICATIONS (submit a cover letter) SEE ATTACHED RESUME AND LETTER
11. OTHER COMMENTS OR INFORMATION _____
12. "Ethnicity and race information is requested under the authority of 42 U.S.C. Section 2000e-16 and in compliance with the Office of Management and Budget's 1997 Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity. Providing this information is voluntary and has no impact on your employment status, but in the instance of missing information, your employing agency will attempt to identify your race and ethnicity by visual observation."

Specific Instructions: The two questions below are designed to identify your ethnicity and race. Regardless of your answer to question 1, go to question 2.		
Question 1. Are You Hispanic or Latino? (A person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.) <u>Yes</u> ☒ No		
Question 2. Please select the racial category or categories with which you most closely identify by placing an "X" in the appropriate box.		
RACIAL CATEGORY (Check as many as apply)		
☐ American Indian or Alaska Native	☒ Asian	☐ Native Hawaiian or Other Pacific Islander
☐ Black or African American	☒ White	

13. SIGNATURE OF APPLICANT

Michael C. Blake DATE 5-28-2025

14. AGREEMENT: In filing this application, the undersigned understands that it becomes a part of the public records of the City of St. Augustine and does hereby certify that all information contained herein is true to the best of his/her knowledge. It is also understood that, if appointed, it is required by the State of Florida to file a financial disclosure Form 1 with the Florida Commission on Ethics, within thirty (30) days of appointment, and each year thereafter, covering the term of appointment and to file Form 1-F upon departure from the board. Submit applications to: Darlene Galambos, City Clerk, P.O. Box 210, St. Augustine, Florida 32085.

MCB
Initial

PZB/HARB/CRC Application 2020
Updated 12/04/2019

QUALIFICATIONS FOR PLANNING AND ZONING BOARD (PZB):

Authorization: Code of Ordinances, Chapter 28, Article II, Division 2.

Qualifications: All members of the Planning and Zoning Board shall reside in the city and shall hold no government office nor receive any salary or compensation for their services to the board herein created. No member shall be appointed for more than two (2) consecutive full terms.

Please check those qualifications that apply to you:

- | | |
|---|---|
| ☐ Architect, Florida registered | ☐ Preservation Organization Officer |
| ☐ Planner, member APA or AICP | ☐ Environmental or Land Use Organization Officer |
| ☐ Real Estate Broker, w/ County occupational license | ☐ Attorney, Florida Bar |
| ☐ Educator, college level | ☐ Landscape Architect, Florida registered |
| ☐ Engineer, Florida registered | ☐ Contractor, City contractor's license |
| ☐ Merchant/Businessperson, City occupational license | |

QUALIFICATIONS FOR HISTORIC ARCHITECTURAL REVIEW BOARD (HARB):

Authorization: Code of Ordinances, Chapter 28, Article II, Division 3.

Qualifications: All members of the Historic Architectural Review Board shall hold no government office nor receive any salary or compensation for their services to the board herein created. While preference shall be given to current city residents, the city commission may appoint a non-resident upon a finding that such non-resident is uniquely qualified. No member shall be appointed for more than two (2) consecutive full terms. Alternates shall be appointed for a three (3) year term. Alternates shall have previously served as regular members and shall comply with all local and state requirements of office. Alternates will only be called upon to participate and vote at meetings in the event of an anticipated lack of quorum or bare minimum quorum of the regular members.

Persons who have demonstrated special interest, experience or knowledge in history, architecture or related disciplines who do not have a professional degree in any of the fields set forth in this section may be appointed by the city commission when persons with such degrees are not available for appointment, or when such appointment is determined to be in the best interest of the city.

Please check those qualifications that apply to you:

- | | |
|--|---|
| ☐ History or related fields | ☐ Art History |
| ☐ Archaeology | ☐ Former HARB Member |
| ☐ Architectural History | ☐ Other |
| ☐ Historic Architecture | |

QUALIFICATIONS FOR CORRIDOR REVIEW COMMITTEE (CRC):

Authorization: Code of Ordinances, Chapter 28, Article II, Division 5.

Qualifications: All members of the Corridor Review Committee shall hold no government office nor receive any salary or compensation for their services to the board herein created. The initial appointment of members shall be as follows: two (2) members of the board as established herein shall be appointed for a term of three (3) years; two (2) members for a term of two (2) years; and one (1) for a term of one (1) year. Thereafter all members shall be appointed for a three (3) year term. Two (2) seats on the board shall be designated for a licensed, or retired, architect or landscape architect with preference given to those who are city residents or whose business is located within the city; and three (3) seats for property owners or tenants of properties located within the respective entry corridors: Anastasia Boulevard, San Marco Avenue, and King Street. The members of the CRC shall meet as needed, as an ad hoc committee meeting noticed by the City Clerk and shall meet at least annually to elect one (1) of its members as chairperson and one (1) as vice-chair.

Please check those qualifications that apply to you:

- | | |
|--|---|
| ☒ Architect, Florida licensed or retired | ☐ Owner of property located within Entry Corridor |
| ☐ Landscape Architect, Florida licensed or retired | ☐ Tenant of property located within Entry Corridor |

May 28, 2025

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

re: Corridor Review Committee Application

To whom it may concern.

Please accept this letter of interest, resume, and application for Corridor Review Committee consideration.

I have been fortunate to have ongoing architectural work at many significant properties in St. Augustine. Also, I have lived in many historic southern towns, participated, and observed challenges of development with an understanding of the need to maintain the original character of those communities. This experience could be beneficial to this board.

Through high school, I lived in Natchez, MS, an historic river port town, home to the Natchez Indians, then French Fort Rosalie was established in 1716 atop the Mississippi River bluffs to guard the end of the Natchez Trace that parallels the river and provides the path back to Tennessee. It has been under the flags of the French, British, Spanish, and with each influence remaining similar to St. Augustine. Natchez celebrates yearly with balloon races and the pilgrimage to area homes spared by the Civil War and the living history of this nation's expansion beyond the Republic of West Florida. They have transitioned to new economic development to maintain the history and remain viable for citizens.

College Summers for me were spent in Havelock NC, located on a coastal marsh and home to Marine Corps Air Station Cherry Point. There I worked for a general contractor with many utilities infrastructure projects on local rivers, marshes, and the military base. After graduation from Louisiana Tech University School of Architecture in 2003, I worked in Baton Rouge, LA designing and constructing custom homes and experienced the changes brought on by Hurricane Katrina. After six months of construction work in New Orleans to repair historic homes and rebuild that devastated city, I joined Kenneth Smith Architects, Inc. of Jacksonville in 2006.

At Ken's office I have been fortunate to practice specialized historic preservation work, lighthouse restorations, and adaptive reuse projects in the region. I have documented historic structures, designed per guidelines for historic structures while upgrading to current code requirements, gained approvals from oversight entities, and working with engineers and specialty contractors. Currently, I am the project architect for the ongoing restorations and upgrades to Flagler College's Ponce Hall required due to an interior flooding event that made the East Wing unusable. So, continued care to maintain historic properties is understood and practiced.

It would be an honor to continue to serve this historic city and use my experience to contribute to St. Augustine. Thank you.



Michael C. Blake, AIA
President

Michael C. Blake, AIA



Position:

President of Michael Blake Architects LLC – a design and service oriented architectural firm specializing in the design of historic preservation / adaptive reuse, residentially scaled commercial projects, and commercial tenant improvements. Our commitment is to provide committed service to the client and community.

*Professional
Registration:*

Florida: No. AR 96125
Georgia: No. 015654

Work Experience:

Michael Blake Architects LLC 2025 to present
Responsibility includes design, management, leadership, and overall supervision of all projects

Lane Architecture, P.A. 2019-2025
Responsibility includes design, management, leadership, and overall supervision of historic restoration projects

Kenneth Smith Architects, Inc. 2006-2018
Specialized in documentation of historic buildings, exterior restorations and reroofing of historic buildings, construction documents and construction administration

Education:

Bachelor of Architecture, Louisiana Tech University 2003

Design Awards:

As a part of Kenneth Smith Architects, Inc. he participated in all projects since 2006 including: St. Augustine Lighthouse Restorations, Tovar House Restorations, Llambias House Restorations, Conversion of 3 FEC Railroad Office Towers to dormitories for Flagler College, Crisp Ellert Art Museum Addition, new In-Fill Construction of Hanke Hall Admissions Building, new in-Fill Construction of Pollard Hall Classroom Buildings, Markland Cottage Rehabilitation, Trinity Church Restorations, 65 & 66 Cuna Street Renovations, and Memorial Presbyterian Church Restorations. As a member of Lane Architecture, he participated in the conversion of Gander Mountain to Bozard Lincoln Showroom, Service Bays, Daycare, & Ford's Garage Restaurant. Michael is Project Architect for ongoing restorations and upgrades to Flagler College's Ponce Hall, Ancient City Baptist Church, various Memorial Presbyterian Church's Ingraham House, City of St. Augustine projects, and Our Lady of Pompeii Catholic Church in Jacksonville's Springfield Neighborhood.

CORRIDOR REVIEW COMMITTEE

Meets First Thursday - 2:00 p.m.
Alcazar Room, City Hall

Board Member	Contact information	Appointment	3-Year Terms Expire
Michael C. Blake, AIA Architect	4450 Putnam Avenue Jacksonville, FL 32207 904-708-0826 mblake@blakearch.com	6/9/2025 Fill Vacancy	3/28/2026
Vaughn Cochran Vice Chair Business owner/Anastasia	6310 Solano Creek Rd, Elkton, 32033 904-540-3183 (Cell) 904-201-6300 (Business) blackfly.vaughn@gmail.com	6/08/2020 (Initial Term 1yr.) 3/13/2023 2nd full term 1 st Full Term 2 nd Full Term	3/20/2021 3/28/2026 3/28/2024 3/28/2027
Lorna MacDonald Vice Chair Business owner/San Marco	398 Marsh Point Circle, 32080 904-501-1990 raintreemail@aol.com	6/08/2020 (Initial Term 2 yrs.) 3/14/2022 2nd Full Term 1 st Full Term 2 nd Full Term	3/28/2022 3/28/2025 3/28/2028

****Corrections made to reflect original appointment dates being inaccurate.***

CORRIDOR REVIEW COMMITTEE

Authorization:	Code of Ordinances, Chapter 28, Article II, Division 5, Sections 28-126 through 28-134 and Ordinance 2019-45. Modified by Ordinance 2020-15 and Ordinance 2020-21
Number of Members:	Three (3) Regular Members
Terms of Office:	Corridor Review Committee (CRC) consisting of three (3) members to be appointed by the City Commission from applications submitted on forms as from time to time promulgated by the City Manager and approved by the City Commission and shall serve at the pleasure of the City Commission. The initial appointment of members shall be as follows: one (1) member of the board as established herein shall be appointed for a term of three (3) years; one (1) member for a term of two (2) years; and one (1) for a term of one (1) year. Thereafter all members shall be appointed for a three (3) year term.
Appointment:	By City Commission.
Reappointment:	Normal appointments expire March 28th of each year. Members may serve two 2 consecutive full terms only.
Qualifications:	One (1) seat on the board shall be designated for a licensed, or retired, architect or landscape architect with preference given to those who are city residents or whose business is located within the city; and two (2) seats for property owners or tenants of properties located within the respective entry corridors as defined in the City's adopted design standards for entry corridors. If insufficient qualified applicants for the property owner or tenant seats are received by the Clerk, the City Commission may appoint another licensed or retired architect or landscape architect to be seated in order to maintain the three (3) person board. The City Commission shall have final authority over the evaluation of qualifications received and appointment of board members.
Duties:	The administrative review and decision of a development permit application shall be as prescribed in the adopted DSEC. The CRC review and decision of a development permit or appeal of an Administration decision shall comply with the process and review criteria as prescribed in the adopted DSEC and this code.
Attendance:	Failure to attend two 2 of three 3 consecutive meetings without approval of the chair shall be considered a resignation of the position. Sec 28-128
Meetings:	Meets every 1 st Thursday of the month as-needed with a regular meeting in April for annual reorganization.

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Mayor and City Commissioners

DATE: March 12, 2026

RE: Notification of one (1) vacancy – PLANNING & ZONING BOARD (PZB)

Notification is being made to the Commission regarding one (1) vacancy on the PZB. The vacancy is due to the resignation of Dr. Ashleigh Barnes. The term will expire September 30, 2028.

Requests for applications were placed in the St. Augustine Record, in accordance with Board advertising policies, and posted on the City's website.

Attached is the current Board roster, along with a profile of the qualifications, duties, and responsibilities.



Darlene Galambos
City Clerk

xc: Clerk's Office

PLANNING & ZONING BOARD

Meets Monthly, 1st Tuesday - 1:00 p.m.
Alcazar Room, City Hall

Board Member	Contact information	Appointment	3-Year Terms Expire
J. Carl Blow Commercial Real Estate Property Manager	100 Santa Monica Ave, 32080 904-829-6985 904-710-2655 john.carl.blow@gmail.com	12/09/19 fill vacancy 09/27/21 1 st full term 09/09/24 2 nd full term	09/30/2021 09/30/2024 09/30/2027
Susan T. Johns Attorney <i>Vice-Chairperson</i>	435 Maralinda Drive, 32095 315-345-4014 smtjohns@gmail.com	09/09/24 fill vacancy	9/30/2026
Charles Pappas	46 Macaris St., 32084 617-519-3017 charlespappas@mac.com	09/27/21 1 st full term 09/09/24 2 nd full term	09/30/2024 09/30/2027
Michael Davis General Contractor	23 Park Terrace, 32080 904-824-3533 mikedavis@addavis.com	11/10/25 1 st full term	09/30/2028
VACANT			09/30/2028
Jan Kelly Attorney	174 Oneida St., 32084 937-307-4493 jan.elections@icloud.com	11/10/25 1 st full term	09/30/2028
Christina Tucker Civil Engineer	29 Miruela Ave., 32080 352-474-3650 christinagriggs1@gmail.com	12/13/21 fill vacancy 09/11/23 1 st full term	09/30/2023 09/30/2026

PLANNING & ZONING BOARD

Authorization:	Chapter 28, Zoning, Code of the City of St. Augustine, Art II, Div. II. Section 28-57 Amended 4.14.2003, Ordinance 2003-14.
Number of Members:	Seven (7)
Terms of Office:	Three (3) years Original appointments staggered. No member may be appointed for more than two (2) consecutive full terms.
Appointment:	By City Commission
Reappointment:	Normal terms to expire on September 30 of each year.
Qualifications:	All members of the planning and zoning board shall reside in the city and shall hold no government office nor receive any salary or compensation for their services to the board herein created. No member shall be appointed for more than two 2 consecutive full terms. Member composition: architect, Florida registered; planner member APA or AICP; real estate broker, with County occupational license; educator, college level; engineer, Florida registered; landscape architect Florida registered; preservation organization officer; environmental or land use organization officer; attorney, Florida Bar; merchant/business person, City occupational license; or contractor, City contractor's license.
Duties:	The Planning & Zoning Board is established as the St. Augustine Local Comprehensive Planning Agency. The board may grant zoning exceptions and variances as provided in the zoning code ordinances; hear appeals of any decision of the Planning and Building Department; recommend to the Commission in the rezoning of land and changes to the Comprehensive Plan.
Attendance:	Ordinance 2018-11 amended Sec. 2-191 to remove the language regarding meeting attendance and instead states <u>"Members of Boards may be removed by majority vote of the Commission, upon notice of intent to remove the Board member mailed to the address on record at the office of the City Clerk by certified U.S. mail, return receipt requested, and a hearing before the City Commission providing the member an opportunity to be heard".</u>
Meetings:	First Tuesday of each month, 1 P.M., the Alcazar Room, City Hall.

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Mayor and City Commissioners

DATE: March 12, 2026

RE: Reminder: Open Positions on Boards and Committees

Below is a list of Boards and Committees indicating current vacancies or upcoming term expirations. Your assistance in identifying and encouraging qualified candidates to apply is greatly appreciated.

- **Corridor Review Committee**
[One (1) Term Expiring 3/28/26]
- **Historic Architectural Review Board**
[One (1) Regular and One (1) Alternate Term Expiring 3/28/26]
- **Lincolnville Community Redevelopment Area Steering Committee**
[Two (2) Terms Expiring 4/30/2026]
- **Planning and Zoning Board**
[One (1) Vacancy Expiring 9/30/2028]

Advertisements requesting applications for the above-referenced vacancy were published in the St. Augustine Record and posted on the City's website.

Sincerely,



Darlene Galambos
City Clerk

xc: Clerk's Office

CITY OF ST. AUGUSTINE

Regular City Commission Meeting
Monday, February 9, 2026

The City Commission met in formal session Monday, February 9, 2026, at 5:00 P.M. in the Alcazar Room at City Hall. The meeting was called to order by Mayor Nancy Sikes-Kline, and the following were present:

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

Also Present: David Birchim, City Manager
Isabelle Lopez, City Attorney
Darlene Galambos, City Clerk
Meredith Breidenstein, Assistant City Manager
Reuben Franklin, Assistant City Manager
Jaime D. Perkins, Director, Community Services
Amy Skinner, Director, Planning and Building
Melissa Wissel, Director, Communications
Jon Marston, Police Chief
Kevin Carroll, Sergeant, Police Department
Elyse Wiemann, Senior Recording Secretary

MOMENT OF SILENCE and PLEDGE OF ALLEGIANCE

Mayor Nancy Sikes-Kline requested a moment of silence and Vice-Mayor Barbara Blonder led the pledge of allegiance.

2. ADMINISTRATIVE ITEMS

2.A. Modification and Approval of Regular Agenda

 Mayor Sikes-Kline requested to move item 10.A. 2025–2026 Nights of Lights Season Review to item 7. B. Items of Great Public Importance, and to read a letter from The Fundación Consejo España–Estados Unidos regarding an award the City was receiving.

MOTION

Mayor Sikes-Kline MOVED to APPROVE the Regular Agenda with the modifications. The motion was SECONDED by Commissioner Blonder and APPROVED BY UNANIMOUS VOICE VOTE.

3. Special Presentations, Recognitions and Proclamations

 **3.A. Black History Month Poetry Reading, Dr. Ann Browning Masters, City of St. Augustine Poet Laureate (M. Wissel, Communications Director)**

4. General Public Comments (3 minutes per individual)

The Commission heard from the following members of the public:

- Arthur Culbert 
- Katherine Zodda 
- Heather Wilson 
- Jason Judge 
- Lauren Giber 
- Thomas Reynolds 
- Patricia Ramos 

5. Consent Agenda

David Birchim, City Manager, read the Consent Agenda.

CA.1 Preview of upcoming Commission meetings.

CA.2 THE FOLLOWING ORDINANCES ARE TENTATIVELY SCHEDULED FOR SECOND READING ON DATE: NONE

CA.3 Reminder of Upcoming Meetings:
•February 23, 2026, 3:30PM, Special City Commission Meeting: Property Tax Reform Discussion
•February 23, 2026, 5:00PM, Regular City Commission Meeting
•March 9, 2026, 5:00PM, Regular City Commission Meeting
•March 23, 2026, 5:00PM, Regular City Commission Meeting

CA.4 APPROVAL OF MINUTES FROM PRIOR COMMISSION MEETINGS: NONE

CA.5 RELEASES OF LIEN FOR UNIT CONNECTION FEE MORTGAGE(S): NONE.

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

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

CA.8 City Commission Approval to Use the City Seal for Irish Exhibit at the Visitor Information Center and Community Table Event with Flagler College (M. Wissel, Communications Director)

CA.9 Selection of Jen Lomberg for the Red Cedar Award for Environmental Impact (B. Blonder, Vice Mayor)

CA.10 Satisfaction and Release of Lien: 204 Pelican Reef Drive (I. Lopez, City Attorney)

CA.11 Satisfaction and Release of Lien: 186 Pelican Reef Drive (I. Lopez, City Attorney)

CA.12 Eminent Domain: Lake Maria Sanchez — Invoice for Professional Services (I. Lopez, City Attorney)

CA.13 Quarterly Report: 1st Quarter FY 2025-2026 (I. Lopez, City Attorney)

END CONSENT AGENDA

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

(None)

5.B. Approval of Consent Agenda

MOTION 

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

6. Appeals

(None)

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

7.A. General Public Presentations

(None)

7.B. Items of Great Public Importance

 Mayor Sikes-Kline read a letter from The Fundación Consejo España–Estados Unidos announcing that the City of St. Augustine was chosen to receive the 11th Bernardo de Gálvez Award, which honors the efforts to preserve historic legacy between the United States and Spain.

7.B.1. 2025–2026 Nights of Lights Season Review (D. Birchim, City Manager)

 David Birchim, City Manager, provided an overview of the 2025-2026 Nights of Lights (NoL) Season Review. He discussed the following:

- Parking Operations
- Transportation and Mobility
- Public Restrooms
- Solid Waste and Property Services
- Public Safety
- Communications

Meredith Breidenstein, Assistant City Manager, reviewed the budget expenditures for the Nights of the Lights 2025-2026 Season.

 Commissioner Jon DePreter said after reviewing the presentation he was more concerned about the daily rate of operations. He said he asked Ms. Breidenstein if she could provide more about the daily cost.

Ms. Breidenstein reviewed the NoL daily cost and cost per ride on the shuttles. She said for the complete fifty-eight days of NoL excluding the shuttles it was \$10,268. She said the cost for the Visitor Information Center (VIC) Shuttles, which came from the Broudy Lot and the County Lots to the VIC, which ran for thirty-three days, cost a total of \$18,353. She said the Anastasia

Island shuttle cost, which was covered as of now by a grant from the Department of Transportation (DOT), ran for fifty-six days cost \$729. She said the City alone, without any grant assistance, adding the daily rate and each shuttles daily rate, could pay for thirteen total days.

Commissioner Cynthia Garriss said that this could pay for the original twelve days of shuttles that would have normally been done by the City.

Ms. Breidenstein replied that could pay for the twelve days of shuttles but this year there were many more operational expenditures than in previous years.

Commissioner Springfield said the State paid for the shuttle for the beach area; however, the City lost that in the downtown core for that period of time.

Ms. Breidenstein said that was correct although it would have been difficult to navigate logistically.

 Commissioner Springfield said, this year, traffic flow was much better than last year and he thought it could have operated more efficiently. He said the loss of revenue from parking was not accounted for and should be considered because that was the same as spending it. He noted that local residents did not pay \$40 to park at the municipal parking garage if they used their residents' card. He said the residents' card brought their fee to \$3.

 Commissioner Blonder asked for the balance sheet to be updated to include the parking loss revenue.

Ms. Breidenstein replied in the affirmative.

Mayor Sikes-Kline asked if the bike racks were well used.

Mr. Birchim replied that they were used extensively and more were ordered and put on the bayfront to protect pedestrians from walking between vehicles and

crossing traffic mid-block; however, those had to be redeployed daily.

 Mayor Sikes-Kline felt those should be named something different because it was not a 'bike rack'. She said these were more like pedestrian barricades, which were different than bike racks.

Mr. Birchim understood and explained that the reason they were called 'bike racks' was how they looked; however, they were used to delineate the pedestrian spaces from the vehicular spaces, whereas the meridian barricades were to safeguard pedestrians from vehicles.

 Mayor Sikes-Kline asked about the SMART St. Augustine program, which was the dynamic sign program. She said the messages could start as far as interstate 95 and asked when that would be implemented.

 Reuben Franklin, Assistance City Manager, said the SMART St. Augustine program, should be ready for the upcoming 2026-2027 NoL season, as he anticipated construction to start late spring 2026.

 Commissioner Blonder said there was additional cost to staff besides the police and fire department. She asked if there was a way to capture those additional expenses.

 Ms. Breidenstein replied that almost everything associated with NoL had been included. She said a different charge code was added to timecards for those departments that assisted with NoL, such as solid waste, parking, events, and mobility. She said those numbers were included in the numbers provided.

Commissioner Springfield said during NoL, City staff were unable to do their daily job requirements like paving streets; therefore, that was a loss of activity from staff because they were concentrated on NoL,

which had been done for the past thirty years.

 Ms. Breidenstein commented that a lot of this was overtime; however, things were adjusted seasonally to focus on NoL.

The Commission heard from the following members of the public:

- Sarah Rose Stone 
- Anthony Sexton 
- Melinda Rakoncay 
- Len Weeks 
- Robin Wertz 
- Scott York 

 Commissioner Springfield suggested keeping the meridian barricades up for safety. He said there were economic factors that differed from this year to last year but was unsure how to measure. He said he appreciated that Len Weeks brought up the revenue that was generated and felt that should be noted, even if the money was committed by resolution to be used elsewhere. He said he wanted to understand exactly where funds came from to assist during the NoL season and have that information quantified.

 Mr. Birchim replied that the money generated was from parking revenues, which were earmarked as mentioned, and permit revenues, which were insignificant. He said that information could be compiled and provided.

 Commissioner Springfield added that he thought signage would be good to implement to advise of other business on Charlotte and Spanish Street and about restroom locations. He said he appreciated having the Toques Lot available, but it was a hard balance to help employees or those who were unable to get downtown. He said as a resident, he was very happy with how NoL went and spent more time downtown than in past years. He said he was curious

about the hotel data compared to last year as that could help determine the number of people in town.

 Commissioner DePreter stated he thought that the hotel occupancy could be tracked through the bed tax. He said that it may be provided by Susan Philips at the Visitors Convention Bureau (VCB). He said from his understanding and the numbers from last year, around 75% of the Tourist Development Taxes (TDT) came from St. Augustine Beach and the City of St. Augustine, to include Vilano Beach. He said the cost for the beach shuttle was \$2.00 per person and it had been tried previously but now there was real data, which showed it beneficial. He stated he wanted to work towards having a shuttle lane on San Marco Avenue. He suggested adding bike racks on the south side of the Bridge of Lions as there were many residents that would utilize them. He thought it would be beneficial to add shuttle stops along San Marco Avenue as it had been mentioned by several business owners. He said during his ride along with police there seemed to be some issues with the geofencing enforcement and felt that should be looked into further. He said one of the corporals he was riding with suggested adding a police officer to the VIC shuttle area with the amount of people using the shuttles as it was a very busy area. He questioned if the extra week in November was fruitful. He said from what he had heard it had been, but he had not received anything official. He suggested reviewing the cost of the shuttles as there was an increase of 13% per person in one year.

 Commissioner Garris felt that even though the parking garage money was earmarked for other things, there had to be a profit and she thought that should be taken into consideration. She said the parking ticket fines increased from \$35 to \$100 and she requested that that revenue should be taken into account as well. She was concerned that the business owner of Florida Cracker Café noted his business

was down 30% and he had to let 10% of his staff go. She said that was very unfortunate as it was very hard to maintain good staff in the retail and food industry. She was disheartened by the owner of the Art Gallery as she mentioned their business was down too due to the lack of visitors on Cuna Street. She felt the Toques parking lot was not being utilized as the cost for the spaces was higher than any other ones and suggested returning the lot back to pay by plate. She said with people being disabled there was no transportation provided to help get them into town and this could have helped them but if not they would not come downtown. She was pleased that the residents were happy with less traffic cut-through; however, other businesses complained that the parking restrictions had hurt their businesses and once the hours changed it was better. She said the hours should remain to what it was changed to, to help avoid problems next year. She thanked Mr. Birchim and Ms. Breidenstein for the presentation and noted that the businesses paid taxes yearly, and their concerns and needs should be taken into consideration.

 Commissioner Blonder thanked staff, the public speakers and the Commission. She said the NoL presentation provided a great deal of information that was needed to help make decisions moving forward. She noted there was an increase in shuttle passengers of around fifty thousand, which more than tripled the amount from 2024. She said the changes proved that there was interest and if the wait times could be improved it could become even more beneficial; however, the cost to run the shuttles nearly tripled, which was a large expense. She agreed there was a critical need for a transit lane on San Marco Avenue and make it permanent. She said she wanted to be more creative on how the County could assist the City with funding since the City was where most of the bed tax came from and the City was still left with a shortfall. She said this was a major

expense and if it was unable to be paid, then other decisions had to be made.

 Mayor Sikes-Kline agreed and thanked Mr. Birchim for the presentation provided and thanked him for following through on all the promises made, which she appreciated. She said it was not perfect and it could be improved but commended him for receiving feedback and being open during the process. She felt the City was able to accommodate more people, make them safer; however, did not feel the visitors received a better aesthetic appearance and that was a concern. She said she cared about the aesthetics as it made the City desirable and enticed people to visit and wanted that to be a priority moving forward. She noted Representative Sam Greco suggested installing permanent bollards instead of the meridian barriers, which were not pleasing and made it seem dangerous. She said how revenue was generated for the City by NoL was a question that every mayor struggled to answer but knew it would continue to be a challenge. She said the employee parking was thought out but it did not come to fruition, but she felt we should continue to find ways to help accommodate our employees in the City. She thanked everyone for staying engaged and encouraged them to continue to be involved moving forward. She said a planning study request had been made to the North Florida Transportation Planning Organization regarding shuttling, which could help with obtaining a transit lane. She said she looked forward to the results of the resident survey by the neighborhood councils and the VCB NoL economic survey.¹

7.C. Other Items Requiring Public Hearing

(None)

8. Ordinances and Resolutions – Public Hearing Required.

8.A. Ordinances – Second Reading

 **8.A.1. Ordinance 2026-03: Amending the Future Land Use Designation of Approximately 4.55 acres at Beacon Street and East Park Avenue East of Billings Street (A. Skinner, Planning and Building Director)**

 Amy Skinner, Planning and Building Director, reviewed Ordinance 2026-03.

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

MOTION

Commissioner Blonder MOVED to pass Ordinance 2026-03 on second reading. The motion was SECONDED by Commissioner Springfield.

Ms. Lopez read the title as follows:

ORDINANCE NO. 2026-03

AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA AMENDING THE FUTURE LAND USE MAP (FLUM) DESIGNATION OF A TOTAL OF APPROXIMATELY 4.55 ACRES; LOCATED AT BEACON STREET AND EAST PARK AVENUE; EAST OF BILLINGS STREET AS PORTIONS OF HILDRETH BACK BAY ADDITION SUBDIVISION IN THE CITY OF ST. AUGUSTINE, AS MORE PARTICULARLY DESCRIBED HEREINAFTER; CHANGING APPROXIMATELY 0.75 UPLAND ACRES OF PROPERTY FROM ITS CURRENT LAND USE DESIGNATION OF RESIDENTIAL LOW DENSITY TO RECREATION AND OPEN SPACE AND CHANGING APPROXIMATELY 3.80 WATERWARD ACRES OF PROPERTY FROM ITS CURRENT DESIGNATION OF RESIDENTIAL LOW DENSITY TO OPEN LAND (CONSERVATION); PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR

¹ Break taken 7:26p.m.-7:37p.m.

SEVERANCE OF INVALID PROVISIONS;
AND PROVIDING AN EFFECTIVE DATE.

VOTE ON MOTION:

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

NAYES: NONE

MOTION APPROVED UNANIMOUSLY



**8.A.2. Ordinance 2026-04: Amending
the Zoning Designation of
Approximately 4.55 acres at Beacon
Street and East Park Avenue east of
Billings Street (A. Skinner, Planning and
Building Director**

Amy Skinner, Planning and Building
Director, reviewed Ordinance 2026-04.

Ex Parte Communication:

(None)

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

MOTION

**Commissioner Springfield MOVED to
pass Ordinance 2026-04 on second
reading. The motion was SECONDED by
Commissioner Garris.**

Ms. Lopez read the title as follows:

ORDINANCE NO. 2026-04

AN ORDINANCE OF THE CITY OF ST.
AUGUSTINE, FLORIDA REZONING A
TOTAL OF APPROXIMATELY 4.55
ACRES; LOCATED AT BEACON STREET
AND EAST PARK AVENUE; EAST OF
BILLINGS STREET AS PORTIONS OF
HILDRETH BACK BAY ADDITION
SUBDIVISION IN THE CITY OF ST.
AUGUSTINE, AS MORE PARTICULARLY
DESCRIBED HEREINAFTER; REZONING
APPROXIMATELY 0.75 UPLAND ACRES
FROM ITS CURRENT CLASSIFICATION
OF RESIDENTIAL SINGLE FAMILY-TWO
(RS-2) TO THE CITY CLASSIFICATION

OF GOVERNMENT USE (GU), AND
REZONING APPROXIMATELY 3.80
WATERWARD ACRES FROM ITS
CURRENT CLASSIFICATION OF
RESIDENTIAL SINGLE FAMILY-TWO
(RS-2) TO THE CITY CLASSIFICATION
OF OPEN LAND (OL); PROVIDING FOR
REPEAL OF CONFLICTING
ORDINANCES; PROVIDING FOR
SEVERANCE OF INVALID PROVISIONS;
AND PROVIDING AN EFFECTIVE DATE.

VOTE ON MOTION:

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

NAYES: NONE

MOTION APPROVED UNANIMOUSLY

**8.A.3. Ordinance 2026-05: Amending
the Future Land Use Designation of
Approximately 2.12 acres at Fishers
Island between the Matanzas River and
State Road 312, commonly known as
Fish Island Inholding (A. Skinner,
Planning and Building Director)**

Amy Skinner, Planning and Building
Director, reviewed Ordinance 2026-05.

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

MOTION

**Commissioner Springfield MOVED to
pass Ordinance 2026-05 on second
reading. The motion was SECONDED by
Commissioner DePreter.**

Ms. Lopez read the title as follows:

ORDINANCE NO. 2026-05

AN ORDINANCE OF THE CITY OF ST.
AUGUSTINE, FLORIDA AMENDING THE
FUTURE LAND USE MAP (FLUM)
DESIGNATION OF A TOTAL OF
APPROXIMATELY 2.12 ACRES;
LOCATED AT FISHERS ISLAND
BETWEEN THE MATANZAS RIVER AND
STATE ROAD 312 IN THE CITY OF ST.
AUGUSTINE, AS MORE PARTICULARLY

DESCRIBED HEREINAFTER; CHANGING APPROXIMATELY 2.12 UPLAND ACRES OF PROPERTY FROM ITS CURRENT LAND USE DESIGNATION OF RESIDENTIAL MEDIUM DENSITY/MIXED USE TO RECREATION AND OPEN SPACE; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERANCE OF INVALID PROVISIONS; AND PROVIDING AN EFFECTIVE DATE.

VOTE ON MOTION:

AYES: Springfield, DePreter, Garris, Blonder, Sikes-Kline

NAYES: NONE

MOTION APPROVED UNANIMOUSLY

8.A.4. Ordinance 2026-06: Amending the Zoning Designation of Approximately 2.12 acres at Fishers Island between the Matanzas River and State Road 312, commonly known as Fish Island Inholding (A. Skinner, Planning and Building Director)

Amy Skinner, Planning and Building Director, reviewed Ordinance 2026-06.

Ex Parte Communication:

(None)

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

MOTION 

Commissioner DePreter MOVED to pass Ordinance 2026-06 on second reading. The motion was SECONDED by Commissioner Springfield.

Ms. Lopez read the title as follows:

ORDINANCE NO. 2026-06

AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA REZONING A TOTAL OF APPROXIMATELY 2.12 ACRES; LOCATED AT FISHERS ISLAND BETWEEN THE MATANZAS RIVER AND

STATE ROAD 312 IN THE CITY OF ST. AUGUSTINE, AS MORE PARTICULARLY DESCRIBED HEREINAFTER; REZONING APPROXIMATELY 2.12 UPLAND ACRES FROM ITS CURRENT CLASSIFICATION OF RESIDENTIAL AND GENERAL OFFICE A (RGO-A) TO THE CITY CLASSIFICATION OF GOVERNMENT USE (GU), PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERANCE OF INVALID PROVISIONS; AND PROVIDING AN EFFECTIVE DATE.

VOTE ON MOTION:

AYES: DePreter, Springfield, Garris, Blonder, Sikes-Kline

NAYES: NONE

MOTION APPROVED UNANIMOUSLY

8.A.5. Ordinance 2026-07: Amending the Zoning Designation of Approximately 54.67 acres at Fishers Island between the Matanzas River and State Road 312, commonly known as Fish Island Preserve (A. Skinner, Planning and Building Director)

Amy Skinner, Planning and Building Director, reviewed Ordinance 2026-07.

Ex Parte Communication:

(None)

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

MOTION 

Commissioner DePreter MOVED to pass Ordinance 2026-07 on second reading. The motion was SECONDED by Commissioner Springfield.

Ms. Lopez read the title as follows:

ORDINANCE NO. 2026-07

AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA REZONING A TOTAL OF APPROXIMATELY 54.67

ACRES; LOCATED AT FISHERS ISLAND BETWEEN THE MATANZAS RIVER AND STATE ROAD 312 IN THE CITY OF ST. AUGUSTINE, AS MORE PARTICULARLY DESCRIBED HEREINAFTER; REZONING APPROXIMATELY 15.52 UPLAND ACRES FROM ITS CURRENT CLASSIFICATION OF COMMERCIAL MEDIUM-TWO (CM-2) AND APPROXIMATELY 39.15 UPLAND ACRES OF RESIDENTIAL AND GENERAL OFFICE A (RGO-A) TO THE CITY CLASSIFICATION OF GOVERNMENT USE (GU), PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERANCE OF INVALID PROVISIONS; AND PROVIDING AN EFFECTIVE DATE.

VOTE ON MOTION:

AYES: DePreter, Springfield, Garriss, Blonder, Sikes-Kline

NAYES: NONE

MOTION APPROVED UNANIMOUSLY

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

(None)

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

(None)

9. Ordinances and Resolutions - No Public Hearing Required

9.A. Ordinances – First Reading

(None)

9.B. Resolutions

(None)

10. Staff Reports and Presentations

10.A. 2025–2026 Nights of Lights Season Review (D. Birchim, City Manager)

Item moved to 7.B.1.

11. ITEMS BY CITY ATTORNEY



Isabelle Lopez, City Attorney, asked if the Commission wanted her to continue to enforce submerged land leases.

After a brief discussion, it was determined that Ms. Lopez would provide more information regarding submerged land leases and how they were enforced.

Mayor Sikes-Kline thanked Ms. Lopez for the quarterly report. She said it was obvious that her office was very busy and active, but it was a pleasure to work with her and her office.

12. ITEMS BY CITY CLERK



12.A. Reminder: Open Positions on Boards and Committees (D. Galambos, City Clerk)

Darlene Galambos, City Clerk, said that applications were being accepted for the Historic Architecture Review Board and the Corridor Review Committee, as there was one position on each respectively.

13. ITEMS BY CITY MANAGER

David Birchim, City Manager, advised that there would be a temporary change to the franchise routes for the Horse Carriages and City Code required that the Commission be notified. He said the change was due to the construction taking place on Sevilla Street and would last through mid-June.

14. Items by Mayor and Commissioners



Commissioner Springfield said he had received some emails concerning the NoL lights and décor. He felt that the rules should be enforced and that it should return to what was intended, which was to highlight the architectural historic buildings. He said St. Johns County was represented well in Tallahassee on St. Johns County

Day, and it was a very positive experience. He was pleased 100-Acers were purchased and it was now permanently preserved.

 Commissioner Garris agreed that attending St. Johns County Day was a great experience and it was nice to speak with the legislators. She said safety was very important not only for residents and visitors but for those who lived on the outskirts of the city. She said on State Road 207 and US1, it was dark and difficult to travel alone and adding lighting would help with that and make the City even more beautiful. She said Lauren Giber mentioned the traffic on Riberia Street, and she agreed that anything that could be done to make it safer should be because she knew it could not be monitored constantly. She said no signage had been installed at the lights on King Street because the intersection was still being blocked. She said it seemed that only one-horse company was being targeted, and she felt that should be taken seriously, especially since that was where the illness was and the death of one horse.

Mayor Sikes-Kline asked if there was confirmation of a horse death from strangles.

 Mr. Birchim replied that one horse passed from strangles; however, the report from the veterinarian had not been received. He said Corey Sakryd, General Services Director, spoke to the State veterinarian who confirmed that the horse did pass.

 Commissioner DePreter said there was an article he read that noted the state was working on regulations for e-bikes and felt the City should be aware of this, since it had been brought up before.

 Commissioner Blonder agreed with Commissioner Garris about the horses and agreed with Commissioner Springfield that

there could be other options for the leased barn. She said she hoped staff would provide more information as it was given by veterinarians and then restrictions for the carriages could be tightened. She said NoL décor should return to the original intent. She thanked her fellow commissioners and staff for attending St. Johns County Day in Tallahassee, as she was unable to attend. She said three new trash receptacles were on San Marco Avenue, and they blended in with the environment, and she thought that would help with the trash problem in that area. She mentioned that she wanted the vendor ordinance reviewed as she thought that some were out of character and non-compliant. She asked if there was an update regarding the King Street Bridge construction.

 Mr. Birchim replied that the City was waiting on a press release from the Department of Transportation (DOT) about the status of the project. He said at this time it was his understanding that DOT intended to repair the bridge and close it for about a month and reopen for vehicular traffic; however, nothing formal had been provided.

Mayor Sikes-Kline commented that the same thing took place at the Bridge of Lions, which helped extend the life of the bridge.

Mr. Birchim replied that it was a repair to help extend the life of the bridge for several more years prior to having to replace it in totality.

 Mayor Sikes-Kline requested to have a comprehensive update on the one-acre barn property to discuss the lease, status of the repairs, and anything else that could be provided and advised that if a death of a horse occurred on the property, the commission should be notified.

Mr. Birchim replied that an update would be provided at the next meeting.

Mayor Sikes-Kline said she was unsure exactly where Commissioner Garris requested for lighting to be installed on SR207 but knew there was a legislative priority list and did not know if it should be added to the list or if the request should go through the North Florida Transportation Planning Organization (TPO), which she was more than happy to do but would need more information on where the lights were being requested to be put.

Mr. Birchim advised that he would speak with Commissioner Garris to get more details and then find a path forward with the mobility department.

Mayor Sikes-Kline agreed with the white lights only for NoL and highlighted the buildings as intended. She said the president of the business coalition reached out and asked if the City would not permit colored lights or inflatables. She felt it was time for it to be enforced as she cared as for the aesthetics of the City. She did not want there to be a distraction from the real purpose.

Mr. Birchim added that this was discussed at the end of the 2024 NoL season and the commission instructed staff to create guidelines for lighting. He said at that time it could not be done; however, it could be revisited but the question was the enforcement.

Mayor Sikes-Kline agreed that enforcement could be difficult but felt it was necessary.

Mr. Birchim commented that some businesses may not be aware of the rules, but the guidelines could help.

 Mayor Sikes-Kline said she received another request for the naming of a City street. She said she asked Darlene Galambos, City Clerk, about the guidelines for renaming of streets and the resolution had been provided for review.

 Ms. Galambos reviewed the criteria and said she did not believe the second request received would qualify based off one of the requirements which 'was a deceased person or person who has made significant and outstanding contributions of public service to the community'. She said there were criteria that the requestor had to meet as well, which was outlined in the resolution. She said she was concerned with one of the criteria, which was '60% of the homesteaded property owners abutting the street', which may not represent business owners and long-term renters.

 Commissioner Garris said she would give the guidelines to Cythina Dukes, niece of Ms. Janie Price. She told the commissioners that having a marker to honor her aunt at Dr. Robert B. Hayling Park was not what Ms. Dukes had requested and did not support that. She said that Ms. Dukes wanted a street named after Ms. Price, to honor her, as her aunt had been instrumental in the Lincolnville area.

 Mayor Sikes-Kline said this was a newer provision and asked who should be included. She said thought San Sebastian Way would be a good selection since there were no residents along that street and the previously proposed Planned Unit Development did not come to fruition.

Ms. Galambos asked how the wording should be modified; to include renters and business owners, or homesteaded properties should be included.

Commissioner Springfield felt renters should not be included but felt businesses, property owners, or homesteaded properties should be included.

Commissioner DePreter said he thought it should be homesteaded properties or leave the resolution as it was and see the outcome.

 Mayor Sikes-Kline agreed.

15. Adjournment

There being no further business, the meeting was adjourned at 8:24 P.M.²

Nancy Sikes-Kline, MAYOR

Darlene Galambos, CITY CLERK

DRAFT

² Transcribed by Elyse Wiemann

CITY OF ST. AUGUSTINE

City Commission Special Meeting
Monday, February 23, 2026

The City Commission met in formal session on Monday, February 23, 2026, at 3:30 P.M. in the Alcazar Room at City Hall. The meeting was called to order by Mayor Nancy Sikes-Kline, and the following were present:

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

Also Present: David Birchim, City Manager
Isabelle Lopez, City Attorney
Darlene Galambos, City Clerk
Meredith Breidenstein, Assistant City Manager
Reuben Franklin, Assistant City Manager
Stephen Slaughter, Director, Public Works & Utilities
Amy Skinner, Director, Planning and Building
Melissa Wissel, Director, Communications
Jaime D. Perkins, Director, Community Services
Melissa Burns, Director, Finance
Jon Marston, Police Chief
Carlos Aviles, Fire Chief
Elyse Wiemann, Senior Recording Secretary

2. PUBLIC COMMENTS FOR GENERAL PUBLIC COMMENTS (3 MINUTES PER INDIVIDUAL)

The Commissioners heard from the following members of the public:

- Susan Gregory
- Roger White
- Devona Bell
- Vicki Pepper
- Jeffrey Levowitz

3. PROPERTY TAX REFORM PRESENTATION AND DISCUSSION

3.A. Property Tax Reform Presentation and Discussion (M. Breidenstein, Assistant City Manager and M. Burns, Finance Director)

Meredith Breidenstein, Assistance City Manager, provided a brief overview of the potential property tax reform bills and the different outcomes regarding how the City could be affected.

Mayor Nancy Sikes-Kline commented that HJR203 was the one that passed in the House of Representatives; however, there was no matching bill yet from the Senate.

Commissioner Jim Springfield clarified that if \$7.8 million dollars were to be eliminated, police nor fire could be altered, which was 58% of the General Fund revenues, leaving \$23 million to run the rest of the City. He said the estimated \$8 million would have to come out of that leaving an estimated \$15 million. He said that was a 60/40 decrease for streets, maintenance,

and anything else that was done in the City.

Ms. Breidenstein replied that some expenses were tied directly to certain revenues, such as parking revenues, which were specifically used for street paving, mobility and parking expenses. She said gas tax funds received from the state had to be used for street paving. She noted that not all of the general fund expenses were funded by ad valorem tax.

Mayor Sikes-Kline requested to understand how \$7.8 million would affect each homesteaded property.

Ms. Breidenstein replied that information could be provided by the tax collector; however, it would differ for each home as it was based on their assessed value.

Ms. Breidenstein said the departments that were exempt from budget reductions were Police and Fire, which both were funded by ad valorem taxes. She said the departments that would be affected if property taxes were eliminated would include:

- City Commission
- City Manager
- City Attorney
- Communications
- Human Resources & Risk Management
- Planning
- Finance & Accounting
- Information Technology
- General Services, Purchasing & Grants
- Historic Preservation to include Archeology
- Fleet Maintenance
- Public Works & Engineering
- Grounds
- Events & Galimore Center
- Community Services
- Facilities
- Property Services

Ms. Breidenstein said these were all fully or partially funded by ad valorem taxes. She said some departments had small fees that could be associated with them, but it did not fund the department.

Mayor Sikes-Kline asked what services were included with community services.

Ms. Breidenstein replied that the community services department included the homeless outreach, mobility and parking, Galimore Center, events, and the Community Redevelopment Area; however, those were a separate fund.

Mayor Sikes-Kline asked what services were associated with the planning and building department.

Ms. Breidenstein replied that under planning and building department, code enforcement was included but funded by building permits, and vacation rentals permits. She said other services in the planning department included:

- Business licenses
- Building permits
- Subdividing land
- Planning and Zoning Board (PZB)
- Historical Architectural Review Board (HARB)
- All Land Development Regulations
- Zoning
- Code Enforcement

Commissioner Barbara Blonder said that each department was very important to the City, such as Information Technology (IT), which protected the City's data, also, there were many complaints when the grounds were not kept and that department was important to keep the area nice. She said each department had a critical function, which was important to the City.

Ms. Breidenstein commented that each department helped support the other, including the Police and Fire Departments.

Ms. Breidenstein explained that there were some departments not funded by property taxes as they were funded by other revenue sources, which were:

- Building Permits & Inspections
- Streets
- Mobility
- Parking
- Customer Service

Ms. Breidenstein explained that the total number of employees that were fully or partially funded by ad valorem tax was about 118 in total. She said the potential \$7.8 million loss would result in 73 out of the 118 positions being eliminated.

Mayor Sikes-Kline clarified that 73 positions would be reduced, out of the 118 that were currently held.

Ms. Breidenstein replied in the affirmative. She said if the full reduction was people; however, there were some contractual services but the majority of the budget, over 50%, was people.

Mayor Sikes-Kline commented that would leave 45 employees.

Ms. Breidenstein replied that would be what was left in those listed departments.

Mayor Sikes-Kline asked how many employees were associated with Police and Fire.

Ms. Breidenstein replied for both departments, there was a total of 107 employees.

Commissioner Blonder stated that if the workforce was reduced to 45 employees, the wait times for services would increase significantly.

Ms. Breidenstein clarified that there were several City programs that would not be impacted as they were not funded by ad valorem tax or any taxes, which were:

- Water, Wastewater and Stormwater Utilities
- Garbage and Recycling
- Municipal Marina
- Visitors Information Center(VIC)
- VIC Parking Garage

Ms. Breidenstein pointed out that all these services were supported by the other City departments.

Commissioner Jon DePreter asked if taxes could be raised by the City on homesteaded properties and commercial properties.

David Birchim, City Manager, pointed out that the millage rate could be increased, affecting the commercial properties and non-homesteaded properties.

Commissioner DePreter said the City was unique with over 7 million visitors annually, and that was where some of the City budget was used. He asked if other options were a possibility.

Mr. Birchim replied that there had been discussions to approach the legislature to have a food and beverage tax like Miami-Dade County, but for that to be enacted it would have to be approved by the state.

Commissioner DePreter asked if there had been a 55% increase in the City's revenue since 2019.

Ms. Breidenstein stated that since 2022 the general fund had increased 22% over the past five years, from \$36 million to \$51 million. She said the millage rate had not been increased.

Mr. Birchim commented that it included the increase in development and new homes.

Commissioner Springfield asked for verification regarding what had been said by various speakers in public comments. He said most of the taxes did not come from residential, and homestead

exemptions were not lost if moving or downsizing. He said the inequality of property taxes was not something the City had authority over unless it was specifically the millage rate. He said the value of your home was what governed the amount of property taxes paid, and if the property value increased more than 5% the homeowner would receive a 3% increase, which was a protection of homesteaded properties. He agreed that no one liked taxes but that was how government functioned. He said that this type of cut would hurt some of the services offered. He stated he hoped there could be an alternative funding source or make extremely selective cuts that would not affect the services. He said the best solution, although controversial, was to eliminate police or fire and consolidated those services with St. Johns County. He said those services were already being paid for through the County. He said if the City needed to cut a majority, those services could be consolidated.

Commissioner Cynthia Garris pointed out that Fire nor Police was able to be affected, therefore, no cuts would be made in those departments. She said there were several citizens that had come before them concerned with the millage and she understood how elimination of property taxes would seem beneficial for citizens. She said no one wanted to hear about job cuts or the City services being affected but knew that something that would affect property taxes was coming as the legislature was pushing hard for it. She said the City should consider obtaining more State funding but if that was not an option, there may be an option for state taxes to help the City, which would not only tax citizens but visitors alike.

Commissioner Blonder commented that there were inequities all over from the City, schools, and throughout the Country. She said one way to address those inequities in communities that needed them the most was through the CRA and reducing that

budget by 5% would cripple them. She said she was fearful that these could be eliminated.

Mayor Sikes-Kline asked how this could affect the City's ability to bond or how it could affect the City's debt. She said a new bond would be needed for the new fire station on Anastasia Island.

Ms. Breidenstein said the current debt was secure by all non-ad valorem revenues and if there was a need for a bond to be secured by ad valorem revenues, it would have to be on the ballot. She said the concern was not only being able to secure the bond but being able to make payments.

Mayor Sikes-Kline said that one program that was essential was the septic to sewer program in West Augustine and asked if that would be affected.

Mr. Birchim advised that the state had been assisting with that annually, along with utility fees generated by customers. He said he did not feel that program specifically would be affected but other areas of the organization that support the utilities department could be impacted.

Mayor Sikes-Kline commented that Nights of Lights was advertised through the Visitors & Convention Bureau (VCB) and the City did not have any control over who came; however, there was an obligation to care for those guests when they were in the City, which came with a tremendous amount of expense. She said the bed tax provided to the City still did not encompass the total cost resulting in the City being more in debt.

Ms. Breidenstein stated there was a total of \$350,000 from the general fund that was not reimbursable by tourism development dollars.

Mr. Birchim commented that NoL cost around \$1.2 million and customarily, the City received annually \$200,000 in bed tax.

He said the City would be asking for more funds to help supplement the upcoming NoL season. He said if those revenues were not received the money would have to come from other areas.

Mayor Sikes-Kline noted that nothing impacted the City's residents more than tourism.

Mr. Birchim replied in the affirmative.

Mayor Sikes-Kline said her understanding was in this bill HJR203 were passed, this would affect the budget in 2028.

Mr. Birchim replied that it would not go into effect until 2027, and the follow fiscal year would be when it was implemented. He said the house bill had been introduced and passed; however, there was no companion senate bill at this time.

Mayor Sikes-Kline said the governor had expressed his desire for this to take place. She expressed that the City would do its best moving forward; however, felt there were more questions than answers at this time. She said when it came to generating revenue, there were few things that could be done to increase revenue. She said the millage rate could be increased but the majority of sales tax would go to the County. She noted the county would have similar issues. She asked what ways were the City could raise revenue.

Mr. Birchim replied that the fees collected were tied to the services provided, and the fees associated could not be excessive or used for other services. He said all departments were intertwined and everyone worked together.

Ms. Breidenstein said the yearly budget meeting identified the revenues and noted the fire assessment fee, was being reviewed and any user fee as long as it was covering the cost of the program it would be assessed. She said there were some opportunities; however, there was a

not a direct tie that was not associated with revenues.

Mayor Sikes-Kline said moving forward when this happened, it would be a combination of income increases and cuts.

Ms. Breidenstein said that sales tax was received throughout the country and a portion was given to the City based on population.

Mayor Sikes-Kline said the portion of sales tax was not tied to what was created but to the population, which was 16,400 in FY 2025.

4. ITEMS BY MAYOR AND COMMISSIONERS

5. ADJOURNMENT

There being no further business, the meeting was adjourned at 4:31P.M.¹

Nancy Sikes-Kline, MAYOR

Darlene Galambos, CITY CLERK

¹ Transcribed by Elyse Wiemann

CITY OF ST. AUGUSTINE

Regular City Commission Meeting
Monday, February 23, 2026

The City Commission met in formal session Monday, February 23, 2026, at 5:00 P.M. in the Alcazar Room at City Hall. The meeting was called to order by Mayor Nancy Sikes-Kline, and the following were present:

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

Also Present: David Birchim, City Manager
Isabelle Lopez, City Attorney
Darlene Galambos, City Clerk
Meredith Breidenstein, Assistant City Manager
Reuben Franklin, Assistant City Manager
Stephen Slaughter, Director, Public Works & Utilities
Amy Skinner, Director, Planning and Building
Jaime D. Perkins, Director, Community Services
Melissa Wissel, Director, Communications
Jon Marston, Police Chief
Carlos Aviles, Fire Chief
Elyse Wiemann, Senior Recording Secretary

MOMENT OF SILENCE and PLEDGE OF ALLEGIANCE

Mayor Nancy Sikes-Kline requested a moment of silence and Vice-Mayor Barbara Blonder led the pledge of allegiance.

2. ADMINISTRATIVE ITEMS

2.A. Modification and Approval of Regular Agenda

David Birchim, City Manager, said under City Manager comments he would be discussing a status that would be installed in the Plaza de la Constitución tomorrow.

MOTION

Mayor Sikes-Kline MOVED to approve the Regular Agenda. The motion was

SECONDED by Commissioner Jon DePreter and APPROVED BY UNANIMOUS VOICE VOTE.

3 Special Presentations, Recognitions and Proclamations

3.A. Proclamation 2026-07: Proclaims February 2026 as Black History Month (C. Garris, Commissioner)

3.B. Certificate of Recognition 2026-01: Recognizes and honors DeMario "Pop" Douglas for his outstanding athletic achievements, his character, and his continued dedication to the community that raised him and celebrates him as a true hometown hero and role model (C. Garris, Commissioner)

3.C. American flag presented to the family of the 2016 de Avilés Award

Recipient, Mrs. Patti Rang (M. Wissel, Communications Director)

4. General Public Comments (3 minutes per individual)

The Commission heard from the following members of the public:

- Nancy Murphy
- Devona Bell
- Susan Gregory
- Tom Reynolds
- Jason Judge
- Catherine Zoda
- Heather Wilson
- Jennifer Cushion
- Patricia Ramos
- Pat Debosz
- Pam Yelvington
- William Cushion
- BJ Kalaidi

5. Consent Agenda

Heard after item 7 (a)

David Birchim, City Manager, read the Consent Agenda.

CA.1 Preview of upcoming Commission meetings.

CA.2 THE FOLLOWING ORDINANCES ARE TENTATIVELY SCHEDULED FOR SECOND READING ON DATE: NONE

CA.3 Reminder of Upcoming Meetings:
•March 9, 2026, 5:00PM, Regular City Commission Meeting
•March 23, 2026, 5:00PM, Regular City Commission Meeting
•April 13, 2026, 5:00PM, Regular City Commission Meeting
•April 27, 2026, 3:00PM, Community Redevelopment Agency Meeting
•April 27, 2026, 5:00PM, Regular City Commission Meeting

CA.4 APPROVAL OF MINUTES FROM PRIOR COMMISSION MEETINGS:
•January 12, 2026, Regular City Commission Meeting

CA.5 RELEASES OF LIEN FOR UNIT CONNECTION FEE MORTGAGE(S): NONE.

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

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

END CONSENT AGENDA

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

(None)

5.B. Approval of Consent Agenda

MOTION

Mayor Sikes-Kline MOVED to approve the Consent Agenda. The motion was SECONDED by Commissioner Cynthia Garris and APPROVED BY UNANIMOUS VOICE VOTE.

6. Appeals

(None)

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

7.A. General Public Presentations

7.A.1. Presentation by SJC Cultural Events and Sing Out Loud (M. Wissel, Communications Director)

Diana Markovits, Director of Public Relations & Partnerships St. Johns County Cultural Events, provided an overview of Sing Out Loud 2025, requested to move the Francis Field event to May, and extend their contract for an additional five years.

She said the local artist show cases would remain in September and extend over four weeks. She said the Francis Field event moving to May would not take place until 2027.

Mayor Sikes-Kline asked what year the contract would extend through if extended by five years.

Ms. Markovits replied if the contract was extended, it would end in 2033.

Commissioner Garris stated she had attended several of the Sing Out Loud events and the security was fantastic. She said there were no additional issues with traffic flow throughout the City and she agreed with moving the showcase to May since it was in a dryer month and September was in hurricane season. She said they had proven to be an asset to the City and they donated a good amount.

Commissioner Springfield said he too loved Sing Out Loud and thought it was a great event. He said the five-year contract was based on providing more time to sign artists and now the request was asking for an additional five years with no artists booked in September and book artist for May 2027. He said he was not in support of extending the contract but could support a rolling five years. He said after researching hotel occupancy rates, 60%-70% were good and anything below 37.3%, hotels could start to lose money. He said he was not concerned about the hotels being profitable as they were being profitable with or without the festival; however, he was concerned that this was not an accurate way to measure an increase in occupancy as it added only two days. He suggested finding an alternative way to measure occupancy rates based on past weekends in May to have more accurate data. He requested a local artist on the main stage, as there were many great artists locally and he felt they deserved to have their talents showcased before a major headliner.

Ms. Markovits replied that in the last Sing Out Loud festival, there were two local artists that performed on the main stage and stated it would remain a tradition.

Commissioner DePreter asked if the municipal parking garage would be used the same in May as it was in September.

Loren Luders, Director of Patron Services, replied that the reason the municipal garage was rented was due to weather. He said if there was a weather event Francis Field would have to be evacuated and the garage would need to be rented for all three days in May, exactly as it was in September.

Commissioner DePreter said he supported moving the event to May.

Commissioner Blonder expressed her gratitude for the festival and the partnership with the Live Wildy foundation. She said May was a wonderful month in the City, and she was not fond of moving the festival; however, understood the issues with hurricanes and she did not want the festival to fail, so she could support the change. She agreed that a rolling five years was better than extending the contract. She said she supported the overall plan.

Mayor Sikes-Kline said she was a big fan of keeping the local talent in September and appreciated their efforts to keep that going as it was very important to the community, she supported the event taking place over three nights, the rental of the municipal parking garage, supported the date being moved to May as it had less potential drain on emergency services, and supported the extension of the contract to 2033.

MOTION

Mayor Sikes-Kline MOVED to APPROVE the contract modifications as presented.

Commissioner DePreter asked if that modification included extending the contract to 2033.

Mayor Sikes-Kline replied in the affirmative.

Commissioner Garris SECONDED the motion.

Commissioner Springfield proposed to amend the motion to a five-year rolling contract instead of extending the contract to an additional five-years.

Mayor Sikes-Kline rejected the proposed amendment.

VOTE ON MOTION:

AYES: Sikes-Kline, Garris, Blonder

NAYES: DePreter, Springfield

MOTION APPROVED 3/2

7.B. Items of Great Public Importance

(None)

7.C. Other Items Requiring Public Hearing

(None)

8. Ordinances and Resolutions – Public Hearing Required.

8.A. Ordinances – Second Reading

(None)

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

(None)

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

(None)

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

9.A. Ordinances – First Reading

9.A.1. Ordinance 2026-08: Amending an existing Planned Unit Development (PUD) at 24 Cathedral Place and the corner of Charlotte and Treasury Streets (A. Skinner, Planning and Building Director)

Amy Skinner, Planning and Building Director, reviewed ordinance 2026-08.

Ellen Avery-Smith, Rogers Towers Law Group, representative for the applicant, provided a brief overview of the proposed modification to the 2013 Planned Unit Development (PUD) at 24 Cathedral Place, the Exchange Hotel.

Commissioner Blonder questioned the number of parking spaces in the parking garage as it was noted there would be a minimum of 155 plus spaces instead of a maximum.

Ms. Avery-Smith replied that the parking garage had been negotiated with the Planning and Zoning Board (PZB), and it would be tucked into the center of the building. She said during the PZB hearing the architectural design was not completely done as it was to coincide with the other buildings and that was the reason for the minimum number of parking spaces to be at 155.

Commissioner Blonder suggested instead of having a minimum change that to maximum, as she did not want an open-ended number of spaces to be allowed in the parking garage.

Isabelle Lopez, City Attorney, advised that if there was a maximum they could provide much less, which was one of the public benefits.

Commissioner DePreter asked if Commissioner Blonder felt there would be too many parking spaces, not enough parking spaces, or just wanted to have a concrete number of parking spaces.

Commissioner Blonder stated she wanted to have a confirmed number of parking spaces.

Ms. Avery-Smith replied that it would be around 155 parking spaces, but it would be decided and reported back.

Commissioner Blonder said it was more of a suggestion for second reading. She asked how many parking spaces would be available to the public.

Ms. Avery-Smith replied that it would depend on the occupancy of the hotel and the other usages in the building at the time; however, the other hotels owned by the same owner advised that parking at those hotels were never full.

Commissioner DePreter said he knew there was concern about how the piers would be installed and asked how that would be done. He said the main concern was vibrations.

Mike Koppenhafer, Fisher Koppenhafer Architecture and Interior Design, stated that the pilings for the new building would be auger cast. He said it was more like a giant drill bit that would extract the earth then the space would be reinforced with steel and filled with concrete.

Mayor Sikes-Kline asked if that meant the vibration would be eliminated or reduced.

Mr. Koppenhafer replied that it would greatly reduce the vibrations. He said the community had made them very aware that the idea was not to vibrate the historic buildings and that was not the intent.

Mayor Sikes-Kline asked if the vibrations would be monitored during construction.

Commissioner DePreter suggested providing that information at second hearing.

Mayor Sikes-Kline pointed out that there was a colonial structure directly across the street.

Ms. Avery-Smith noted page 14 of the PUD text had the information regarding pilings. She said they would incorporate additional monitoring language into the PUD text.

Commissioner DePreter clarified the benefits in terms of finances, which included improvements to the streetscape of Charlotte Street, along with a third of the street north to include the infrastructure cost, and then an additional mobility fee.

Ms. Avery-Smith replied in the affirmative and noted it was outlined in the PUD text on pages 15 and 16. She highlighted the contribution to the City for the "complete street" improvements to Charlotte Street between Treasury Street and Avenida Menendez in the amount of \$464,640. She said other details about the improvements to Anderson Circle were in the text on those same pages.

Commissioner Springfield confirmed that the Anderson Circle improvements were not included in the money allocated for the "complete street" improvements on Charlotte Street.

Ms. Avery-Smith replied in the affirmative. Commissioner DePreter asked for confirmation that the trash compactor would hold the capacity as indicated.

Ms. Avery-Smith replied in the affirmative.

Commissioner DePreter questioned if their economic models were based on receiving the St. Regis or Waldorf status, as it could have a difference on the value.

Ms. Avery-Smith stated the models were not based on that status.

Commissioner Springfield asked who would buy and own the trash compactor.

Ms. Avery-Smith replied that the trash compactor would be purchased by the owner and the City would operate and maintain it.

Commissioner Garris said based on all the information provided, she supported moving the PUD to second reading.

Commissioner Springfield commented that the remodel would save the building and it was a plus for the skyline as well as the City, at their expense. He pointed out that out of the six firms associated with the project only one was from Jacksonville and the other were local businesses. He said a few years ago, he could not understand the entire project but now he completely understood the benefits it would provide, even though there was an elimination of office space in the City, he was in support of moving the ordinance to second reading.

Mayor Sikes-Kline spoke in support of the project and noted a project like this encouraged historic preservation in the City and was a great model on how to do that. She said the Historic Area Community Redevelopment Area (HACRA) would receive close to a million dollars, and jobs would be added in the area. She said they liked how the improvements to Treasury Street were depicted in the renderings and she appreciated how they were shown. She questioned the language on page 15 regarding the contribution of \$464,640. She said this project, as the PUD language noted, could take ten years before it was complete. She stated she did not feel it was a good policy to negotiate an exact figure as costs were ever increasing.

Ms. Avery-Smith advised that the reason for the ten years was due to development of the interior design and all that was being presented was the exterior. She said once this was approved the interior development would begin, which could take two or three years.

Mayor Sikes-Kline requested that the applicant return with a more adequate language. She said she wanted a

commitment that the applicant would bear the full cost of the "complete street" to ensure completion.

Ms. Avery-Smith clarified that the money as noted in the PUD text was paid to the City within 90 days after being approved.

Freemont Latimer, Landscape Architect, Marquis, Latimer and Halback, advised that the applicant was responsible for construction from Anderson Circle all the way to Treasury Street in totality. He said the portion that was adjacent to the hotel would be first and the additional \$464,640 was a contribution to the City for the streetscape north towards Avenida Menendez and would be completed based on the City's timeline as it was not the applicant's responsibility.

Mayor Sikes-Kline stated she favored having a minimum and maximum number for parking. She knew stacking would be used in the parking garage but was not clear how the public parking would be available to the public.

Ms. Avery-Smith explained the parking garage would be used by those staying in the hotel, employees, and patrons using the other facilities; however, if there were open spaces it would be available to the public.

Mayor Sikes-Kline said that made complete sense. She clarified that parking would be used by employees.

Ms. Avery-Smith replied that the employees would use the parking spaces in between guest check-in and out. She pointed out the other two hotels owned by the same owner and advised the parking lots for those were never full. She said it was anticipated that there would always be public parking available.

The commissioners provided their ex-parte communication.

MOTION

Commissioner Garris MOVED to pass Ordinance 2026-08 on first reading and moved to second reading. The motion was SECONDED by Commissioner DePreter.

Isabelle Lopez, City Attorney, read the Ordinance.

ORDINANCE NO. 2026-08

AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA AMENDING THE ZONING FOR APPROXIMATELY 1.06 ACRES OF PROPERTY LOCATED AT 24 CATHEDRAL PLACE (PID #197160-0000) AND HARLOTTE STREET (PID #197200-0000), AS MORE PARTICULARLY DESCRIBED HEREINAFTER, TO AMEND ITS CURRENT PLANNED UNIT DEVELOPMENT (PUD) CLASSIFICATION ADOPTING A NEW PLANNED UNIT DEVELOPMENT (PUD); PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERANCE OF INVALID PROVISIONS; AND PROVIDING AN EFFECTIVE DATE.

VOTE ON MOTION:

AYES: Garris, DePreter, Springfield, Blonder, Sikes-Kline

NAYES: NONE

MOTION APPROVED UNANIMOUSLY

9.B. Resolutions

9.B.1. Resolution 2026-02: Temporary Easement Florida Department of Transportation Shared Use Path Construction along A1A Anastasia State Park from Pope Rd to Red Cox Drive (R. Franklin, Assistant City Manager)

Reuben Franklin, Assistant City Manager, reviewed Resolution 2026-02.

Commissioner Blonder stated she was pleased that this path was being constructed.

Commissioner DePreter said he was happy that persistence had finally paid off.

Mayor Sikes-Kline agreed and noted that the project was funded.

MOTION

Mayor Sikes-Kline MOVED to pass Resolution 2026-02. The motion was SECONDED by Commissioner Blonder.

VOTE ON MOTION:

AYES: Sikes-Kline, Blonder, DePreter, Garris, Springfield

NAYES: NONE

MOTION APPROVED UNANIMOUSLY

9.B.2. Resolution 2026-03: Authorizing the City Manager to execute a Construction and Maintenance Agreement between FDOT and the City of St. Augustine for SR A1A/Avenida Menendez Bridge of Lions Intersection (R. Franklin, Assistant City Manager)

Reuben Franklin, Assistant City Manager, reviewed Resolution 2026-03.

Commissioner DePreter asked if there was a start date at this time.

Mr. Franklin replied that it was anticipated to begin in late 2027/2028, as the project was funded through the design phase with 60% plans. He said once he had the construction schedule from Florida Department of Transportation it would be provided.

MOTION

Commissioner DePreter MOVED to pass Resolution 2026-03 Authorizing the City Manager to execute a Construction and Maintenance Agreement. The motion was SECONDED by Mayor Sikes-Kline.

VOTE ON MOTION:

AYES: DePreter, Sikes-Kline, Garris, Springfield, Blonder

NAYES: NONE

MOTION APPROVED UNANIMOUSLY

9.B.3. Resolution 2026-04: Nuisance, Appeals, and Adjustment Board Members (I. Lopez, City Attorney)

Isabelle Lopez, City Attorney, reviewed Resolution 2026-04.

At the request of Commissioner Blonder, Ms. Lopez clarified that the language in the codified ordinance was not being changed. She said the Nuisance, Appeals, and Adjustment Board remained as noted in City Code.

MOTION

Commissioner DePreter MOVED to pass Resolution 2026-04. The motion was SECONDED by Commissioner Springfield.

VOTE ON MOTION:

AYES: DePreter, Springfield, Blonder, Sikes-Kline

NAYES: NONE

MOTION APPROVED UNANIMOUSLY¹

10. Staff Reports and Presentations

10.A. 2026 Citizens' Academy (R. Franklin, Assistant City Manager)

Reuben Franklin, Assistant City Manager, announced that the second Citizens' academy would begin in March 2026 and end in May 2026 with a graduation in the City Commission Meeting.

Commissioner Springfield stated this had been a great program. He said he previously requested that the documents produced for this program be incorporated on our website 'City Government 101', as

this would be helpful to new residents and those who had questions.

Mr. Franklin replied that he would be happy to work on that.

MOTION

Mayor Sikes-Kline MOVED to APPROVE the 2026 Citizens' Academy and the proposed schedule. The motion was SECONDED by Commissioner Blonder and APPROVED BY UNANIMOUS VOICE VOTE.²

10.B. Update 650 Riberia St. Leased Stables and Country Carriages Agreements (C. Sakryd, General Services Director)

Corey Sakryd, General Services Director, provided an update on the leased stables at 650 Riberia Street and the lease with Country Carriages. He reviewed the following items:

- Professional guidance and observations – Repairs at 650 Riberia Street
- Strangles Outbreak
- Florida Department of Agriculture and Consumer Services (FDACS)
- Country Carriages Agreements and Compliance

Commissioner DePreter noted the franchise agreement had two different terms; the initial and the renewal. He asked if this was the renewal term.

Mr. Sakryd replied that this was the initial term.

Commissioner Blonder referred to the topographical map and site photo. She said Hayling Park was a cement capped landfill, which provided a moderate amount of topsoil. She said the rain was not absorbed as normal and was running to the lowest level, which was the site at the horse stables. She said she did not feel this was a good location to have a horse

¹ Commissioner Garris not present for vote.

² Commissioner DePreter not present for vote.

stable as it would flood, and what was seen currently was not normal as we were in a severe drought. She said the list of items that needed to be fixed on the site included things that were concerning and could be a fire hazard.

Mr. Sakryd commented that he had spoken to Country Carriages, and they informed him they had an electrical contractor come to the barn, but he was unaware of any repairs.

Commissioner Garris said after reviewing the site photo, she did not see any grass on the property.

Mr. Sakryd replied that in the pens, that was accurate.

Commissioner DePreter clarified that there was a total of fifteen active medallions: ten belonged to Country Carriages, two belonged to one company, and three independent companies had a medallion.

Mr. Sakryd replied that the transfer station had five medallions with one operator having two, and three operators had an individual medallion.

Mayor Sikes-Kline said reviewing the violations, there were a lot in 2025, and even more in 2024. She asked what the violation was on January 13, 2026.

Mr. Sakryd replied that the Code Enforcement violation was being held, as the facility was under quarantine until March 3, 2026. He said that letter would be sent officially once quarantine was lifted by the Florida Department of Agricultural and Consumer Services (FDACS) and they would have two weeks to comply with the five action items in the letter.

Mayor Sikes-Kline asked for more information on the carriage route violation in February 2025.

Mr. Sakryd replied that a carriage had followed a trolley through their area in front

of City Hall. He said a letter was sent and correction action was taken.

Mayor Sikes-Kline asked why there were so many follow ups to inspection violations in 2024.

Mr. Sakryd replied there were three follow up inspections to the initial inspection, which took place on November 4, 2024, because the City brought in an expert in the field, who added only a couple extra items to their punch list.

Mayor Sikes-Kline commented that Country Carriages had a long history of documented compliance and violations.

Mr. Sakryd stated they had more than any other lease holder the City had.

Mayor Sikes-Kline said they had lease that would expire in September 2026, which was set to renew.

Mr. Sakryd stated that both agreements were set to renew. He said the lease agreement allowed the lessee the option to renew for an additional five-year period contingent upon lessee adherence to the terms of this agreement, and the franchise agreement could be terminated at the end of the initial term as long as written notice was given six months in advance of the initial term and three months of a renewal term.

Mayor Sikes-Kline questioned the notification timeframe if there was no renewal.

Mr. Sakryd replied that renewal would be March 30, 2026.

Mayor Sikes-Kline clarified that notification would have to be provided by the end of March 2026.

Mr. Sakryd said that was correct, and without the franchise agreement the lease agreement would automatically terminate.

Commissioner Springfield said the way he understood it was that the lease agreement could not be terminated.

Mr. Sakryd replied that it could be terminated. He suggested sunseting the lease agreement and if the franchise agreement was continued or not, the lease agreement would cease.

Commissioner Springfield confirmed that if the ten medallions were removed from Country Carriages they could remain in operation until September 30, 2026; however, after that, those ten medallions could be reassigned, and they could apply for those at that time.

Mr. Sakryd replied that was correct.

Mr. Birchim commented the lease would be automatically terminated at that time.

Isabelle Lopez, City Attorney, clarified that the ten medallions did not have to be reissued.

Mayor Sikes-Kline stated that any further action regarding the medallions would be determined separately.

Commissioner Blonder asked if there was an estimated number of staff hours that had been devoted to this.

Mr. Sakryd said he did not have an exact amount of time; however, knew it was considerably more than any other lease agreement that the City maintained.

Commissioner Blonder proposed that staff bring this item back to the first March meeting for a final decision regarding the franchise agreement.

Mr. Birchim replied in the affirmative and clarified the request was make a decision on whether to renew the franchise agreement or not.

Commissioner Blonder said that was correct. She said that way there would be

ample time to provide a proper response to the owner.

Commissioner DePreter stated given the timeline, he suggested directing staff to write a letter to dissolve the franchise agreement. He said the violations were unknown to them but had been brought to light by staff and he did not feel that one company should have two-thirds of the medallions as it was not in the best interest of the City nor the industry.

MOTION

Commissioner DePreter MOVED to have staff write a letter to terminate the franchise agreement. The motion was SECONDED by Commissioner Blonder.

VOTE ON MOTION:

AYES: DePreter, Blonder, Garris, Springfield, Sikes-Kline

NAYES: NONE

MOTION APPROVED UNANIMOUSLY

11. ITEMS BY CITY ATTORNEY

(None)

12. ITEMS BY CITY CLERK

12.A. Notification of Two (2) Term Expirations — Lincolnville Community Redevelopment Area Steering Committee (LCRA) (D. Galambos, City Clerk)

Darlene Galambos, City Clerk, notified the Board of two term expirations for the Lincolnville Community Redevelopment Area Steering Committee (LCRA) and the positions were being advertised.

12.B. Reminder: Open Positions on Boards and Committees (D. Galambos, City Clerk)

For information purposes only.

13. ITEMS BY CITY MANAGER

David Birchim, City Manager, announced that the State would be placing a Commemorative Statue Honoring Frederick Douglass in the Plaza de la Constitución. He said there would be a press conference unveiling the statue on Wednesday with Governor DeSantis.

Mayor Sikes-Kline stated that the Board would need approval since it was being placed in the Plaza.

Mr. Birchim said the statue would need to be approved by the Historic Architecture Review Board (HARB) and then by the Commission.

Commissioner Blonder said she was pleased it was Fredrick Douglas but would not be pleased if it was a different statue without going through the correct procedures. She said Florida was a property rights state and this property belonged to the City. She said she was not in support of voting for this without the proper steps.

Commissioner DePreter commented that it was difficult to approve a statue he had never seen.

Mayor Sikes-Kline thought her fellow commissioners would approve.

Commissioner Springfield heard a speech by Governor DeSantis on February 6, 2026, in Miami announcing that a statue of Fredrick Douglas would be given to the City and put in the Plaza de la Constitución. He thought there was a design process and then the statue had to be forged; however, the City had been waiting on Dr. Hayling's statue for almost two years now. He felt this had been planned for years and the City was not notified. He was not supportive of the adding this to the Plaza as it was the center piece of the City.

Isabelle Lopez, City Attorney, suggested if the commission felt strongly about not placing the statue in the Plaza that it was best to voice that instead of allowing it and removing it at a later date.

Commissioner Blonder pointed out that there were several projects that had come before the commission to be placed in the Plaza. and had been rejected. She said she was not opposed to who was being remembered but was opposed to how it had been done.

Commissioner Springfield noted that the State had property on the side of the Government house or the Bridge of Lions, where the statue could also be placed if they chose.

Commissioner Garris said she heard about this by email from the City Manager. She said she would liked to have more notice but if this was related to Black History, she understood why it was coming on such short notice. She said when Douglas came to St. Augustine it was a time of healing for the slaves. She said she did not know what the statue would look like as it was all new but felt the City was constantly asking for funds from the State and she did not feel upsetting the governor was a good move for the commission.

Mayor Sikes-Kline understood the concerns but agreed it was Black history month and this was part of the 250th celebration. She said she spoke with Secretary of State, Cord Byrd, who informed her this was at the request of the Florida Black Caucus Legislature, to put the statue near the market, in accordance with Black History Month, and for celebration of the 250th of America. She said other locations throughout the state were also getting statues. She felt the state was trying to do a good thing and she was honored to be at the dedication prior markers that were for Fredrick Douglas, and there was a lot of Civil Rights history in the City. She said she was excited and in support of the statue.

Commissioner Springfield said the governor was adding statues in other areas and it was a good thing, but he was setting a precedent he was not in favor of.

14. Items by Mayor and Commissioners

Commissioner Garris thanked the commission for being supportive of the Black history month and Zora Neal Hurston proclamation. She expressed her gratitude about presenting DeMario "Pop" Douglas with his certificate of recognition and the flag as these were the moments she was proud to be a commissioner. She said it was important to acknowledge young people in the community as they were the future and part of the history taking place now.

Commissioner Blonder thanked Commissioner Garris for putting the spotlight on those wonderful people in our community and it was important to celebrate them. She thanked Commissioner DePreter for requesting the additional Nights of Lights data for daily use as it was essential. She said there was a lot clearing with a large oak tree in the Fullerwood neighborhood as shown in the photos. She requested that the tree ordinance be strengthened in how close digging near a root system could take place around a tree.

Mayor Sikes-Kline asked if Commissioner Blonder wanted to work with staff on how to move forward.

Commissioner DePreter agreed working with staff might be the best idea and suggested using this property as a model as there was a lot to a tree and the root system.

Commissioner Springfield said he contacted the City Manager as he was concerned, and the proper procedures were being followed.

Mayor Sikes-Kline asked for clarification and said this would be used as a case

study by staff and a recommendation would be presented.

Mr. Birchim said a code amendment would have to be initiated by a commissioner or the Planning and Zoning Board (PZB). He understood that Commissioner Blonder was proposing a code amendment, but it would not be more intensive than the existing code and could clarify the tree protection zone where there was concern.

Mayor Sikes-Kline acknowledged this was more of a process question which had been identified, and the commission was in support.

Mayor Sikes-Kline said she had heard discussion regarding the Nights of Lights (NoL) dates being set but thought NoL dates were normally set at the second meeting in March.

Mr. Birchim agreed and said the dates for NoL would be provided at the March 23, 2026, Commission meeting, and at the March 9, 2026, meeting a memorandum discussing the revenues collected by the City during NoL would be provided.

Mayor Sikes-Kline asked for clarification regarding the San Sebastian Bridge and said the community needed to understand what was taking place as there had been some confusion.

Mr. Birchim replied that the construction across the San Sebastian River was not related to the King Street bridge project or the signalization at Malaga Street. He said the King Street Bridge replacement project was owned by the State, leased to Florida Department of Transportation (FDOT) who was working on stabilization for the bridge; however, no other information had been provided.

15. Adjournment

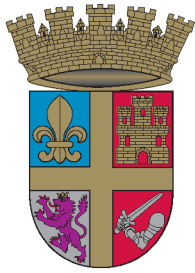
There being no further business, the meeting was adjourned at 8:26 P.M.³

Nancy Sikes-Kline, MAYOR

Darlene Galambos, CITY CLERK

DRAFT

³ Transcribed by Elyse Wiemann



Est. 1565

City of St. Augustine

La Lealísima y Valerosa Ciudad de San Agustín de la Florida

PROCLAMATION

***WHEREAS**, the beauty and wonder of a natural night sky is a shared heritage of all humankind; and*

***WHEREAS**, the experience of standing beneath a starry night sky inspires feelings of wonder and awe and encourages a growing interest in science and nature, particularly among young people, and*

***WHEREAS**, light pollution—excessive artificial lighting at night—has documented economic, environmental, ecological, and human health impacts on communities; and*

***WHEREAS**, approximately 80 percent of the world's population, including many residents of St. Augustine, lives under a dome of light pollution and may never experience the visual wonder or ecological benefits of a naturally dark night sky; and*

***WHEREAS**, light pollution wastes natural resources, amounting to roughly \$3 billion per year in wasted energy in the United States; and*

***WHEREAS**, Florida is home to a wide variety of nocturnal wildlife—including bats, bobcats, coyotes, flying squirrels, owls, night birds, seasonal migrating birds, sea turtles, and insects such as luna moths and fireflies—that rely on darkness for survival; and*

***WHEREAS**, St. Augustine, known for its remarkable history, architecture, beautiful beaches, and biodiversity, also values the natural beauty of its night skies, which inspire residents and visitors to appreciate the magnificence of our universe, and*

***WHEREAS**, DarkSky International recognizes International Dark-Sky Week to raise awareness about light pollution and encourage responsible outdoor lighting that protects and preserves dark skies.*

***NOW THEREFORE**, the City Commission of the City of St. Augustine hereby proclaims **April 13-20, 2026** as **INTERNATIONAL DARK-SKY WEEK** and encourages all residents to observe this week by learning about light pollution and supporting efforts to protect and preserve our precious dark skies.*

***IN WITNESS WHEREOF**, I have hereunto set my hand and caused the Seal of the City of St. Augustine to be affixed this 13th day of April in the year of our Lord two thousand and twenty-six and the four hundred and fifty-ninth year of the founding of St. Augustine, the Nation's Oldest City.*

Nancy Sikes-Kline, Mayor

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: David Birchim, City Manager

DATE: March 12, 2026

RE: **SIX REMNANT DEFENDANTS' OPIOID SETTLEMENT DUE MAY 4, 2026**

Enclosed please find a Combined Subdivision Participation Form regarding the settlement reached between the State of Florida and the below listed pharmaceutical companies as part of the ongoing opioid litigation:

1. Associated Pharmacies, Inc. (and American Associated Pharmacies)
2. J M Smith Corporation
3. Louisiana Wholesale Drug Company, Inc.
4. Morris and Dickson Co.
5. North Carolina Mutual Wholesale Drug Company, Inc.
6. United Natural Foods, Inc. (including its subsidiaries SuperValu and Advantage Logistics)

The City's litigation counsel is recommending the City agree to this settlement and has authorized the City Attorney to sign this form.

Please place this participation form on the consent agenda for review and approval at the March 23, 2026 City Commission meeting.

Please contact me if you have any questions or comments. Thank you.



Isabelle C. Lopez
City Attorney

/sl
Attachment

xc: Darlene Galambos, City Clerk

EXHIBIT G

Six (6) Remnant Defendants' **Combined Subdivision Participation and Release Form** **("Combined Participation Form")**

Governmental Entity: St. Augustine city	State: FL
Authorized Official: Isabelle Lopez, City Attorney	
Address 1: 75 King Street	
Address 2:	
City, State, Zip: St. Augustine	Florida 32084
Phone: (904) 825-1052	
Email: attorney@citystaug.com	

The governmental entity identified above ("Governmental Entity"), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the six (6) Remnant Defendants' Settlement Agreement ("RDSA"), dated February 3, 2026, and described further in Paragraph 1, and acting through the undersigned authorized official, hereby elects to participate in the RDSA, release all Released Claims against all Released Entities, and agrees as follows:

1. The Governmental Entity hereby elects to participate in the RDSA as a Participating Subdivision with each of the following six (6) Remnant Defendants that are parties to the RDSA: (1) Associated Pharmacies, Inc. (and American Associated Pharmacies), (2) J M Smith Corporation, (3) Morris and Dickson Co., L.L.C., (4) Louisiana Wholesale Drug Company, Inc., (5) North Carolina Mutual Wholesale Drug Company, Inc., and (6) United Natural Foods, Inc. (and SuperValu).
2. The Governmental Entity is aware of and has reviewed the RDSA, understands that all capitalized terms not defined in this Combined Participation Form have the meanings defined in the RDSA, and agrees that by executing this Combined Participation Form, the Governmental Entity elects to participate in the RDSA and become a Participating Subdivision as provided in the RDSAs.
3. The Governmental Entity shall promptly, and in any event no later than 14 days after the Reference Date and prior to the filing of the Consent Judgment, dismiss with prejudice any Released Claims that it has filed against any Released Entity in the RDSA. With respect to any Released Claims pending in *In Re National Prescription Opiate Litigation*, MDL No. 2804, the Governmental Entity authorizes the Plaintiffs' Executive Committee to execute and file on behalf of the Governmental Entity a Stipulation of Dismissal with Prejudice for each of six (6) Remnant Defendants listed in Paragraph 1 above substantially in the form found at <https://nationalopioidsettlement.com/additional-settlements/>.
4. The Governmental Entity agrees to the terms of each of the RDSA pertaining to Participating



Subdivisions as defined therein.

5. By agreeing to the terms of the RDSA settlements and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.
6. The Governmental Entity agrees to use any monies it receives through the RDSA solely for the purposes provided therein.
7. The Governmental Entity submits to the jurisdiction of the MDL Court and agrees to follow the process for resolving any disputes described in the RDSA.
8. The Governmental Entity has the right to enforce the RDSA as provided therein.
9. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes of the RDSA, including without limitation all provisions related to release of any claims, and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in his or her official capacity whether elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in the RDSA in any forum whatsoever. The release provided for in the RDSA is intended by the Parties to be broad and shall be interpreted so as to give the Released Entities in the RDSA the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The RDSA shall be a complete bar to any Released Claim against the Released Entities.
10. The Governmental Entity hereby takes on all rights and obligations of a Participating Subdivision as set forth in the RDSA.
11. In connection with the releases provided in the RDSA, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

General Release; extent. A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her would have materially affected his or her settlement with the debtor or released party.



A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims in the RDSA, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the RDSA.

12. The Governmental Entity understands and acknowledges that nothing herein is intended to modify in any way the terms of any of the RDSA, to which Governmental Entity hereby agrees. To the extent this Combined Participation Form is interpreted differently from the RDSA in any respect, the RDSA controls.

I have all necessary power and authorization to execute this Combined Participation Form on behalf of the Governmental Entity.

Signature: _____

Name: Isabelle C. Lopez

Title: City Attorney

Date: _____

