

HISTORIC AREA

COMMUNITY REDEVELOPMENT PLAN AMENDMENT

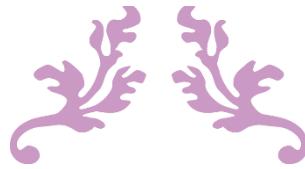
2024



ST. AUGUSTINE
COMMUNITY REDEVELOPMENT AGENCY

CITY OF ST. AUGUSTINE, FLORIDA

Adopted January 8, 2024
Ordinance 2023-32



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Introduction

01



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

INTRODUCTION

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

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

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

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

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

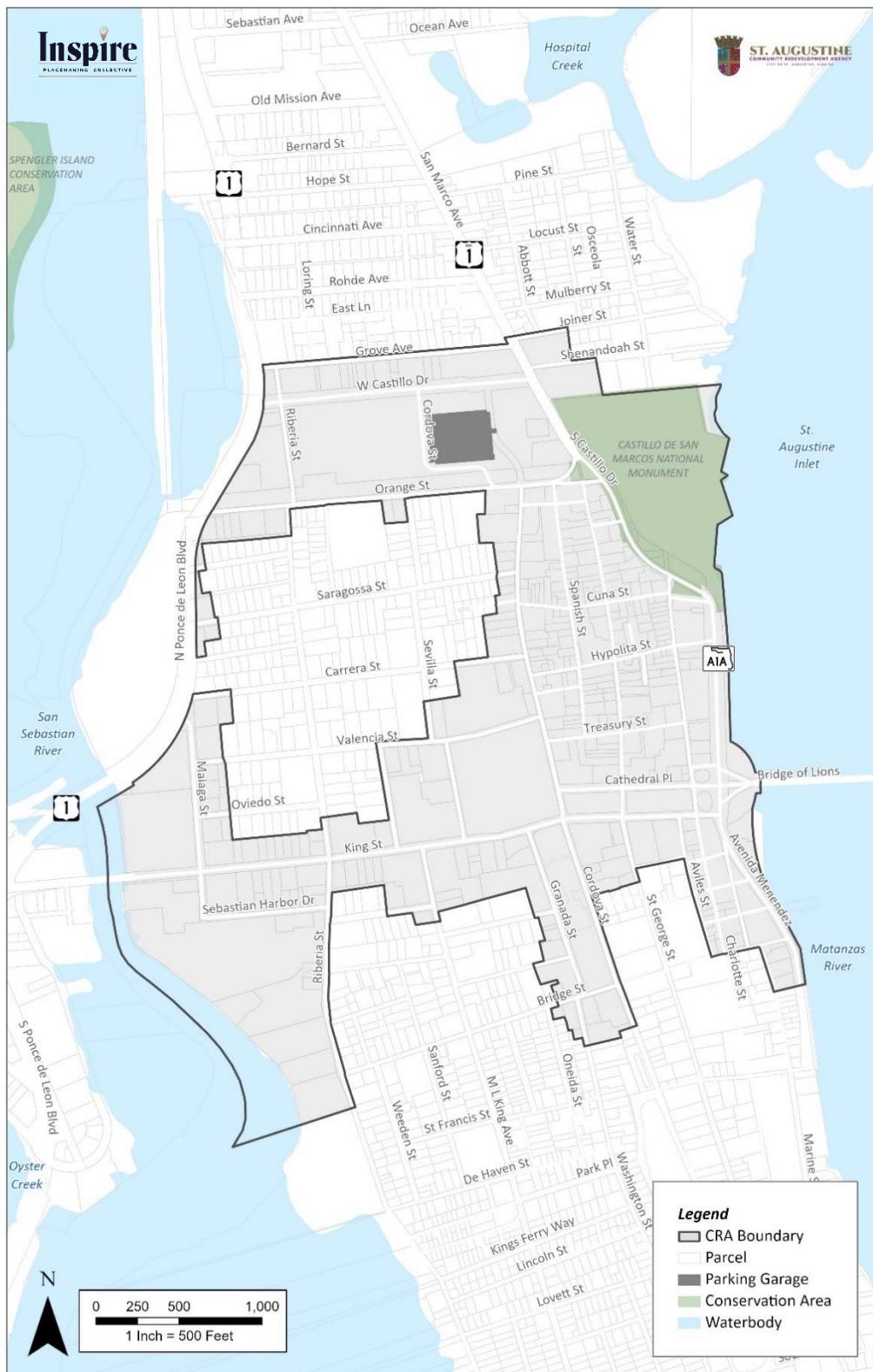
STATEMENT OF HISTORIC PRESERVATION

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



HACRA – Charlotte/Cuna Street looking west

Figure 1. St. Augustine HACRA Boundaries



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

History & Background

02



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

HISTORY AND BACKGROUND

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



HACRA – Castillo de San Marcos

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

ST. AUGUSTINE

16th CENTURY



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

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

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

17th CENTURY

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

18th CENTURY

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

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

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

18th CENTURY



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

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

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

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

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

19th CENTURY

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

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

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

19th CENTURY



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

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

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

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

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

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

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

20th CENTURY

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

20th CENTURY



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

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

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

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

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

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

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

20th CENTURY



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

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

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

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

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

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

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

21st CENTURY

21st CENTURY



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

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

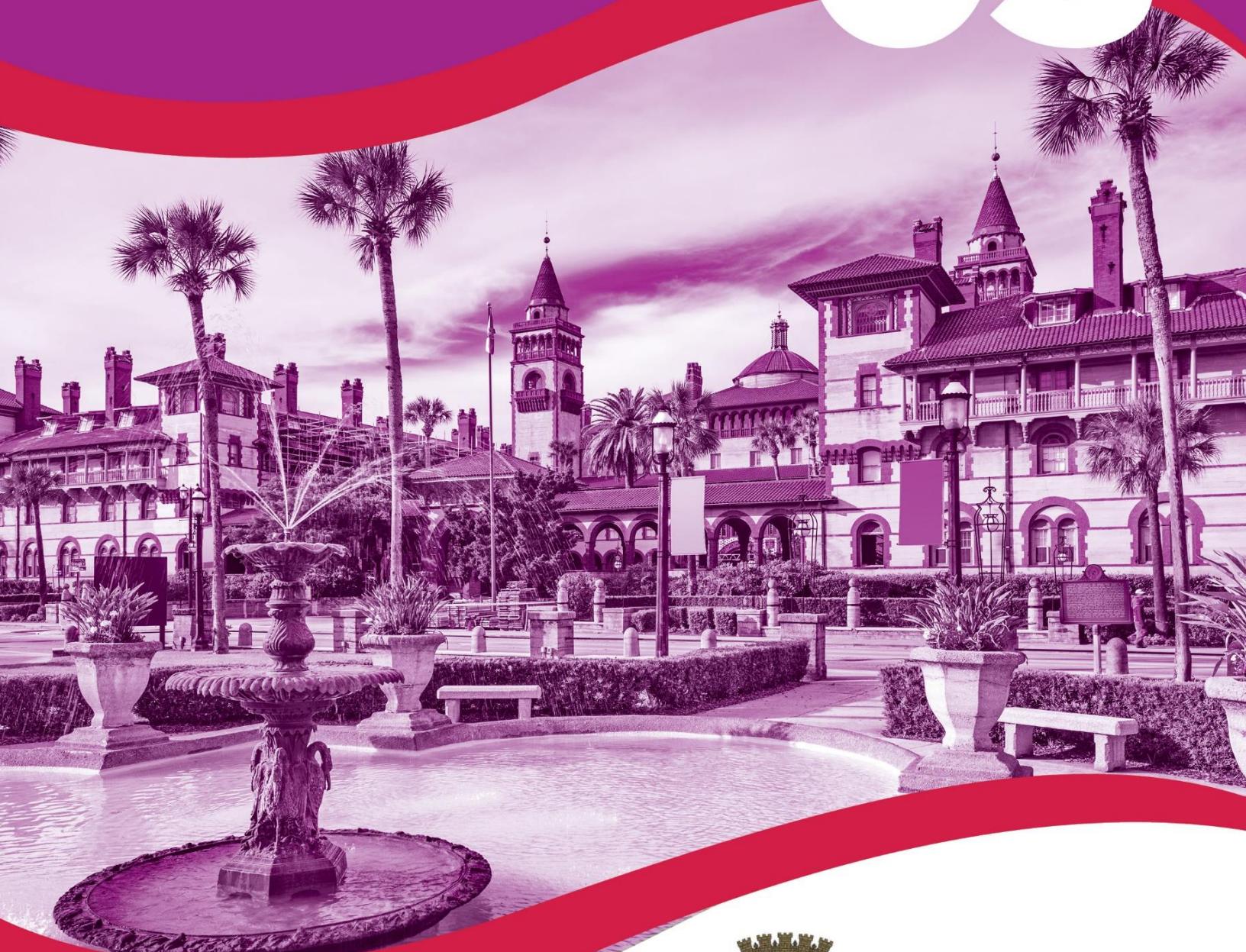
2017 City adopts a Strategic Plan with the stated Purpose: "To develop a mobility and growth plan stemming from the rise in overall traffic caused by growth of our regional population and increased tourism. Residents are increasingly frustrated by traffic congestion, lack of parking, and a decrease in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

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

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

Existing Conditions

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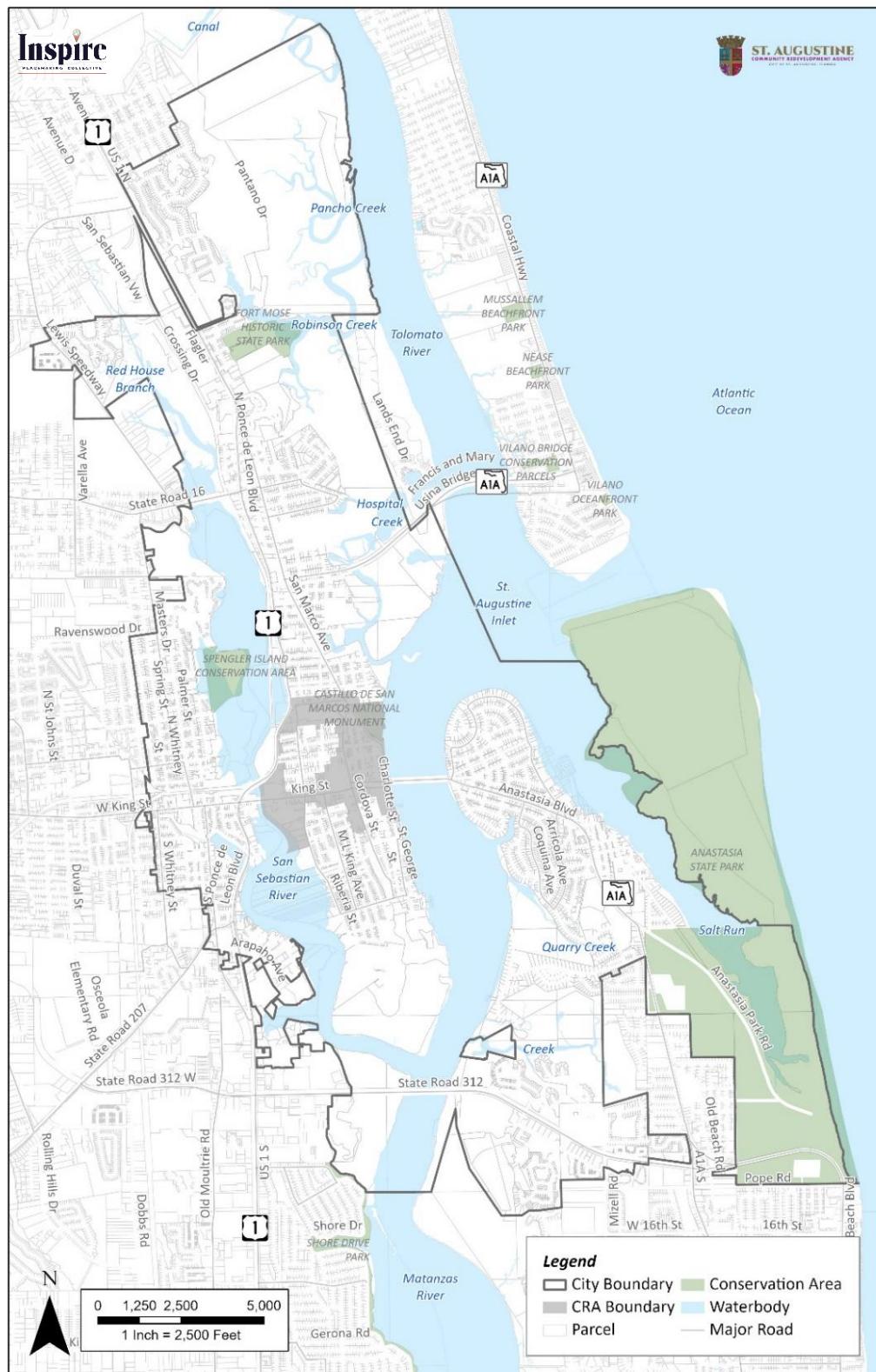


ST. AUGUSTINE
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EXISTING CONDITIONS

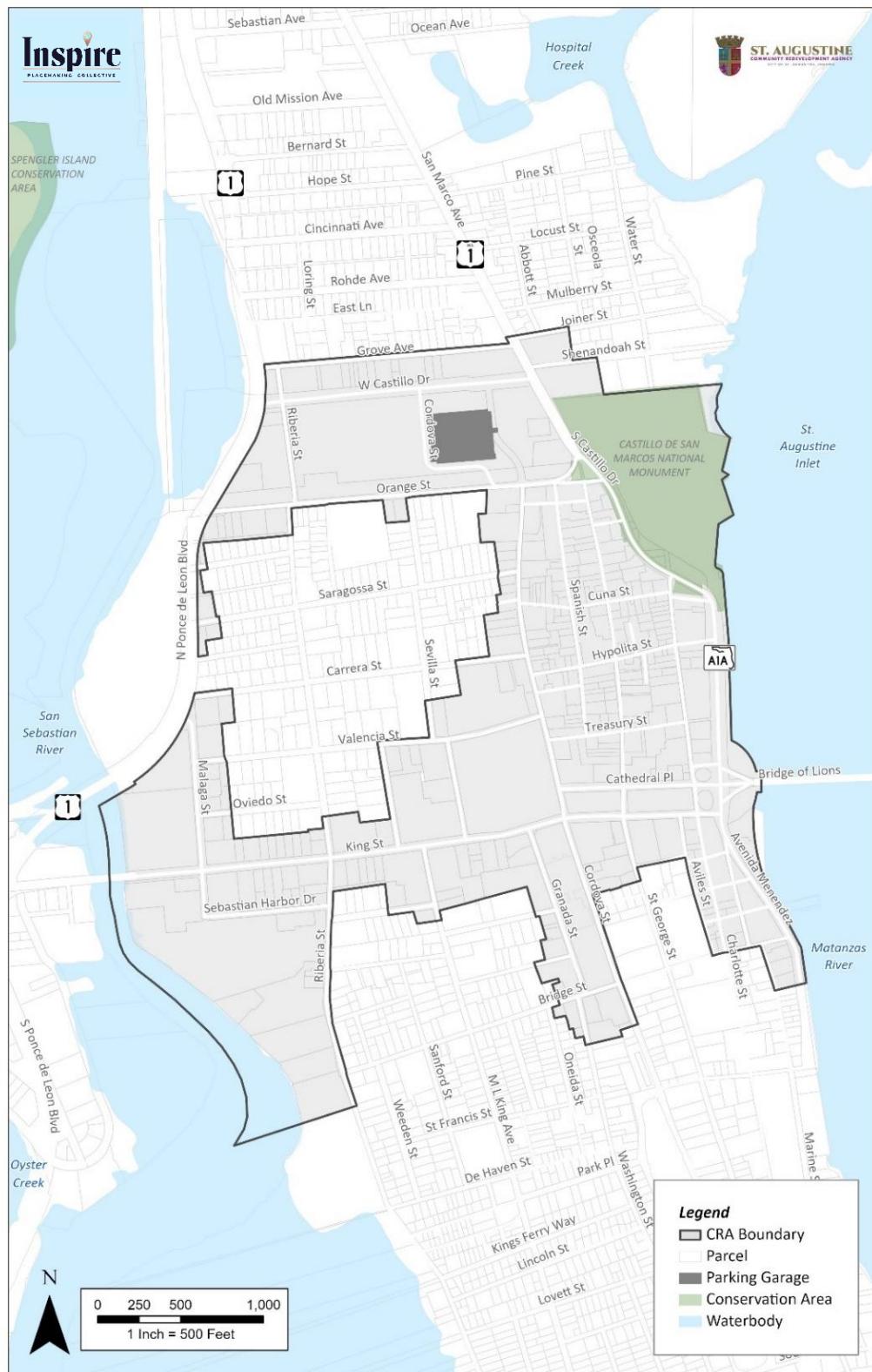
The focus of the HACRA is to improve mobility, including pedestrian, bicycle and traffic movement while enhancing safety and the overall experience for all users. Over 6 million tourists visit St. Augustine each year. In addition to the thousands of daily visitors, parking and transportation systems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

Figure 2. City of St. Augustine



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

Figure 3. HACRA Boundary

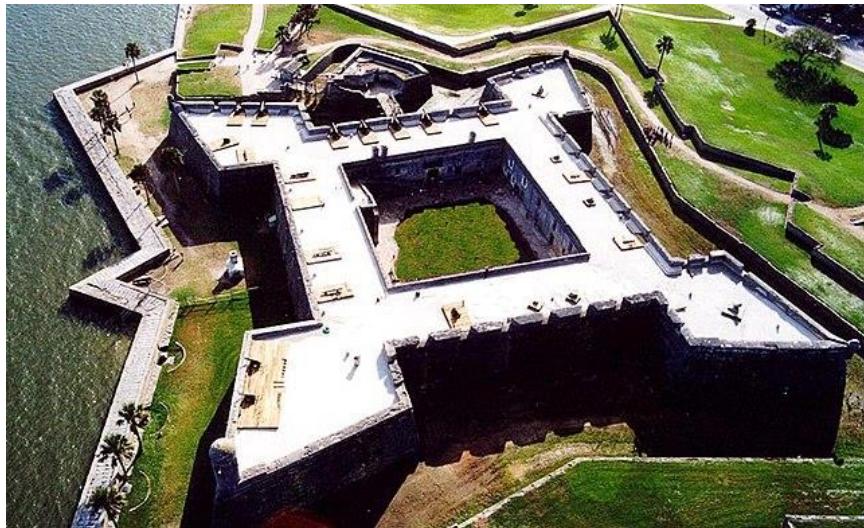


Source(s): St. Johns Property Appraiser, City of St. Augustine, FGDL, Inspire, 2022

REDEVELOPMENT AREA ANALYSIS

History & Background

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



Castillo de San Marcos National Monument



Flagler College

Cultural Resources (Historic Properties)

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

Table 1. Cultural Resources (Historic Properties)

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

Source(s): SHPO 2023

Historic Structures Individually Listed on the National Register

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

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

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

Historic Cemeteries on the National Register

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

Local Register

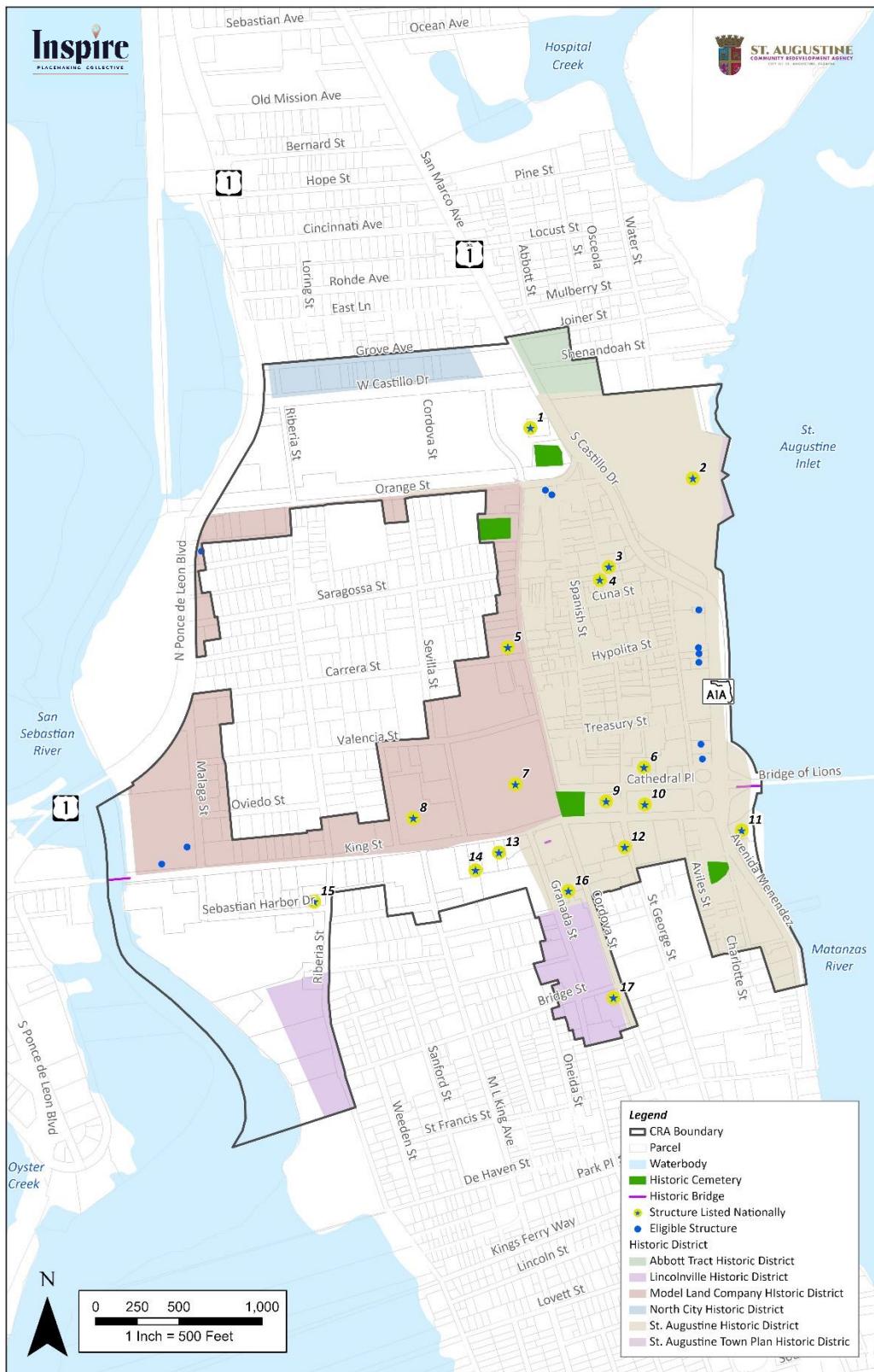
The City of St Augustine designated five historic districts through the creation of zoning overlay districts to control architectural modifications and regulate commercial uses of buildings within the districts.¹ These five locally designated historic districts fully or partially fall within the HACRA.

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

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

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

Figure 4. Historic Resources Map



Source(s): FGDL, SHPO, 2023

Population & Demographics

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

POPULATION GROWTH

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

Table 2. Population Projections

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

Source: ESRI ArcGIS Business Analyst, 2022

RACE & ETHNICITY

Table 3. Race-Ethnicity Demography

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

Source: ESRI ArcGIS Business Analyst, 2022

Household Incomes

The breakdown of household and per-capita incomes are consistent between the HACRA and the City of St. Augustine's households. St. Johns County differs in that it has approximately 58% of households with incomes over \$74,000 while the HACRA and St. Augustine each have less than 50% of households at or above that income level. The State of Florida 2020² median household income was approximately \$57,000.

Table 4. Household & Per Capita Income (2021)

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

Source: ESRI ArcGIS Business Analyst, 2021

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

Housing

HOUSING STRUCTURE TYPES

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

Table 5. Housing Structure Types

Structure Type (living units in structure)	No. of Units*	Percent (%)
1, detached	149	67.7%
1, attached	6	2.7%
2	11	5.0%
3 or 4	9	4.1%
5 to 9	13	5.9%
10 to 19	15	6.8%
20 to 49	14	6.4%
50 or more	3	1.4%
Mobile home	0	0.0%
Boat, RV, van, etc.	0	0.0%
Total Housing Units*	220	100.00%

*Due to the methods of approximation and rounding, the sum of individual percentages may not equal 100%.

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

Age of Housing Units

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

Short-Term Vacation Rentals

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

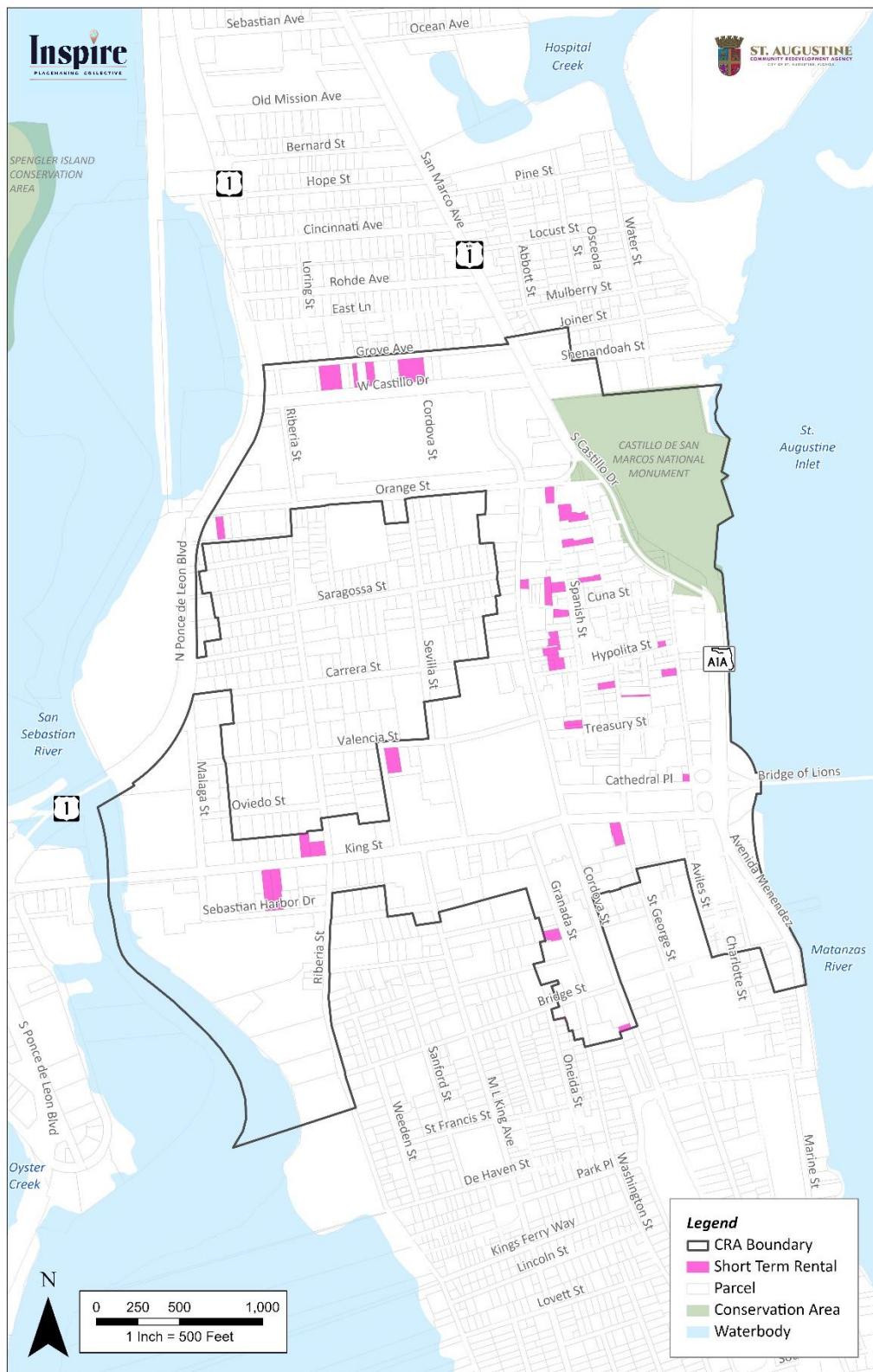
RS-1 & RS-2 Zoning - may be rented for periods of one week or longer with approved registration. Nightly rentals are not allowed in RS-1 and RS-2 zoning.

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

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

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

Figure 5. Parcels with Short-Term Rentals



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

Land Use

EXISTING LAND USE PATTERNS

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

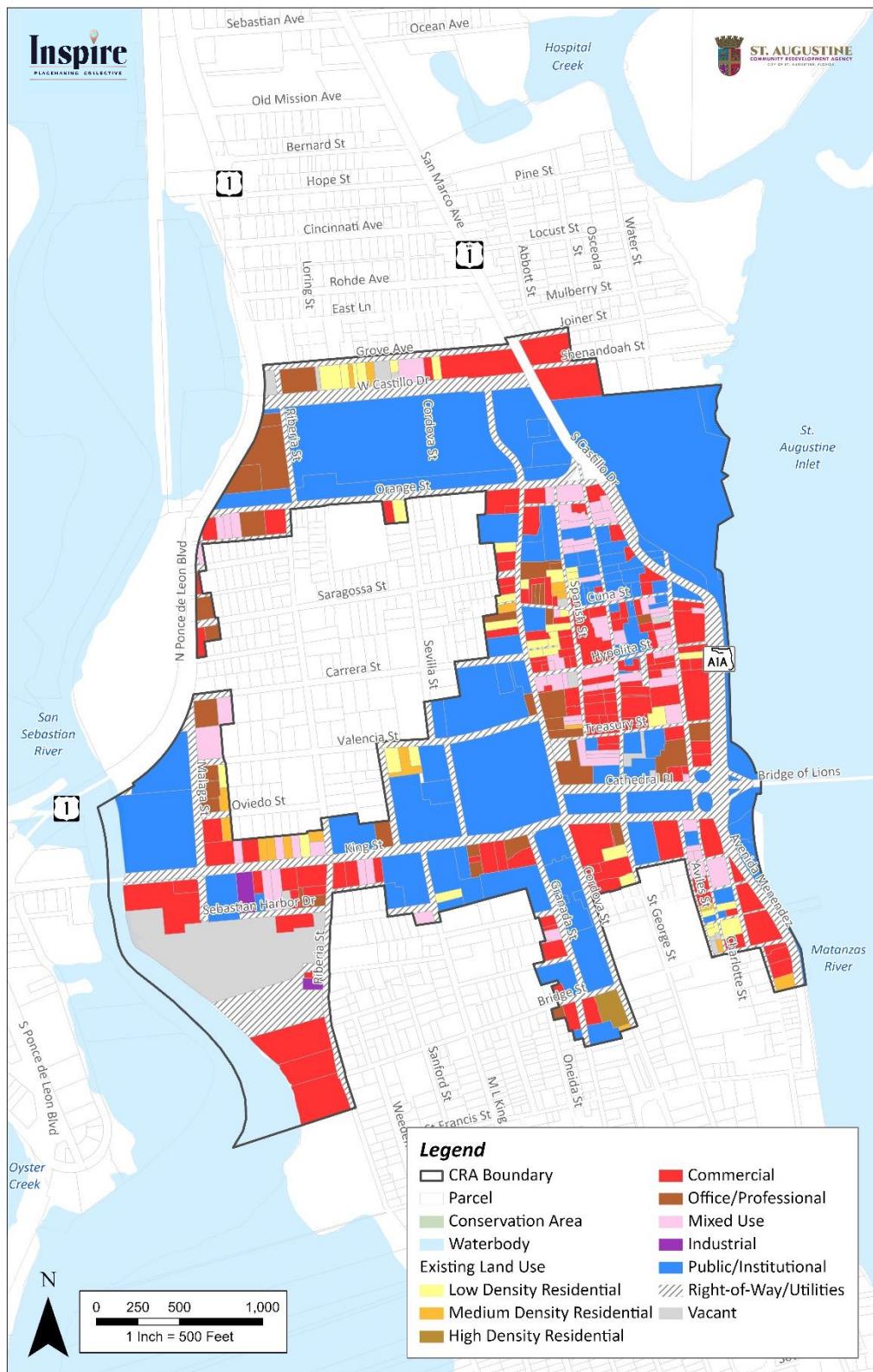
The predominant land uses in the HACRA are Public/Institutional (41%), Right-of-Way & Utilities (19%), and Commercial (18.5%). Office/Professional, Vacant, Mixed Use, Low Density Residential, High Density Residential, Medium Density Residential, and Industrial uses make up smaller portions of the rest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

Table 6. Existing Land Use

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

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

Figure 6. Existing Land Use Map



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

Vacant Land

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

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

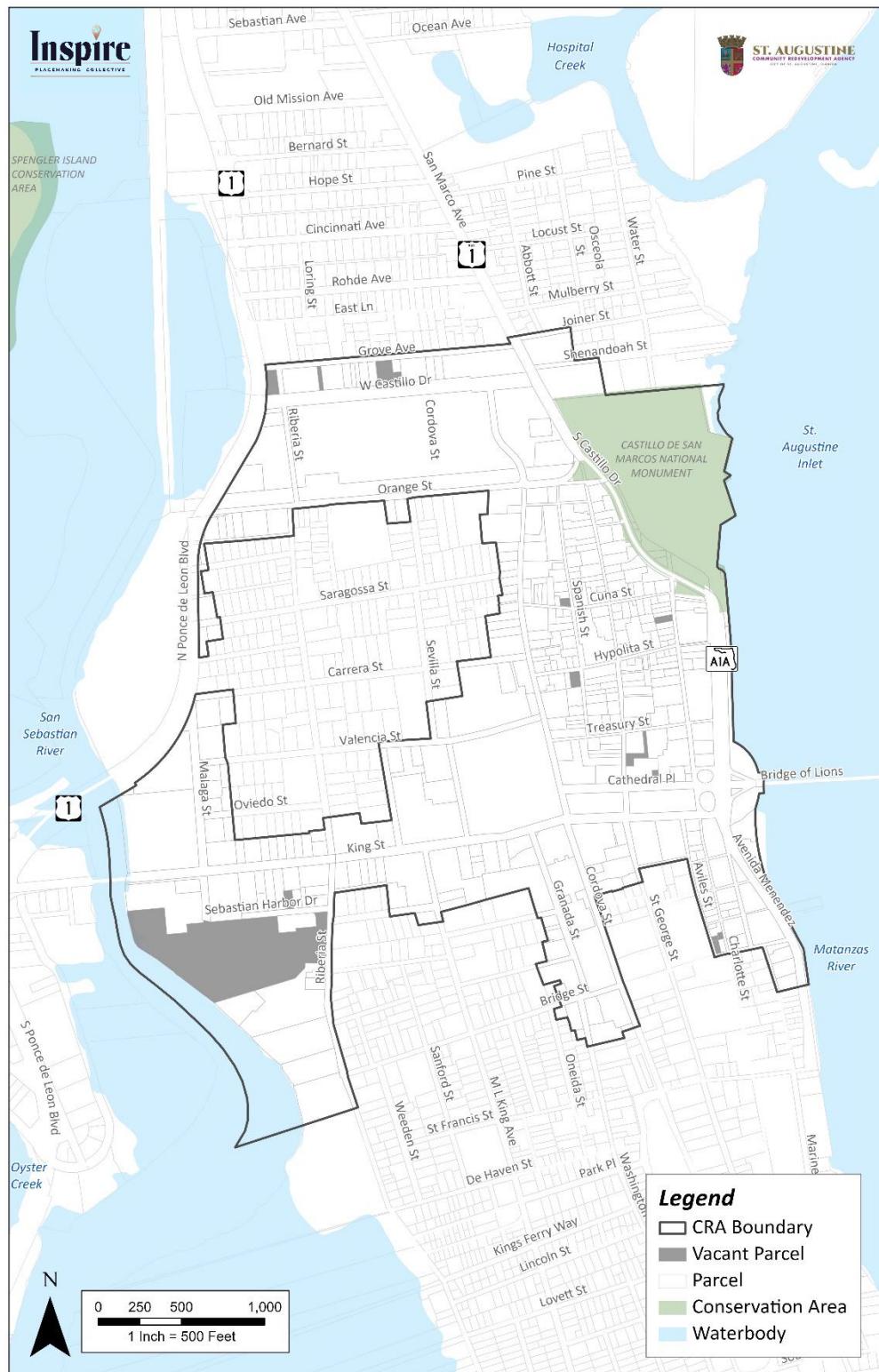
Table 7. Vacant Parcels

Vacant Parcels	Acres
Commercial	10.5
Public/Institutional	0.3
Residential	0.1
Total Vacant Land	10.9

*Due to rounding, the sum of individual acreages may not equal the total vacant land area.

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

Figure 7. Vacant Land



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

Future Land Use

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

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

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

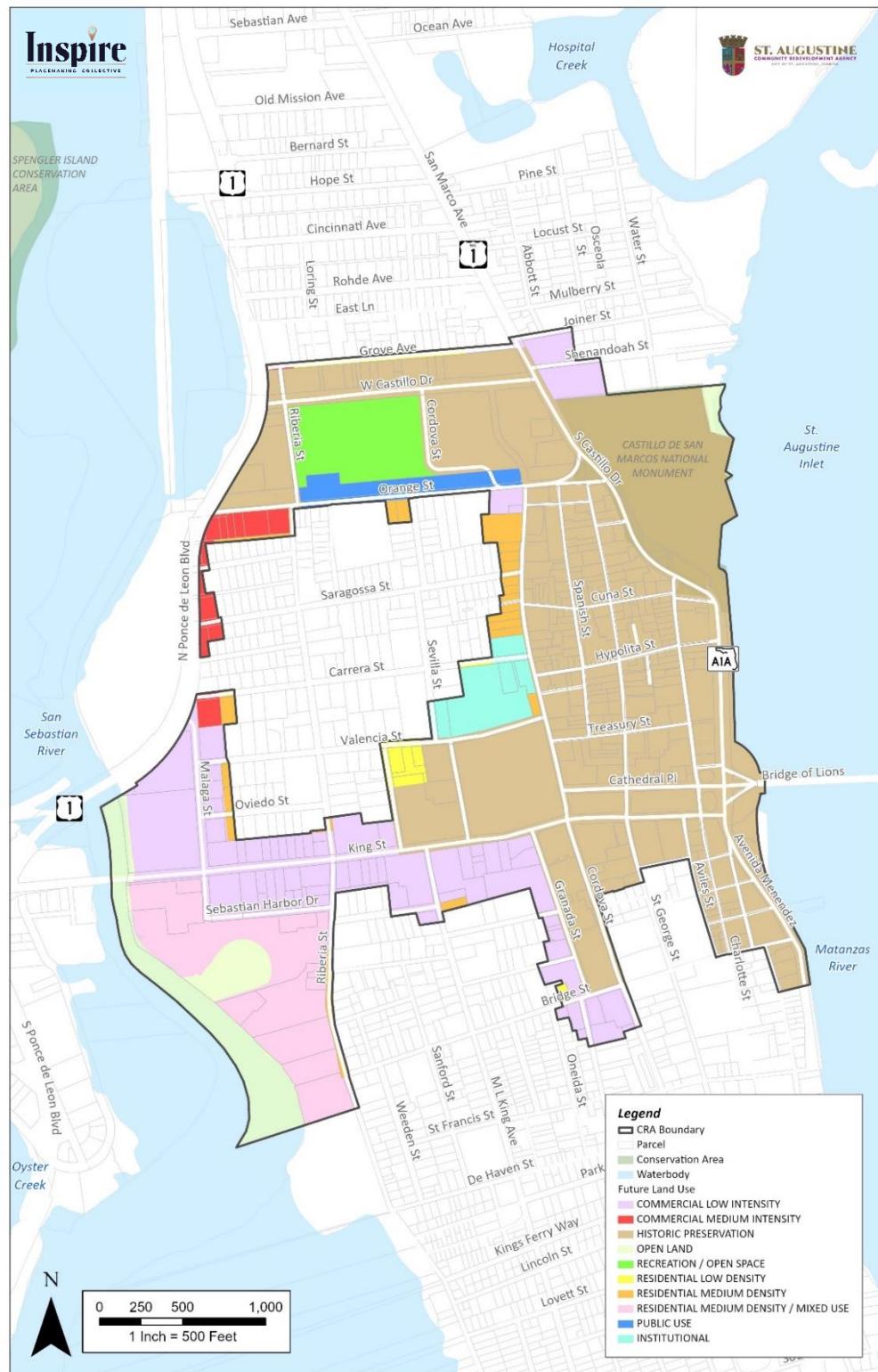
Table 8. Future Land Use Designations

Future Land Use	Acres	Percent (%)
Historic Preservation	125.7	56.0%
Commercial Low Intensity	38.4	17.1%
Residential Medium Density/Mixed Use	17.9	8.0%
Open Land	12.6	5.6%
Recreation/Open Space	8.5	3.8%
Residential Medium Density	5.6	2.5%
Institutional	5.4	2.4%
Public Use	4.0	1.8%
Commercial Medium Intensity	3.7	1.6%
Residential Low Density	2.8	1.3%
Industrial	0.0	0%
Total Acreage	224.6	

*Due to the methods of approximation and rounding, the sum of individual percentages may not equal 100%.

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

Figure 8. Future Land Use Map



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

Zoning Districts

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

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

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

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

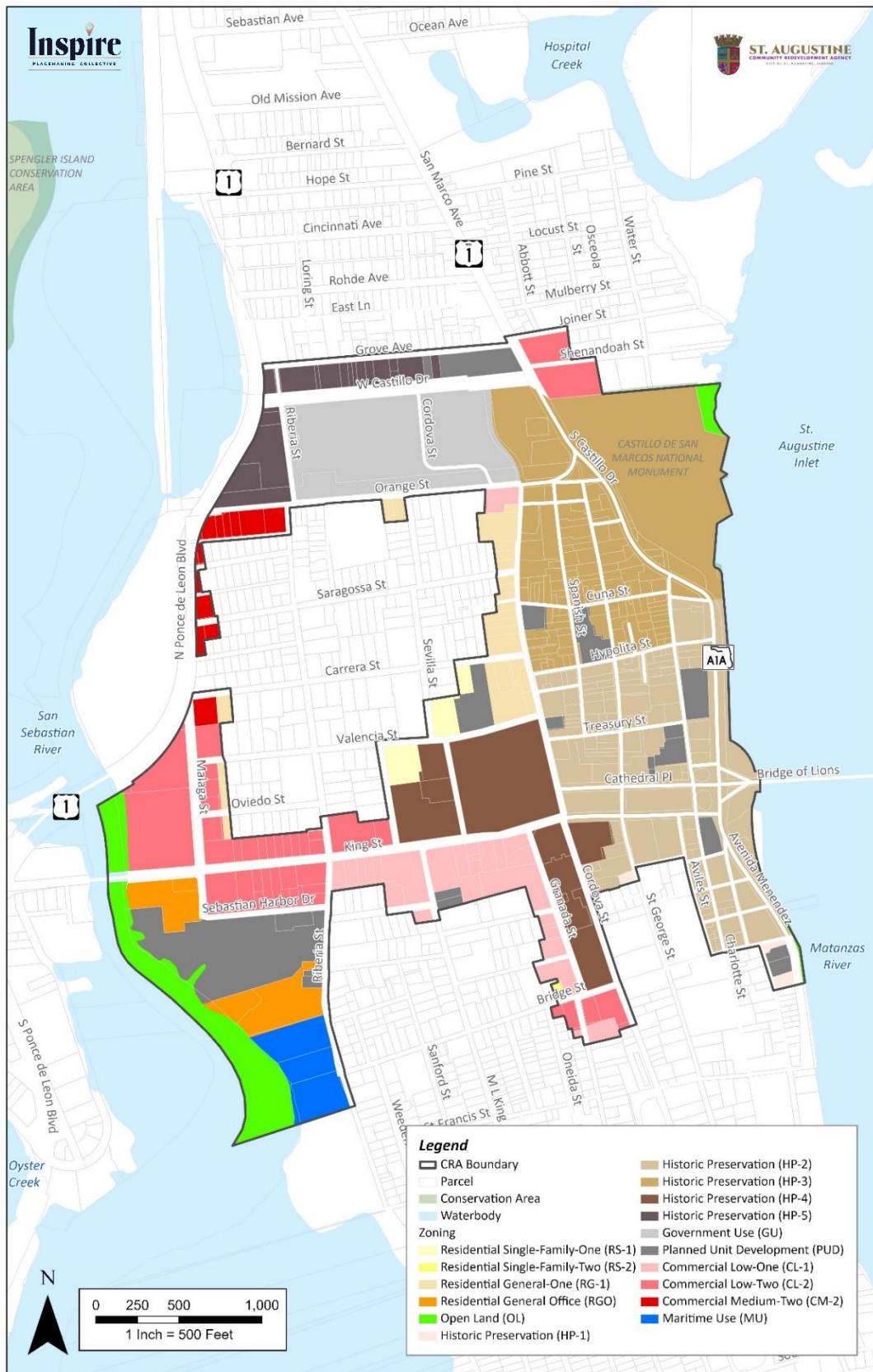
Table 9. Zoning Districts

Zoning	Acres	Percent (%)
Historic Preservation (HP-3)	41.4	20.6%
Historic Preservation (HP-2)	36.9	18.4%
Commercial Low-Two (CL-2)	19.9	9.9%
Planned Unit Development (PUD)	18.2	9.1%
Government Use (GU)	16.8	8.4%
Historic Preservation (HP-4)	16.7	8.3%
Commercial Low-One (CL-1)	10.7	5.4%
Open Land (OL)	9.9	4.9%
Historic Preservation (HP-5)	6.9	3.4%
Residential General-One (RG-1)	6.6	3.3%
Residential General Office (RGO)	5.8	2.9%
Maritime Use (MU)	4.7	2.3%
Commercial Medium-Two (CM-2)	3.2	1.6%
Residential Single-Family-One (RS-1)	2.3	1.1%
Historic Preservation (HP-1)	0.5	0.3%
Residential Single-Family-Two (RS-2)	0.2	0.1%
Total Acreage	200.5	

*The discrepancy in total acreage compared to the Future Land Use and Existing Land Use acreages is due to the roads, which lack zoning designations.

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

Figure 9. Zoning Map



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

The Built Environment & Infrastructure

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

Parks & Recreational Facilities

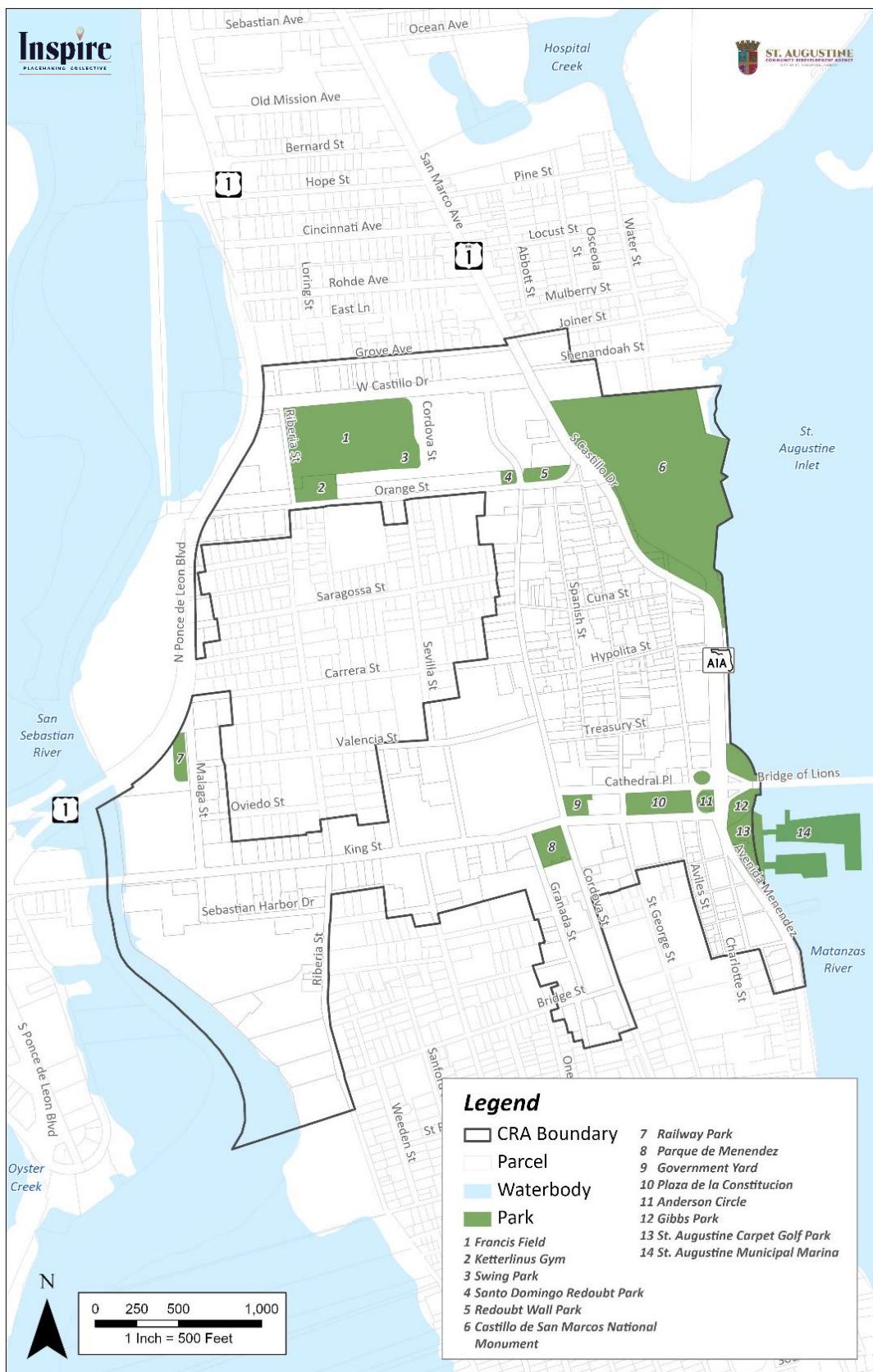
The HACRA is home to 14 parks totaling 36 acres with some parks extending into the Matanzas River. One federal park is within the HACRA: the Castillo de San Marcos National Monument, located in the northeastern corner of the Redevelopment Area. **Table 10** shows the acreages of each of the parks, and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

Table 10. Parks and Recreational Facilities List

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

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

Figure 10. Parks



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

Transportation Facilities

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

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

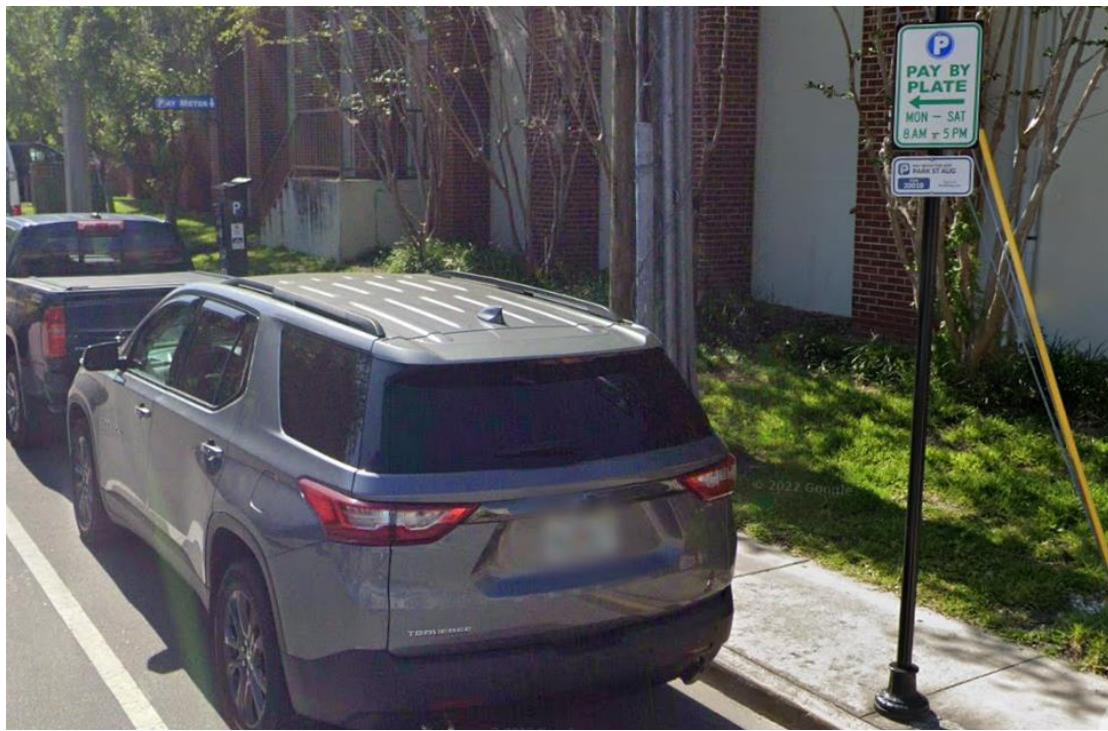
HACRA parking inventory includes on-street spaces, small parking lots, and a large 1,200-space parking garage. Visitors often drive to reach the HACRA district and then utilize alternative modes of transportation, such as the private trolleys, or walking, to travel within the HACRA district. To address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

Figure 11. Historic Downtown Parking Facility (Garage)



Source: Visit St. Augustine, 2022

Figure 12. Street Parking – Pay-by-Plate



Source: Google, 2022

PUBLIC TRANSPORTATION AMENITIES

The HACRA is served by 7 bus routes from the Sunshine Bus Company³, which is operated by the Council on Aging with funding from St. Johns County and other agencies. A one-way ticket costs \$2.00 for riders (with discounts available for students, the elderly, and other specially identified groups). The Red Line⁴ operation provides three stops within the HACRA, east of the Visitor Information Center, Bridge of Lions, and Martin Luther King Jr. Avenue and King Street near the U.S. Post Office. The Blue Line⁵ provides one stop within the HACRA at Flagler College's auditorium (across from the Lightner Building) on Granada Street. From a nearby stop the Blue Line crosses the San Sebastian River to connect riders from the West King Street I area (outside the HACRA) to the HACRA's interior. Similarly, the Red Line connects the riders to the HACRA coming from north and south of the HACRA, such as those coming from Ponce de Leon's Fountain of Youth Archeological Park and Lincolnville.

PARK & RIDE SHUTTLE

The City of St. Augustine provides a weekend Park & Ride shuttle⁶ in the Winter and Spring for recurring events and festivals, such as the annual *Nights of Lights*. Many of the City's annual events take place downtown, within the borders of the HACRA. The shuttle has three stops, connecting from parking locations in the Historic District, the San Marco Lot, the St. Johns County Health Department, and the Broudy's Lot (corner of US 1 and W. King). The shuttle's pick-up/drop-off locations at the Health Department and the San Marco lot are also used as temporary parking during special events.

RIDE SHARE AND MICROMOBILITY

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

BICYCLE & PEDESTRIAN FACILITIES

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

³ [The Sunshine Bus Company](#)

⁴ [Red Line Bus Route Map - MoovItApp](#)

⁵ [Blue Line Bus Route Map - MoovItApp](#)

⁶ [Spring Shuttle \(2022\)](#)

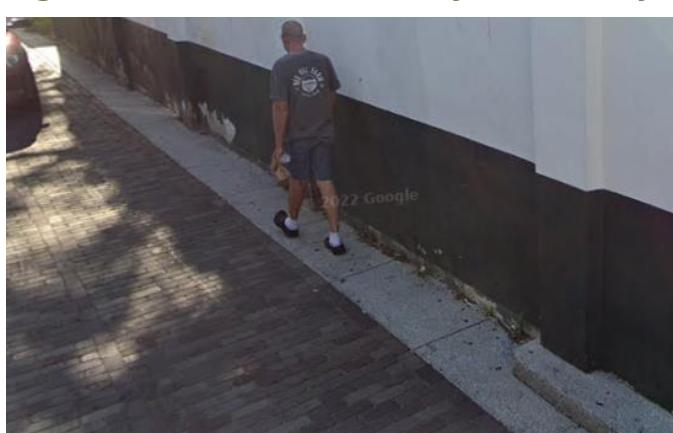
For cyclists, there are no dedicated bicycle travel paths within the HACRA, but cyclists are welcome to travel within the road in the same lanes as cars. The speed limit on many roadways of the Historic Area district is 25 miles per hour (25 mph) or less but the high number of competing right-of-way users make bicycling a challenge. Bicycles are allowed on most sidewalks but have no delineated path to avoid conflicts with pedestrians. The City of St. Augustine's website contains an interactive Google map⁷ of the City's bicycle rack locations, many of which are within the HACRA boundaries.

Figure 13. Sidewalk Sections of St. George Street



Source: Google Maps, 2022

Figure 14. Narrow Walkway – Treasury Street



Source: Google Maps, 2022

⁷ [Bicycle Parking Map](#)

TRAILS

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

Figure 15. Trails



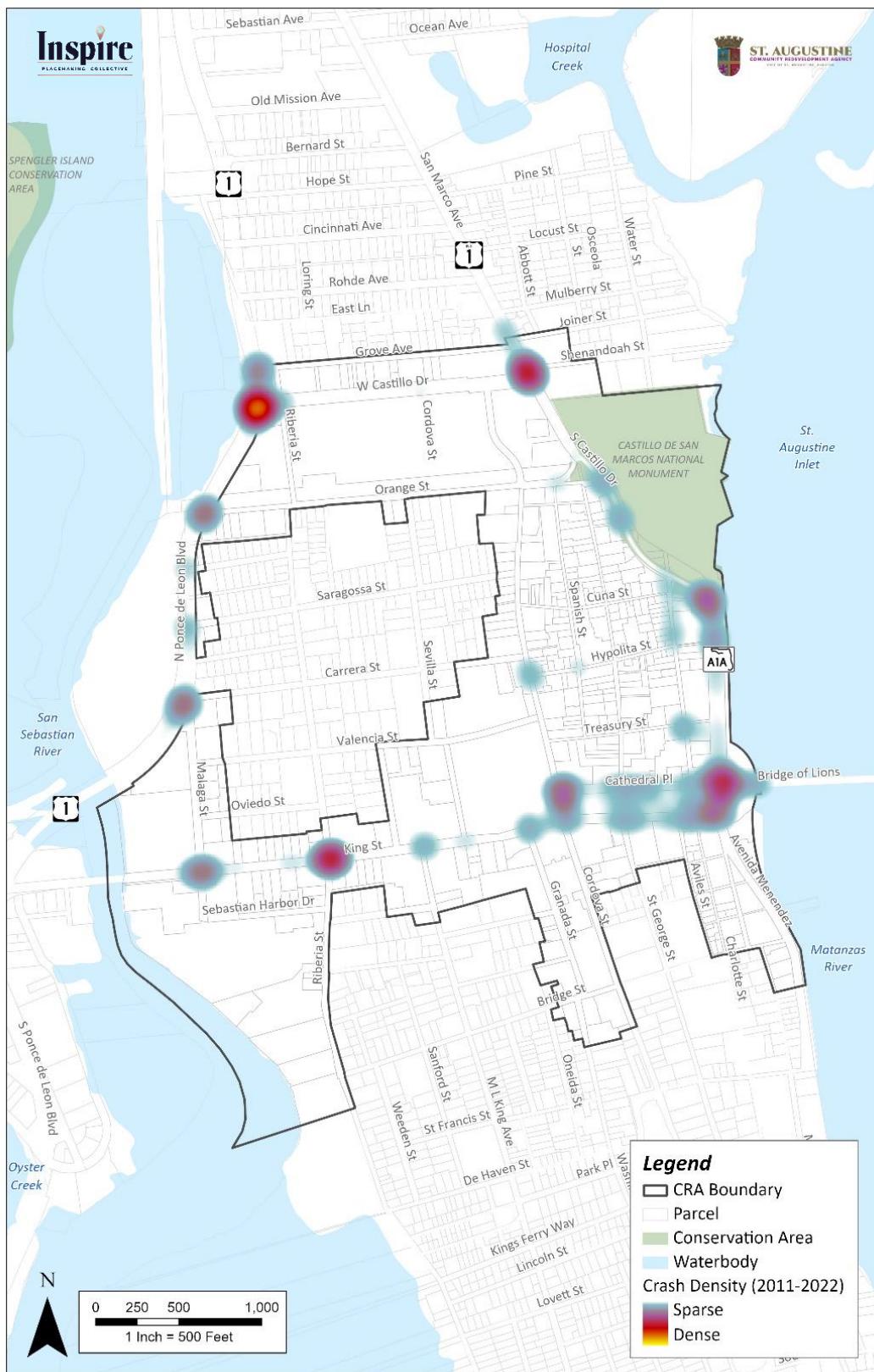
Source(s): City of St. Augustine, FGDL, Inspire, 2022

CRASHES

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

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

Figure 16. Crash Map



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

Environmental Conditions

COASTAL RESILIENCY AND HAZARDS

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

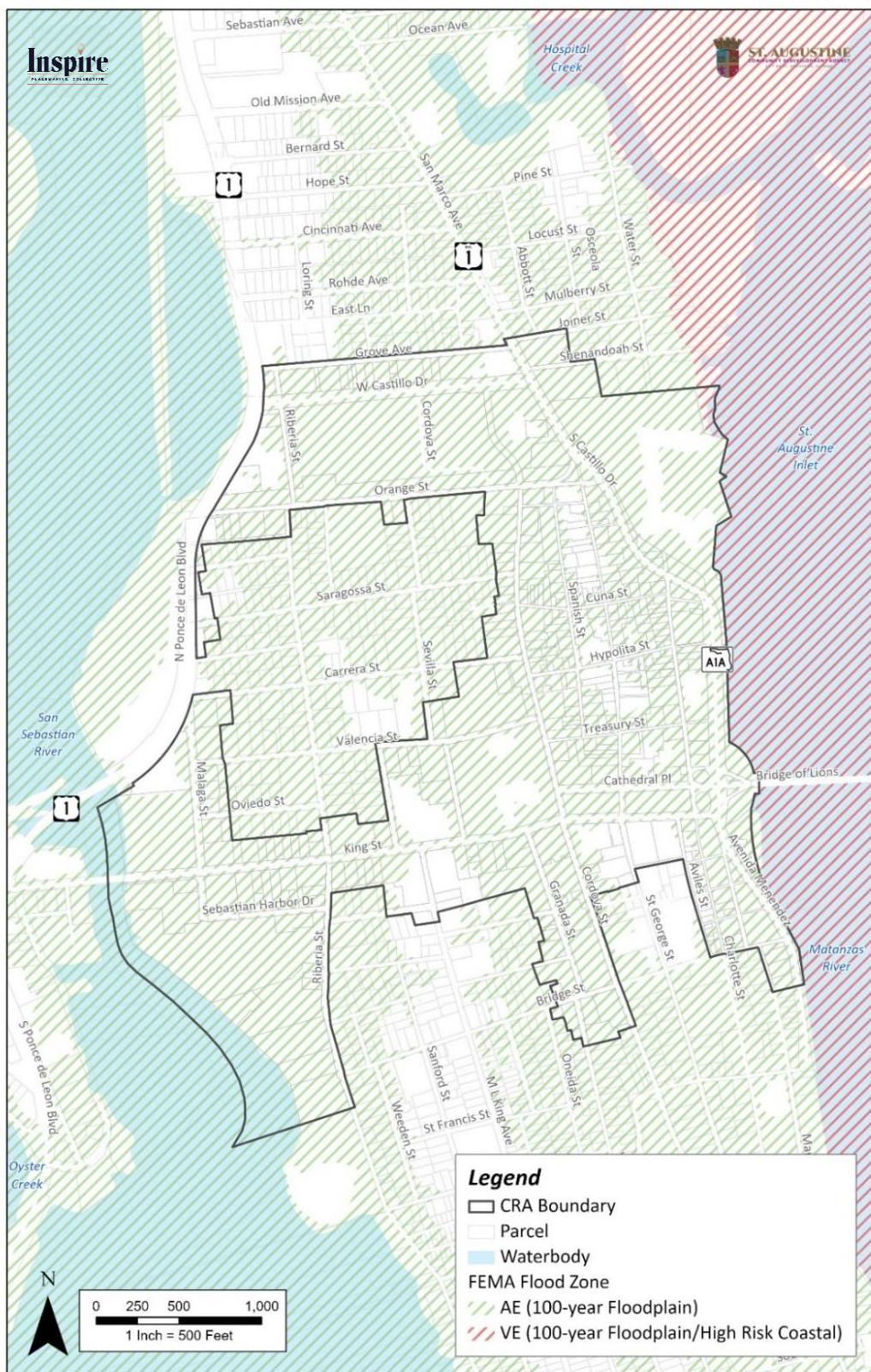
Several assets within Downtown St. Augustine, as well as the HACRA, are expected to be impacted by nuisance flooding, sea level rise, and annual flooding as determined by the vulnerability assessment. Some of these assets include bridges, roads, historic resources (structures, cemeteries, and archaeological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

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

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

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

Figure 17. FEMA Flood Zones



Source: FEMA, 2022

Signage

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

Figure 18. Historic Area Wayfinding Signage



Source: *England-Thims & Miller, 2022*

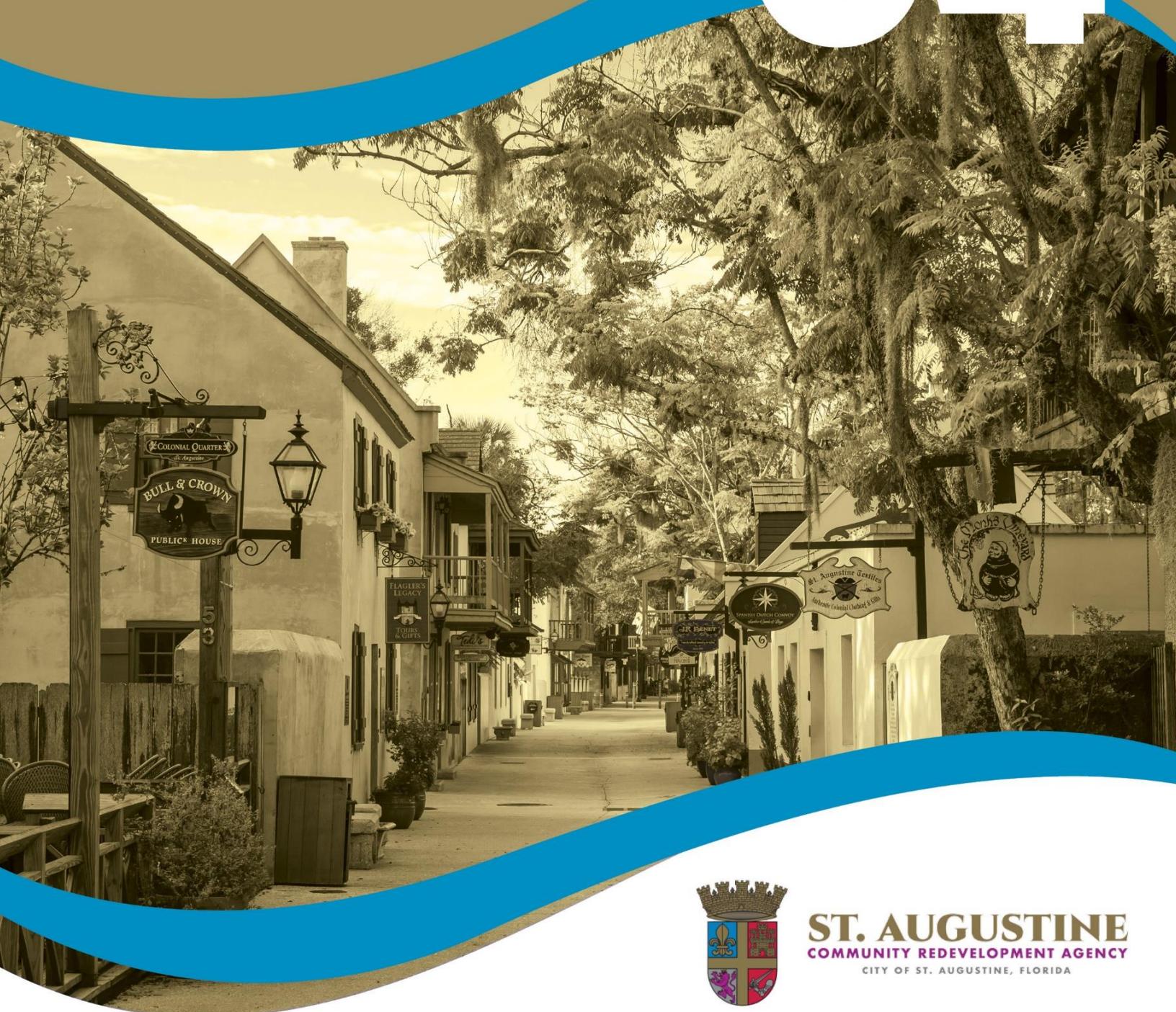
Figure 19. Interpretive Signage Example: Markland House



Source: *University of North Florida, 2011*

Community Engagement and Public Input

04



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

COMMUNITY ENGAGEMENT & PUBLIC INPUT

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

STAKEHOLDER INTERVIEWS

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

INTERACTIVE PROJECT WEBSITE

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

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



ST. AUGUSTINE
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CITY OF ST. AUGUSTINE, FLORIDA

[City of St. Augustine Website](#) [City of St. Augustine CRA Website](#)



*Welcome! Thank you for choosing to participate in the St. Augustine Historic Area Redevelopment Plan Update process. The primary goals of the **Historic Area Community Redevelopment Area (HACRA)** are to reduce traffic congestion and provide ample parking at strategic locations in the downtown area. The HACRA seeks to create a walkable downtown environment that encourages pedestrian and non-motorized movement.*

City of St. Augustine
Historic Area
Community
Redevelopment
Area

— PLAN UPDATE —

COMMUNITY OPEN HOUSE

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

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



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

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

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

Strategic Goals and 5-Point Action Plan

05



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

STRATEGIC GOALS AND 5-POINT ACTION PLAN

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

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

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

*Action Strategy 1- **Mobility***

*Action Strategy 2- **Parking***

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

*Action Strategy 4- **Redevelopment***

*Action Strategy 5- **Resiliency***

MOBILITY



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

PARKING



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

OPEN SPACE



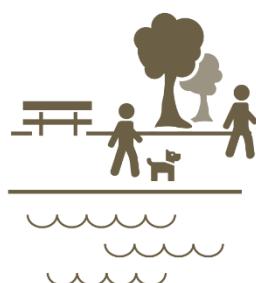
- Improve Francis Field
- Enhance the hardscape and landscape consistent with the historic designation and setting
- Utilize open spaces to provide additional public amenities including signage and facilities/restroom improvements that promote a multimodal system

REDEVELOPMENT



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

RESILIENCY



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

Capital Projects / Conceptual Master Plan

06



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

CAPITAL PROJECTS/CONCEPTUAL MASTER PLAN

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

Streetscape Projects

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

Wayfinding Signage

- Additional application of city approved wayfinding

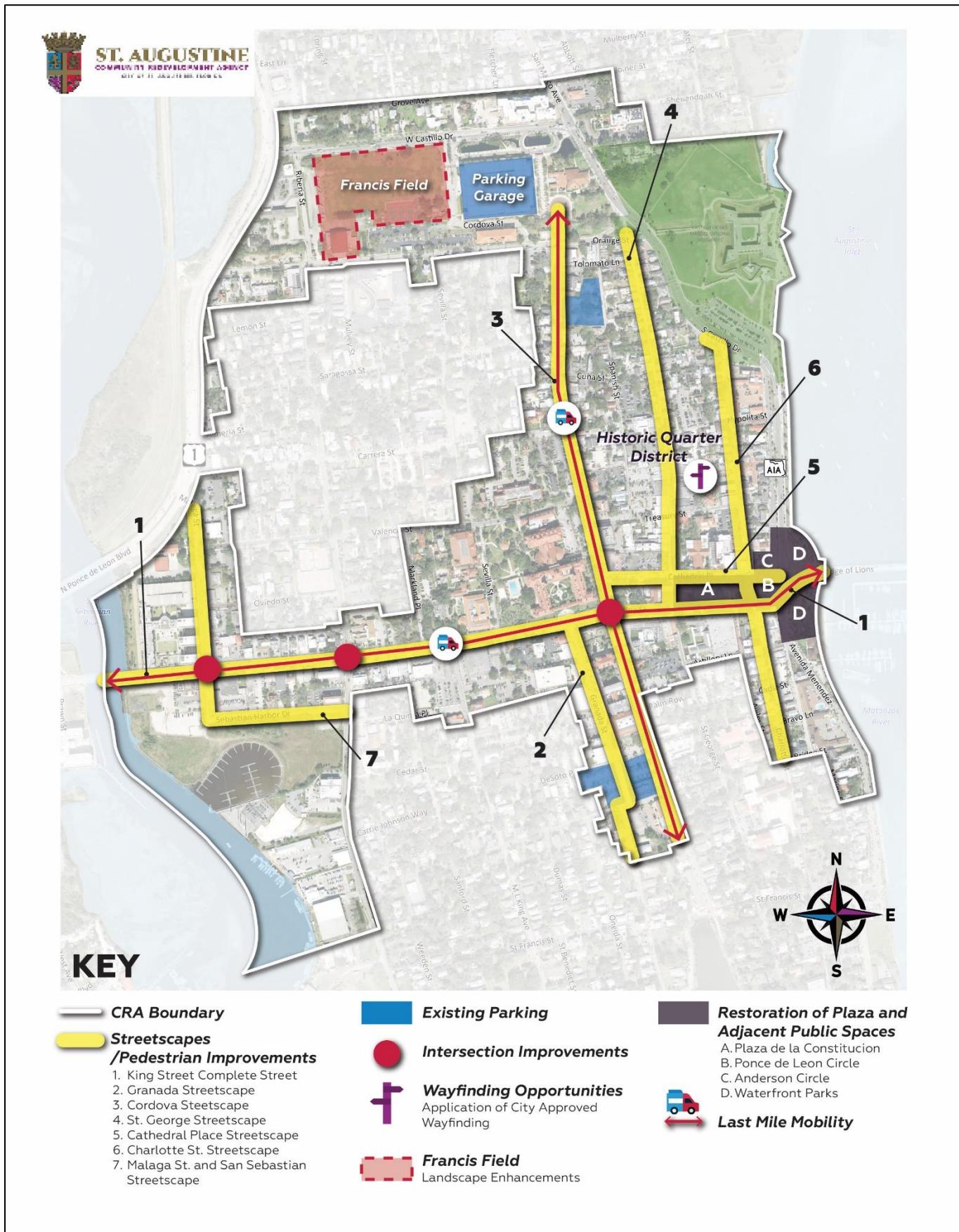
Last Mile Mobility

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

Open Space and Park Improvements

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

Figure 20. Conceptual Master Plan – Proposed Capital Projects



TIF Projections

07



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

TAX INCREMENT FINANCING PROJECTIONS

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

Table 11. Tax Increment Fund Projections

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

Implementation Schedule

08



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

IMPLEMENTATION SCHEDULE

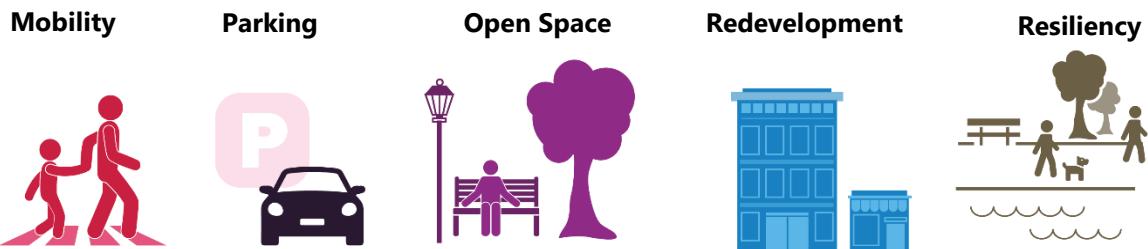
The following tables propose a Three-Phase approach to implementation of the capital projects contained in the Historic Area Community Redevelopment Plan. The evaluation of the Community Redevelopment Agency's accomplishments, findings from the existing conditions analysis, and the input received from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

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

Mobility**Parking****Open Space****Redevelopment****Resiliency****Phase 1 (1-5 Years)**

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

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



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

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

Mobility**Parking****Open Space****Redevelopment****Resiliency****Phase 3 (11-20 Years)**

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

EST. Cost: \$=<\$1M | \$\$=\$1M-\$2.5M | \$\$\$=\$2.5M-\$5.5M | \$\$\$\$=\$5.5M-\$10M | \$\$\$\$\$=>\$10M

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

Comprehensive Goals, Objectives and Policies

09



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

COMPREHENSIVE GOALS, OBJECTIVES AND POLICIES

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

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

ADMINISTRATION

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

POLICIES

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

ACTION STRATEGIES/PROJECTS

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

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

POLICIES

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

ACTION STRATEGIES/PROJECTS

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

PUBLIC SPACES

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

POLICIES

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

ACTION STRATEGIES/PROJECTS

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

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

POLICIES

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

ACTION STRATEGIES/PROJECTS

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

INFRASTRUCTURE

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

POLICIES

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

ACTION STRATEGIES/PROJECTS

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

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

POLICIES

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

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

POLICIES

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

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

POLICIES

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

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

ACTION STRATEGIES/PROJECTS

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

CONNECTIVITY AND WALKABILITY

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

POLICIES

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

ACTION STRATEGIES/PROJECTS

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

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

POLICIES

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

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

ACTION STRATEGIES/PROJECTS

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

PUBLIC HEALTH AND SAFETY

GOAL 5.1 Foster Safe Community Initiatives.

POLICIES

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

ACTION STRATEGIES/PROJECTS

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

Appendix

10



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

APPENDIX

NEIGHBORHOOD IMPACT ELEMENT

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

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

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

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

STATUTORY CRITERIA

Consistency with the Comprehensive Plan

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

Completeness of the Plan

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

Affordable Housing

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

Conformity of the Plan

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

Community Policing Innovations and Public Parks

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

Community Redevelopment

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

Coastal Tourist Area Resiliency

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

Environmental Quality

DRAINAGE

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

VEGETATION

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

NOISE

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

WATER QUALITY

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

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

AIR QUALITY

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

Transportation

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

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

Police and Fire Services

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

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

School Population

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

Employment

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

Amended Community Redevelopment Plan Approval Process

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Duration of Plan

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

Amendment of Plan

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

Safeguards and Retention of Control

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

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

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

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

Severability

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

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

HACRA LEGAL DESCRIPTION

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

BEGINNING ON THE WEST BANK OF THE MATANZAS RIVER AT THE SOUTHEAST CORNER OF BLOCK O, ABBOTT TRACT, ACCORDING TO THE OFFICIAL 1923 MAP OF THE CITY OF ST. AUGUSTINE ON FILE IN THE PUBLIC RECORDS OF SAID COUNTY, SAID SOUTH LINE OF BLOCK O ALSO BEING THE NORTH LINE OF THE CASTILLO DE SAN MARCOS NATIONAL MONUMENT PROPERTY; THENCE WESTERLY ALONG THE SOUTH LINE OF BLOCKS O AND A, OF SAID -ABBOTT TRACT, TO THE SOUTHEAST CORNER OF THE RIPLEY'S PROPERTY, AS RECORDED IN OFFICIAL RECORDS BOOK 490, PAGE 47, OF THE PUBLIC RECORDS OF SAID COUNTY; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 490 AND ITS 'NORTHERLY EXTENSION THEREOF, TO THE NORTH RIGHT OF WAY LINE OF SHENANDOAH STREET; THENCE WESTERLY, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID SHENANDOAH STREET, TO THE SOUTHWEST CORNER OF THE EAST 12 FEET OF LOT 3, BLOCK B, OF SAID ABBOTT TRACT; THENCE NORTHERLY, ALONG THE WEST LINE OF SAID EAST 12 FEET OF LOT 3, AND ITS NORTHERLY EXTENSION THEREOF, TO THE NORTH RIGHT OF WAY OF JOINER STREET; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF JOINER STREET AND ITS WESTERLY EXTENSION THEREOF, TO THE WEST RIGHT OF WAY OF SAN MARCO AVENUE; THENCE SOUTHEASTERLY, ALONG SAID WEST RIGHT OF WAY OF SAN MARCO AVENUE, TO THE NORTH RIGHT OF WAY OF GROVE AVENUE; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF GROVE AVENUE, NO THE EAST RIGHT OF WAY OF PONCE DE LEON BOULEVARD; THENCE SOUTHERLY, ALONG SAID EAST RIGHT OF WAY OF PONCE DE LEON BOULEVARD, TO THE NORTH RIGHT OF WAY OF ALMERIA STREET; THENCE EASTERLY, ALONG SAID NORTH RIGHT OF WAY OF ALMERIA STREET, TO THE SOUTHEAST CORNER OF LOT B, BLOCK F, MODEL LAND COMPANY. SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 2, PAGE 39 OF THE PUBLIC RECORDS OF SAID COUNTY; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT B, TO THE NORTHEAST CORNER OF SAID LOT B; THENCE EASTERLY, ALONG THE SOUTH LINE. OF LOTS 17 AND 16, OF SAID BLOCK F, TO THE SOUTHEAST CORNER OF SAID LOT 16; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT 16 AND ITS NORTHERLY EXTENSION THEREOF, TO THE NORTH RIGHT OF WAY OF SARAGOSSA STREET; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF SARAGOSSA STREET, TO THE SOUTHEAST CORNER OF LOT 3, BLOCK A, MODEL LAND COMPANY SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 2, PAGE 40, OF SAID PUBLIC RECORDS; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT 3, BLOCK A, AND ITS NORTHERLY EXTENSION THEREOF, TO THE SOUTH LINE OF BLOCK B OF LAST

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

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

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

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

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