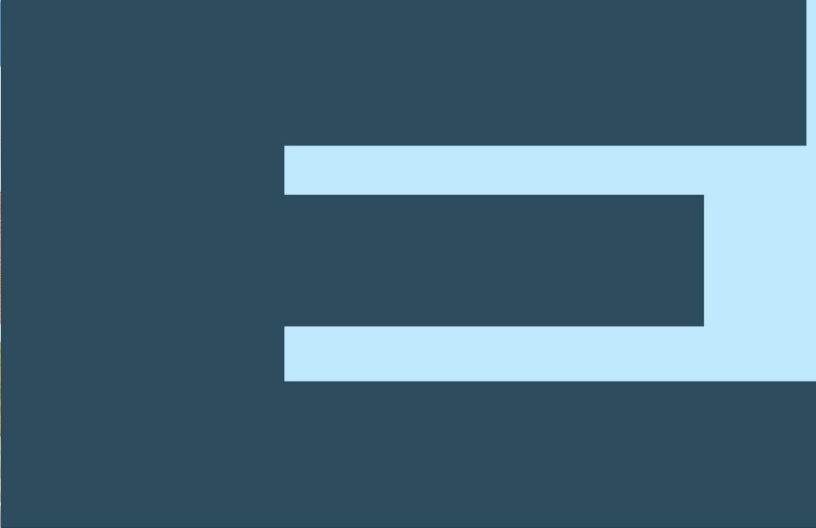
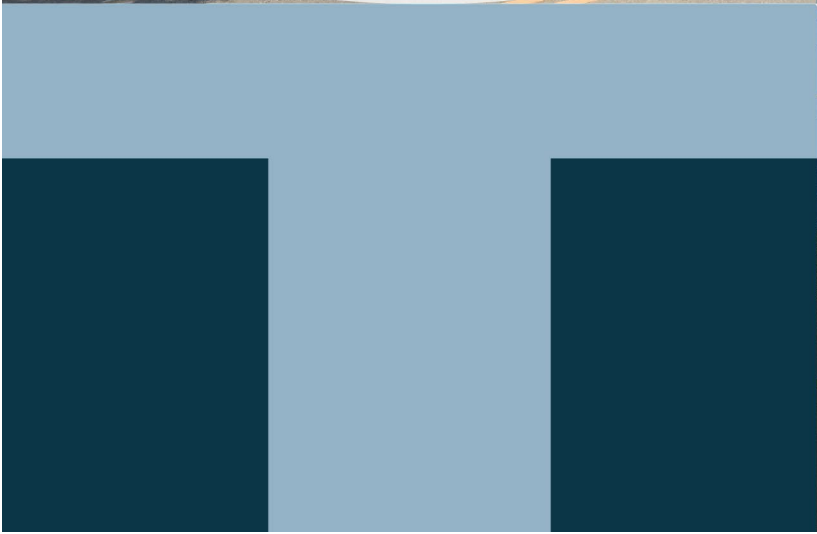


# COMMUNITY REDEVELOPMENT PLAN

Adopted June 23, 2025  
Ordinance 2025-07



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# INTRODUCTION



## INTRODUCTION

Under Florida Statute (Chapter 163, Part III), local governments can designate targeted areas as Community Redevelopment Areas (CRA's) 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.

CRA's 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. Though CRA's are administered by local communities, any activities undertaken must be in the CRA's approved Community Redevelopment Plan, per provisions of the Florida Statutes. 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 April 22, 2024, by the City of St. Augustine City Commission (Resolution No. 2024-14) and supporting Finding of Necessity (FON), the West City Community Redevelopment Area had several slum and blight existing conditions identified as negatively affecting prospects for prospective redevelopment.

The conditions observed were the existence of conditions that could endanger life due to fire or other causes; a predominance of inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities; unsanitary or unsafe conditions; faulty lot layout and deterioration of site or other improvements; inadequate building and density patterns; and, higher levels of crime.

The West City Community Redevelopment Plan addresses the observed conditions of slum and blight identified in the Finding of Necessity and focuses on issues of: historic preservation; pedestrian connectivity and mobility; recreation and conservation improvements; community stabilization efforts; business acquisition and development; neighborhood beautification; public safety inclusive of community policing; and branding/wayfinding.

The intent of this West City Community Redevelopment Plan is to provide a prospective roadmap for further action in facilitating redevelopment opportunities within the West City CRA boundaries. Although a particular policy action or conceptual project may be addressed, final decisions on whether to pursue them will be made by the St. Augustine Community Redevelopment Agency and City Commission.

## **STATEMENT OF HISTORIC PRESERVATION**

As part of the mission and goals outlined in the following West City Community Redevelopment Area Plan, 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.

## **STATEMENT OF PROJECT AND PROGRAM IMPLEMENTATION**

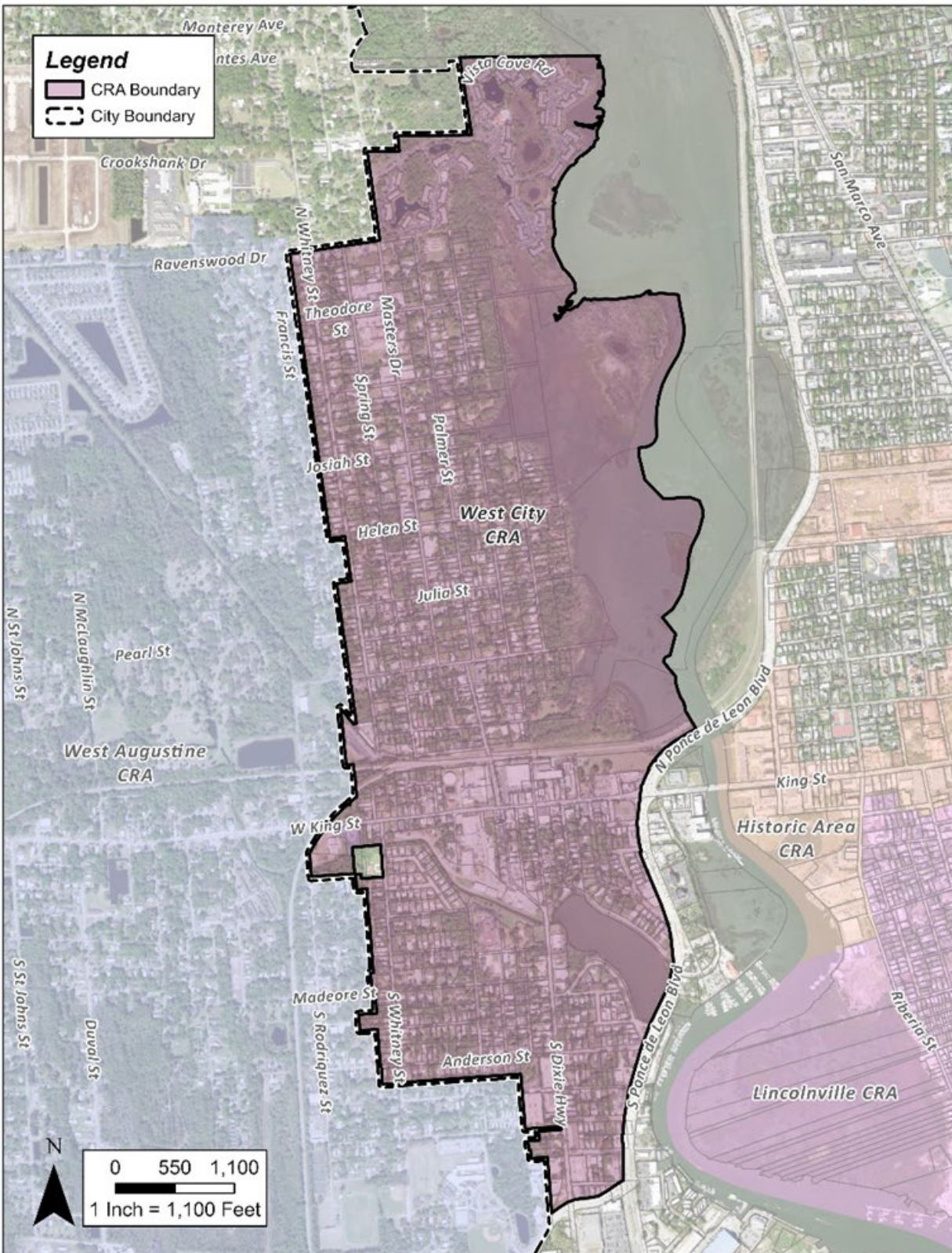
The Community Redevelopment Plan acts as a tool book to address the redevelopment challenges that have been identified in the Finding of Necessity (FON) Study for each special district. The West City Community Redevelopment Area (WCCRA) Plan provides an explanation of the special district's prior state, its status, and the vision for future redevelopment and revitalization opportunities. While the Redevelopment Plan identifies project opportunities, presents conceptual designs, as well as project and program timelines, it is important to state that there may be ideology presented in this plan that may not be executed. The implementation strategy of any project or program identified within this plan is not intended to be definitive. In addition to project and program cost and funding; public engagement, data collection, professional studies, and ultimately the approval by the City of St. Augustine Community Redevelopment Agency (CRA) will determine which projects and programs will be implemented within the defined special district.

## **STATEMENT OF DEBT SERVICE**

The sole intended purpose of the funds generated by the West City Community Redevelopment Area (WCCRA) Tax Increment Fund (TIF) is for the implementation of projects and programs outlined within this Community Redevelopment Plan. Florida State Statute 163 states that CRA's when authorized or approved by resolution or ordinance of the governing body, a county, municipality, or Community Redevelopment Agency has power in its corporate capacity, in its discretion, to issue redevelopment revenue bonds from time to time to finance the undertaking of any community redevelopment under this part, including, without limiting the generality thereof, the payment of principal and interest upon any advances for surveys and plans or preliminary loans, and has power to issue refunding bonds for the payment or retirement of bonds or other obligations previously issued.



**Figure 1. West City CRA Boundaries Map**





# HISTORY & BACKGROUND



## HISTORY & BACKGROUND

West City Community Redevelopment Area and the larger West Augustine spatial area has a rich history relative to its location, early development, its evolution as New Augustine, and ultimately its annexation into the City of St. Augustine.

West Augustine or, as it was earlier called, New Augustine, developed in the late 19th and 20th centuries as a suburb to the City of St. Augustine and was not incorporated into the municipality of St. Augustine until 1922. A record of New Augustine's incorporation by Act of the Florida Legislature can be found in the State of Florida Laws dated 1889. A list of head of households from the 1907-1908 City of New Augustine Directory indicates a population of a few hundred residents. New Augustine was referred to as the "Baby City" in the pages of the St. Augustine Evening Record at the turn of the 20th century.

New Augustine's first African American resident was Joseph Rivers who moved there from St. Augustine in 1880. A fisherman and farmer, Rivers built a one room gabled house at 281 West King Street, about 75 feet west of Whitney Street.

The area west of the San Sebastian River, called New Augustine, was a thriving, upscale business community. Reportedly, some residents felt as though it would eclipse St. Augustine.

In its early days, the New Augustine area was the end of the line for stagecoaches, bringing travelers from the boat landings on the St. John's River at Picolata. At the turn of the century, it became a popular summer home or vacation spot, and by the 1920's, it would boast some 80 businesses and a population of roughly 3,500 residents.

The Florida Normal and Industrial Memorial College, precursor to the Florida Memorial University, was a historic Black college that moved to the West Augustine neighborhood in 1918. The students there actively participated in numerous sit-ins and demonstrations throughout the Civil Rights movement in St. Augustine.

Approximately a century ago, King Street was the main artery through New Augustine. Four major grocery stores thrived, along with dime stores, an icehouse, drug stores, a furniture store, and a shoe store.

In 1925, Carlton O'Neal's father purchased Carlton's Interior building and like many other families in the area, the O'Neal's lived above their shop.

In the 1920s, most customers came by foot and the buildings lined the road because there was no need for automobile parking and parking lots.

The construction of US Highway 1 in 1957 had an effect that defines the destiny of many more urbanized business areas. The transportation improvement drew businesses away from West King Street to the southern portion of the City. These areas had opportunities for larger business footprints and the parking lots that would serve them. Catering to national retail tenants also resulted in business challenges for the West King Street businesses. Several businesses closed.

Of course, attracting national retailers also had its positive side as noted by Rob DiPiazza, owner of Screen Arts at 239 West King Street, "a national retailer doesn't just arbitrarily choose a business location for its operation" suggesting that the demographics of the area were supportive of market activity.

In the 1980s, the ebb and flow of business activity on West King Street led City leaders to consider establishing the area as blighted to potentially pursue Industrial Development Bonds for redevelopment efforts.

As recounted by Linda Murray in her St. Augustine Record neighbors column, dated August 19, 2004 and entitled, "A trip down the West Side's Memory Lane": West City has been a very vital urban center in the more recent past as well showcasing a number of uses inclusive of retail, entertainment and education.

Back in the day, there was a hamburger joint where Kings Auto Repair shop stands; there was Broudy's Grocery, Shingler's Drug Store, Andrew's Market, Carlton's Interiors, and Zoric Laundry located between US 1 and Palmer Street.

Pantry Pride Grocery store was on the corner of Palmer and King Streets; there was a little greasy spoon called Joe-Joe's across the tracks and the Sputo's had a little corner store on the corner of Palmer and Evergreen.

On the corner of Masters and Evergreen was Albritton's Feed store. On the corner of King and Palmer Streets there was the Ernest Wells barber shop and a little bar called Mac's.

These recounts are clear indicators that the West City CRA was once a thriving district. The establishment of the special district hopes to encourage the area to once again become a center of commerce, community interaction, and a vibrant part of the City of St. Augustine.

# EXISTING CONDITIONS



## EXISTING CONDITIONS

### PURPOSE

The purpose of the Existing Conditions and Trends Analysis is to better understand the interrelated nature of the conditions in the WCCA and how they may be best addressed through projects and programs outlined in the Community Redevelopment Plan. The following analysis will include data from the City of St. Augustine, St. Johns County, the American Community Survey, and other relevant data sources.

### INTRODUCTION

The West City Community Redevelopment Area (WCCRA) was created in 2024 and is anticipated to sunset in 2054. It is the third Community Redevelopment Area in the City of St. Augustine. The West City CRA is located west of the Historic Downtown of the City of St. Augustine with direct connections via W. King Street. The CRA is approximately 604 acres and is bounded to the north by Ravenswood Drive and Vista Cove Drive, to the east by the San Sebastian River and US Highway 1, to the south by State Route 207, and to the west by the City's modified boundary.

### *Demographics & Socioeconomics*

**Table 1. Population Projections**

|             | 2010   | 2023   | Percent Change |
|-------------|--------|--------|----------------|
| <b>CRA</b>  | 2,536  | 2,684  | 5.8%           |
| <b>City</b> | 13,842 | 15,135 | 9.3%           |

Source: American Community Survey, 2023

### POPULATION GROWTH

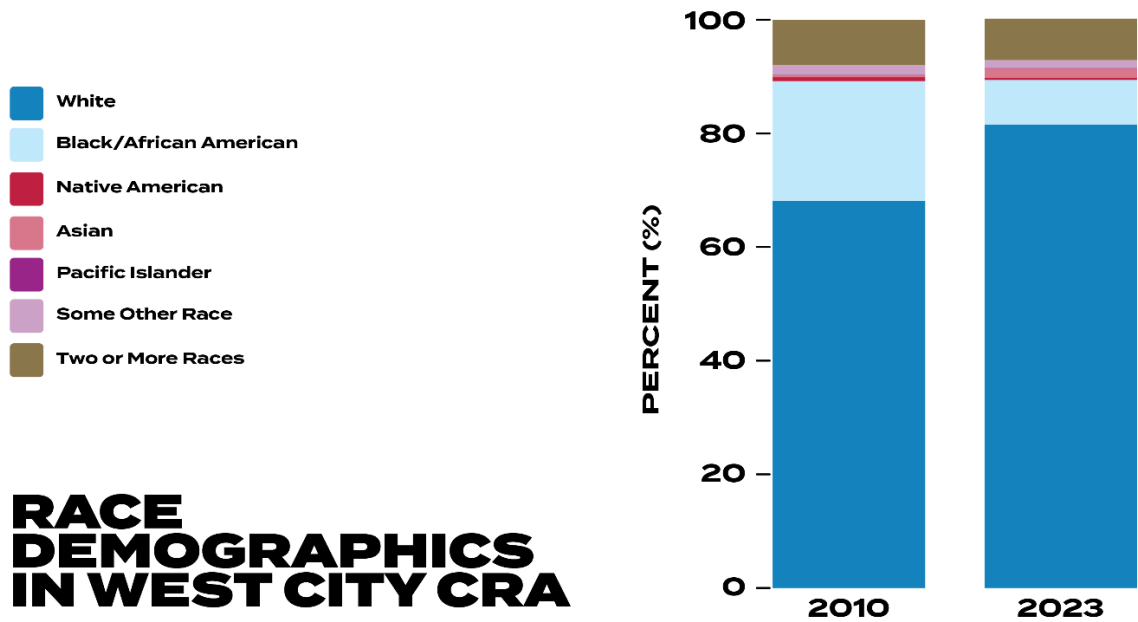
The current population of the West City CRA is estimated to be 2,684 people, according to the American Community Survey estimates for 2023. Compared to the estimated population in 2010, the area has increased in population by 5.8% over the 13-year period. In this same time period, the City has grown by 9.3%. Table 1 shows the

estimated populations for 2010 and 2023 for the City and CRA. The median age in the CRA is 43.0 years which is lower than the City’s median age of 48.4 years.

**RACE & ETHNICITY**

The area’s residents have a relatively high diversity index compared to the City’s (56.6 vs. 41.8), showing there is a more equal mix of races and ethnicities in the West City CRA (see Table 2). The proportion of Black and/or African American residents has shifted in the CRA since 2010, when these residents accounted for 27% of the population. Over the same time period, the proportion of residents who identify as Two or More Races has increased by 6%. The Hispanic population accounts for approximately 8.4% of the CRA.

*Table 2. Race*



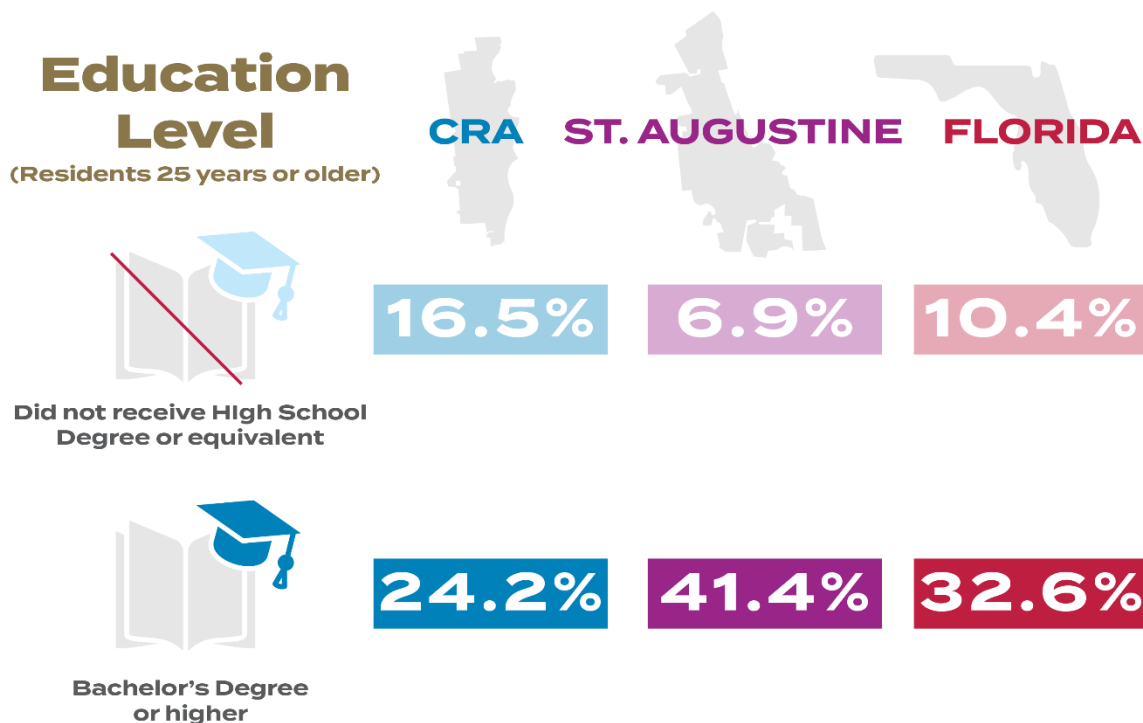
*Source: American Community Survey, 2024*



## EDUCATIONAL ATTAINMENT

The median household income within the CRA is approximately \$44,162 and significantly less than the City's \$68,421. The disparity in median household income between the CRA and the City is likely linked to the educational attainment within the CRA, which is shown in Table 3. The proportion of residents over the age of 25 who did not attain either their high school diploma or an equivalent is 16.5% compared to the City's proportion of 6.9%. The proportion of those who pursued further education after high school is also significantly lower in the CRA compared to the City. The disparity in median household income may also be linked to the types of roles (largely professional service and retail trade) held by employed residents, which will be discussed in the next subsection.

*Table 1. Educational Attainment*



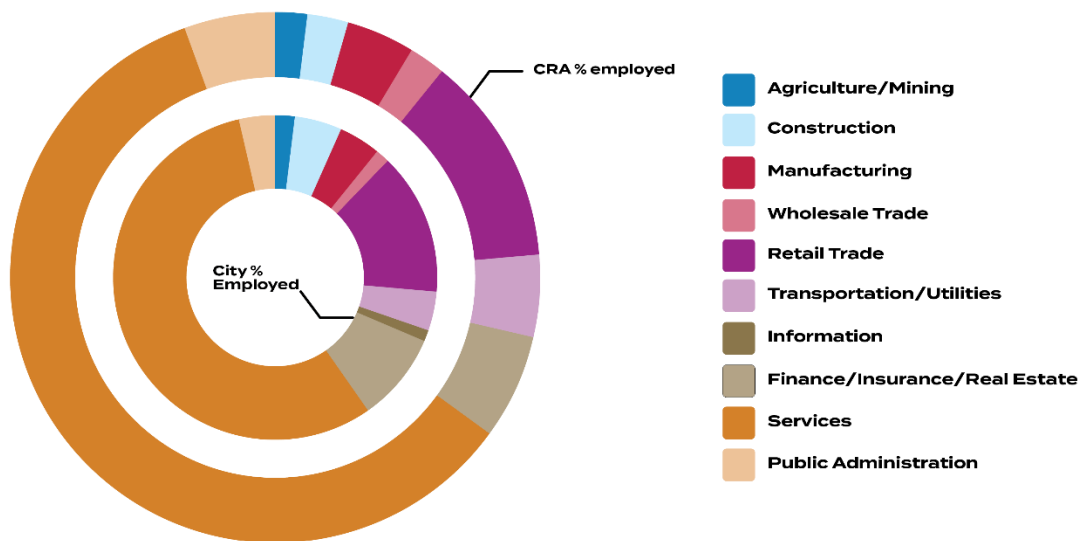
Source: ESRI BAO, 2023

## LOCAL EMPLOYMENT

The Community Redevelopment Area's unemployment rate is 4.2%, which is higher than the City's unemployment rate of 2.9%. Of the employed CRA residents, many are likely commuting to other parts of the City or St. Johns County (or other proximate counties/cities) for their jobs. CRA residents are most likely to work in services (professional services, hospitality, food service, etc.) which employs 60% of the population. The next most common industries for the employed population are retail trade and FIRE Industries (Finance, Insurance, and Real Estate) (12.7% and 6.4%, respectively within the CRA; 14.3% and 8.9% respectively, Citywide). These proportions are in alignment with the City's employed residents.

*Table 2. Employed Population by Industry*

## EMPLOYED POPULATION BY INDUSTRY

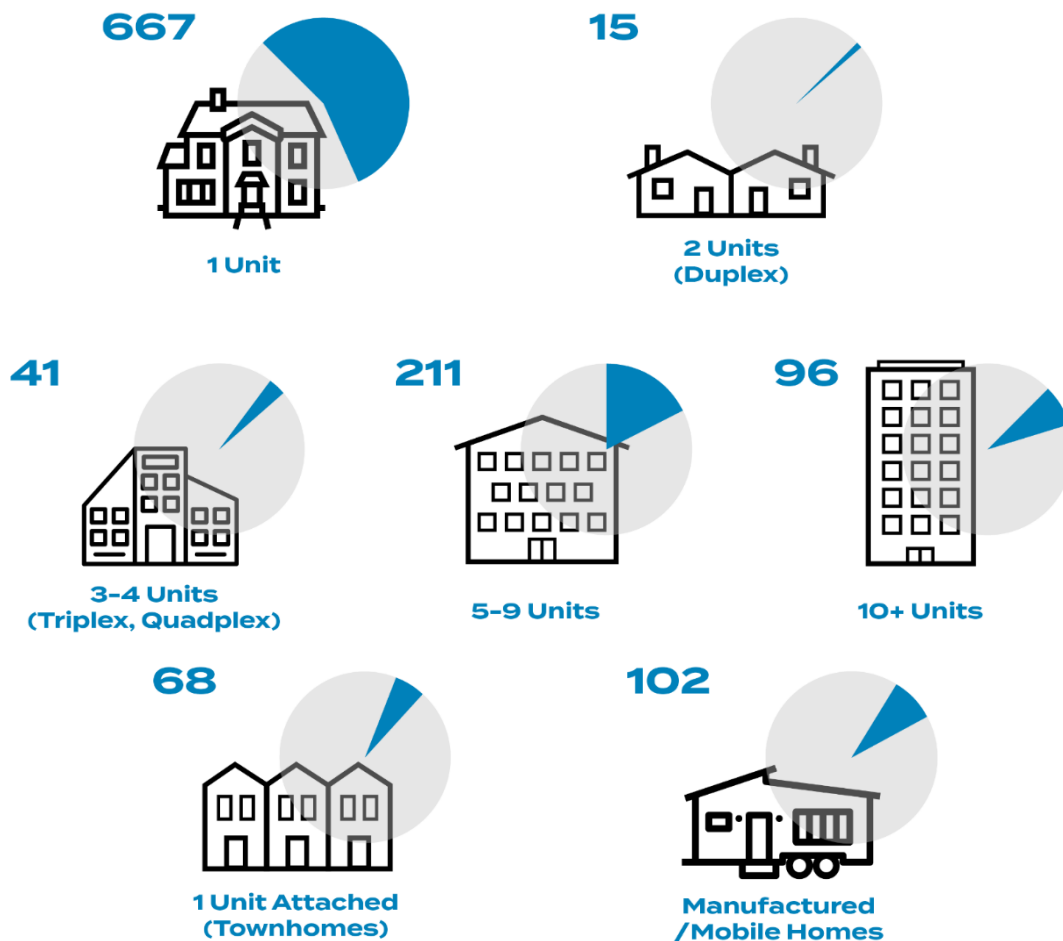


Source: ESRI BAO, 2023

## HOUSING CHARACTERISTICS

According to American Community Survey estimates, the Community Redevelopment Area has approximately 1,200 housing units. Primarily, these units are single family homes on small parcels. The CRA also has a few freestanding multifamily buildings in its inventory, as well as a large condominium community near the northern boundary. The vacancy rate of residential structures is estimated to be 12% which is lower than the estimated vacancy rate for the City overall (17%) (ESRI BAO, 2023). It is likely there are some seasonally occupied units included in these estimates for the CRA and City which are used by vacationers or seasonal residents.

*Table 3. Housing Units by Units in Structure*



Source: American Community Survey Estimates 2017-2021, 2023

For housing structures within the CRA, the median year built is 1969. Over 50% of all housing units were built prior to 1969, and a quarter of housing units were built after 2000. There may be a need for assistance for homeowners to rehabilitate their structures with an aging housing stock. See Table 6 for more information regarding housing structure age.

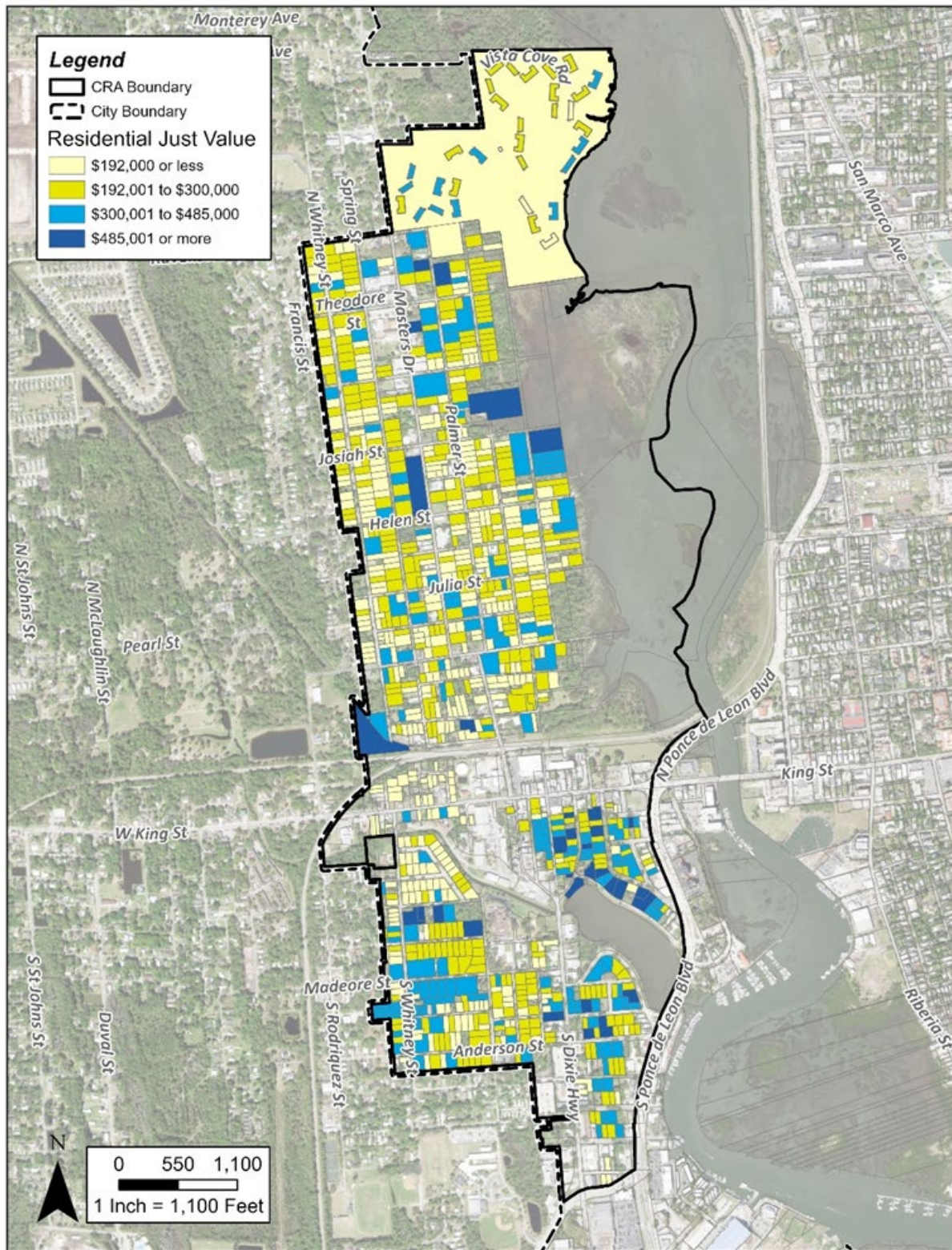
**Table 4. Year of Construction for Residential Structures**

| Period                       | Percent |
|------------------------------|---------|
| <b>Built 2010 or later</b>   | 1.8%    |
| <b>Built 2000 to 2009</b>    | 24.6%   |
| <b>Built 1990 to 1999</b>    | 10.5%   |
| <b>Built 1980 to 1989</b>    | 7.1%    |
| <b>Built 1970 to 1979</b>    | 5.3%    |
| <b>Built 1960 to 1969</b>    | 12.8%   |
| <b>Built 1950 to 1959</b>    | 22.2%   |
| <b>Built 1940 to 1949</b>    | 3.7%    |
| <b>Built 1939 or earlier</b> | 12.1%   |

Source: American Community Survey Estimates 2017-2021, 2023

Figure 2 shows the just value of residential parcels, according to St. Johns County Property Appraiser. Just values indicate the total market value of the land value, building value, and the value of extra features on a parcel. Generally, the residential parcels south of West King Street have higher just values than the residential parcels north of West King Street. Residential parcels lining West King Street have lower just values than the median home value for the CRA, which is \$217,192. Compared to the City's overall median home value of \$429,219, many of the residential parcels within the CRA are estimated at lower just values.

**Figure 2. Just Value (Residential Parcels) Map**



Sources: City of St. Augustine, St. Johns County Property Appraiser, 2023



## CULTURAL AND HISTORIC RESOURCES

According to data provided by the Florida State Historic Preservation Office (SHPO), an architectural survey record has been completed to date for 883 structures within the West City CRA. While all structures have not yet been evaluated for eligibility at this time, 317 structures have been determined to be eligible for the National Register of Historic Places (NRHP). Other cultural resources that have been determined to be eligible for the NRHP include the Florida East Coast (FEC) Railroad Bridge and the Congregation of Sons of Israel Cemetery, located on the western edge of the CRA. A West Augustine survey completed in 2020 identified six potential historic districts, which have yet to be determined for NRHP eligibility. In addition, four linear resources are partially within the CRA including the FEC Railroad, Ponce de Leon Boulevard / US Highway 1, West King Street, and South Dixie Highway.

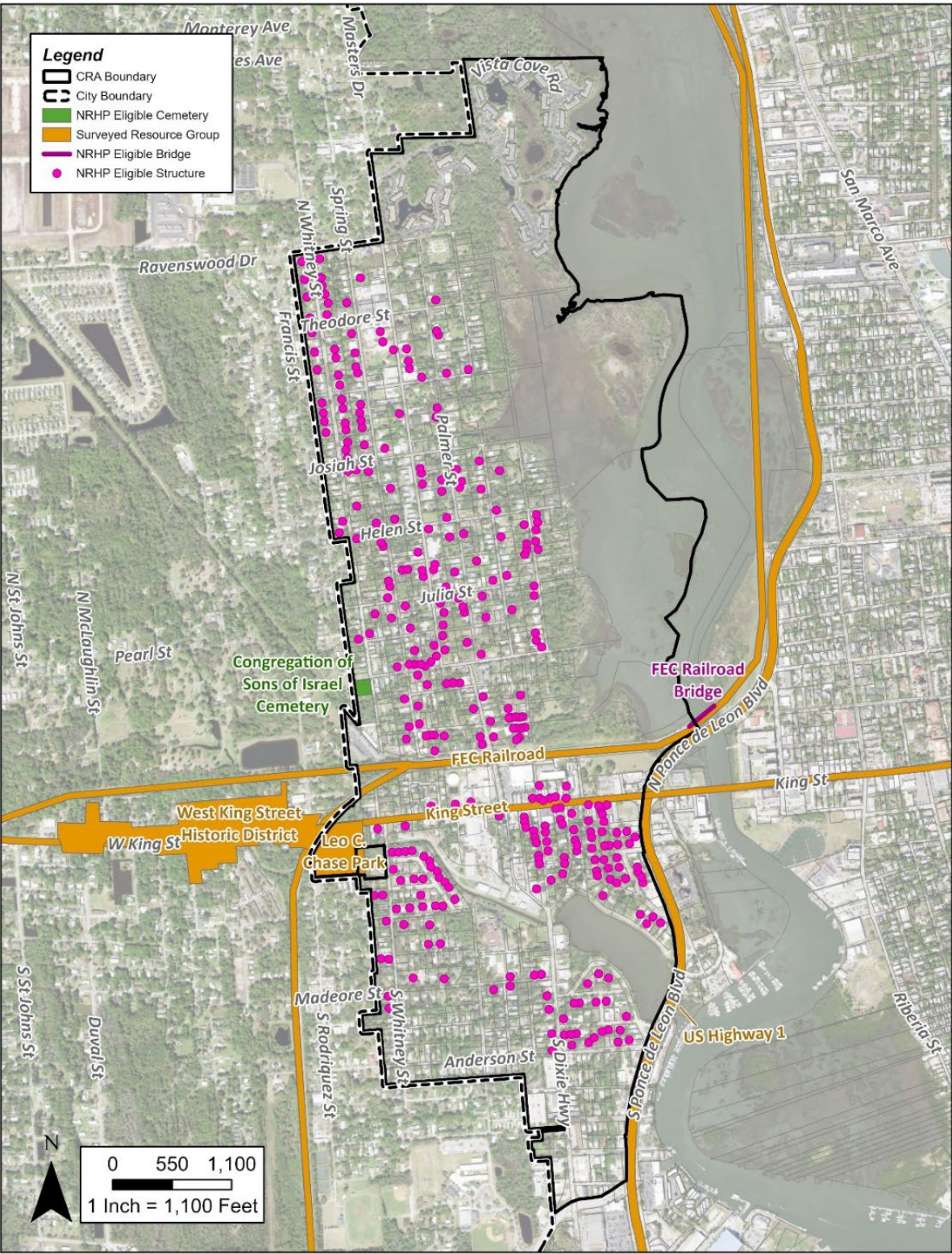
One of the first in the United States, the City's Archaeological Preservation Ordinance is unique because it evaluates and protects archaeological deposits on both public and private properties. Per the ordinance, archaeological review is part of the City's permitting process. If a building, utility, or right-of-way project occurs within a defined Archaeological Zone, spans 100 square feet in width, and extends three (3) inches deep, the work requires an archaeological review by the City Archaeologist. Within the overall City limits, a total of eighteen (18) archaeological zones that are known or have the potential to contain buried archaeological resources dating back 4,000 years ago. Archaeological Zone IIIC starts at the south end of Oyster Creek and extends towards the southern boundary of the West City CRA.

***Figure 3. Photographs of West City***



**Photos: West City, St. Augustine, Top Right; Water Treatment Plant, Middle; Zion Missionary Baptist Church, Left; Rollins Neighborhood Green Space**

Figure 4. Historic Resources Map



Sources: City of St. Augustine, Florida Division of Historic Resources, 2024



## ***KING STREET ENTRY CORRIDOR***

In 2000, the City of St. Augustine identified three entry corridors as critical gateways into the city. King Street is one of the entry corridors and bisects numerous neighborhoods and commercial and residential areas. Starting in the downtown at Granada Street, just west of City Hall, the King Street Entry Corridor extends towards the western edge of the city limits, marked by the Florida East Coast (FEC.) Railroad crossing. The western portion of the corridor which terminates at Ponce de Leon Boulevard (US-1), is unique from East King. West King serves as a local commercial hub for the neighborhoods surrounding it, including Ravenswood to the north, and the Pellicer area to the south, but is also a destination location with its shops and eateries.

The King Street Design Standards for Entry Corridors (DSEC) outline design review requirements for new building, rehabilitation, or redevelopment projects. The Corridor Review Committee (CRC) is responsible for the required design review of projects within the King Street Entry Corridor.

**Figure 5. Entry Corridor Boundary Map**



Sources: City of St. Augustine, Florida Geographic Data Library, 2023

## Land Use

The following subsections will discuss current land use (how the individual parcels are currently being used), future land use (the City's vision for the future and the types of developments which can occur), and zoning (regulations which dictate the dimensions of developments). In addition, parks and recreational space will be discussed as their impact on the Community Redevelopment Area is incredibly important to the community.

**Table 7. Current Land Use**

| Current Land Use                                                                                                    | Acres         | Percent (%) |
|---------------------------------------------------------------------------------------------------------------------|---------------|-------------|
| Single Family Residential                                                                                           | 181.5         | 31.0%       |
| Conservation                                                                                                        | 93.8          | 16.0%       |
| Multifamily                                                                                                         | 92.5          | 15.8%       |
| Right-of-Way/Utilities                                                                                              | 67.1          | 11.5%       |
| Vacant                                                                                                              | 66.4          | 11.3%       |
| Public/Institutional                                                                                                | 45.1          | 7.7%        |
| Commercial                                                                                                          | 19.7          | 3.4%        |
| Industrial                                                                                                          | 9.3           | 1.6%        |
| Mixed Use                                                                                                           | 5.3           | 0.9%        |
| Office/Professional                                                                                                 | 4.6           | 0.8%        |
| <b>Total Acreage</b>                                                                                                | <b>585.31</b> |             |
| <i>1 Some areas within the CRA Boundary are not accounted for within the data above, specifically water bodies.</i> |               |             |

Sources: City of St. Augustine, St. Johns County Property Appraiser, 2023

current land use pattern within the CRA. The most prominent land uses in the CRA are Single Family Residential (31%), Conservation (16%), Multifamily (16%), Right-of-Way/Utilities (12%), and Vacant or undeveloped (11%). Public/Institutional, Multifamily, and Commercial land uses account for 8%, 3%, and 2%, respectively, while Industrial, Mixed Use, and Office/Professional account for small proportions (less than 2%).

The Single-Family Residential uses are located throughout the CRA, and Conservation areas are mostly located along the San Sebastian River. Public/Institutional uses include schools, religious institutions, clubs, and government buildings, and are concentrated south of West King Street. Commercial, Office/Professional, and Mixed-Use are primarily located along the West King Street and US Highway 1 corridors.

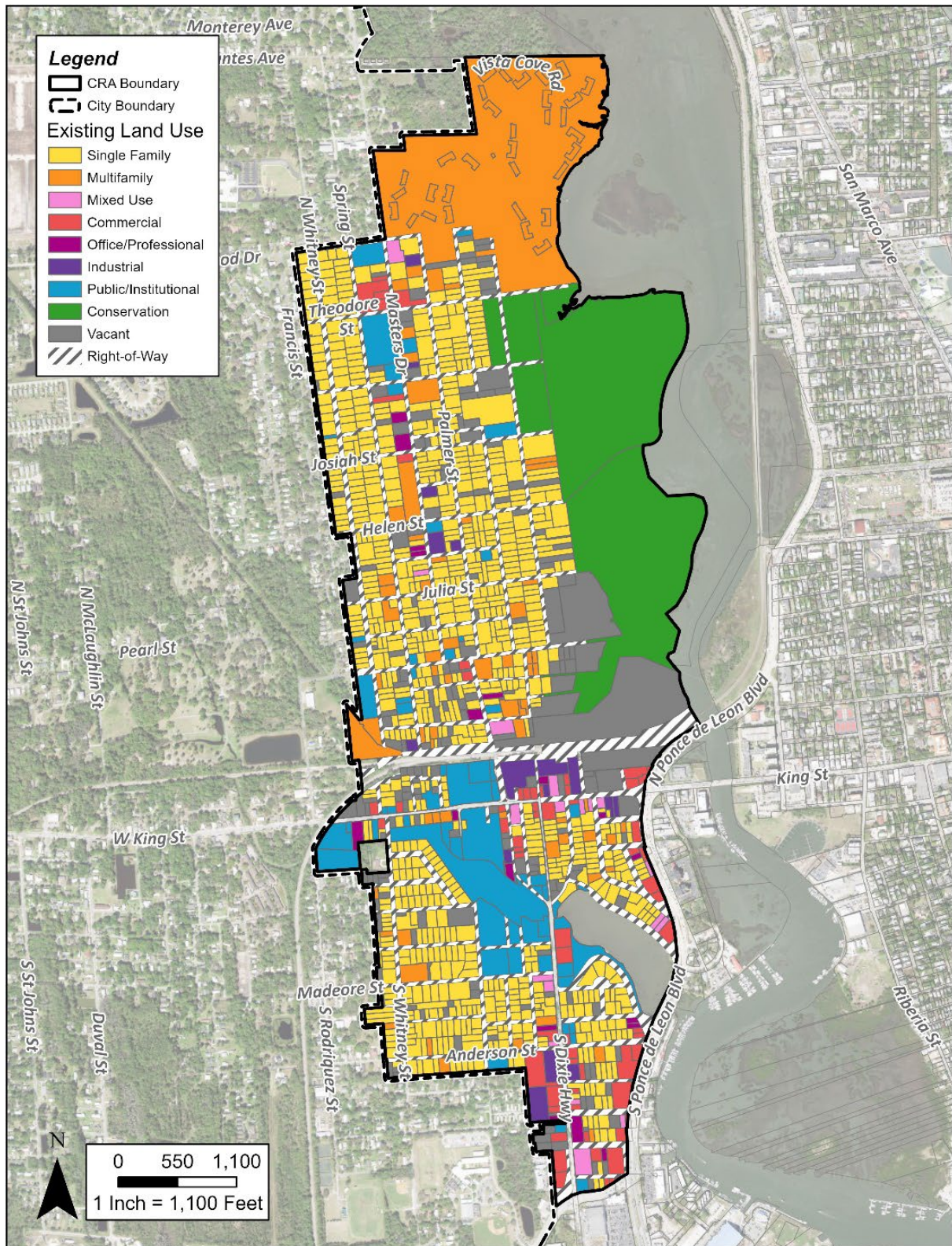
## CURRENT LAND USE PATTERNS

Current land use patterns show how parcels within an area are being used, whether for residential, commercial, industrial, or institutional uses. Understanding land use patterns can help direct future development needs or improvements for the CRA. These current land use categories are derived from the Department of Revenue (DOR) land use codes provided within the most recent data from the St. Johns County Property Appraiser.

Table 7 provides a breakdown of the acreages and proportions of each land use while Figure 6 shows a map of the



Figure 6. Current Land Use Map



Sources: City of St. Augustine, St. Johns County Property Appraiser, 2023

## **VACANT PARCELS & OPPORTUNITIES**

The St. Johns County Property Appraiser estimates there are 213 vacant parcels within the CRA, which are scattered throughout with a major concentration along West King Street and the San Sebastian River. The parcels along West King Street are owned by a few entities, and there seem to be opportunities to develop these parcels, apart from areas with environmentally sensitive lands (wetlands or significant habitats). The average size of vacant parcels is less than a half-acre (0.3 acres). The smaller parcels offer opportunities for infill development for residential or nonresidential uses, depending on their future land use designations. The largest parcel is 14.7 acres and is located along West King Street and the river (north of, and proximate to, the railroad tracks). However, this parcel likely contains some environmentally sensitive lands, as mentioned. Most of these vacant parcels are owned by private owners and may provide opportunities for reinvestment in the community. Figure 7 shows these vacant parcels.



**Figure 7. Vacant Parcels Map**



Sources: City of St. Augustine, St. Johns County Property Appraiser, 2023

## FUTURE LAND USE

The City of St. Augustine's Comprehensive Plan establishes Future Land Use (FLU) designations within the City to guide future growth to match a shared community vision. The City's Future Land Use Map as well as its goals and policies provide a direction for economic growth and development in certain areas, while preserving and protecting environmental and cultural resources. Table 8 provides the breakdown of acreage and proportion of the land use in the CRA, and Figure 8 shows the future land use designations in the CRA.

Residential Low Density is the most common FLU category in the CRA and accounts for 35% of the land area. This Future Land Use Category allows for single-family dwellings and other uses compatible with low density single-family, such as public and institutional uses, child care centers, recreation, and schools. The maximum density allowed for residential uses is 8 dwelling units per acre (du/ac). The Residential Low Density designation is located throughout the CRA, as shown in Figure 8. Open Land is the second most common FLU category in the Neighborhood (22%) and is intended to separate dense urban activity from environmentally sensitive areas. The Open Land FLU category allows for single-family dwellings at up to 2 du/ac, as well as passive recreation activities and water related activities. The Open Land designation in the CRA is located along the San Sebastian River (where a conservation area is located, as discussed in a following section) and near Oyster Creek.

**Table 8. Future Land Use Designations**

| Future Land Use                                                                                                                                                                                                      | Acre          | Percent (%) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------|
| Residential Low Density                                                                                                                                                                                              | 210.6         | 34.9%       |
| Open Land                                                                                                                                                                                                            | 129.9         | 21.5%       |
| Residential Medium Density                                                                                                                                                                                           | 112.0         | 18.5%       |
| Commercial Low Intensity                                                                                                                                                                                             | 56.9          | 9.4%        |
| Commercial Medium Intensity                                                                                                                                                                                          | 49.8          | 8.2%        |
| Industrial                                                                                                                                                                                                           | 26.2          | 4.3%        |
| Public Use                                                                                                                                                                                                           | 15.8          | 2.6%        |
| Institutional                                                                                                                                                                                                        | 1.4           | 0.2%        |
| Residential-D (St. Johns County)                                                                                                                                                                                     | 0.9           | 0.2%        |
| Residential Low Density / Mixed Use                                                                                                                                                                                  | 0.1           | <0.1%       |
| <b>Total Acreage</b>                                                                                                                                                                                                 | <b>603.6*</b> |             |
| *Note: This total acreage is different from the Existing Land Use total acreage due to the differences in parcel data. All roads and waterways are included in the Future Land Use but not in the Existing Land Use. |               |             |

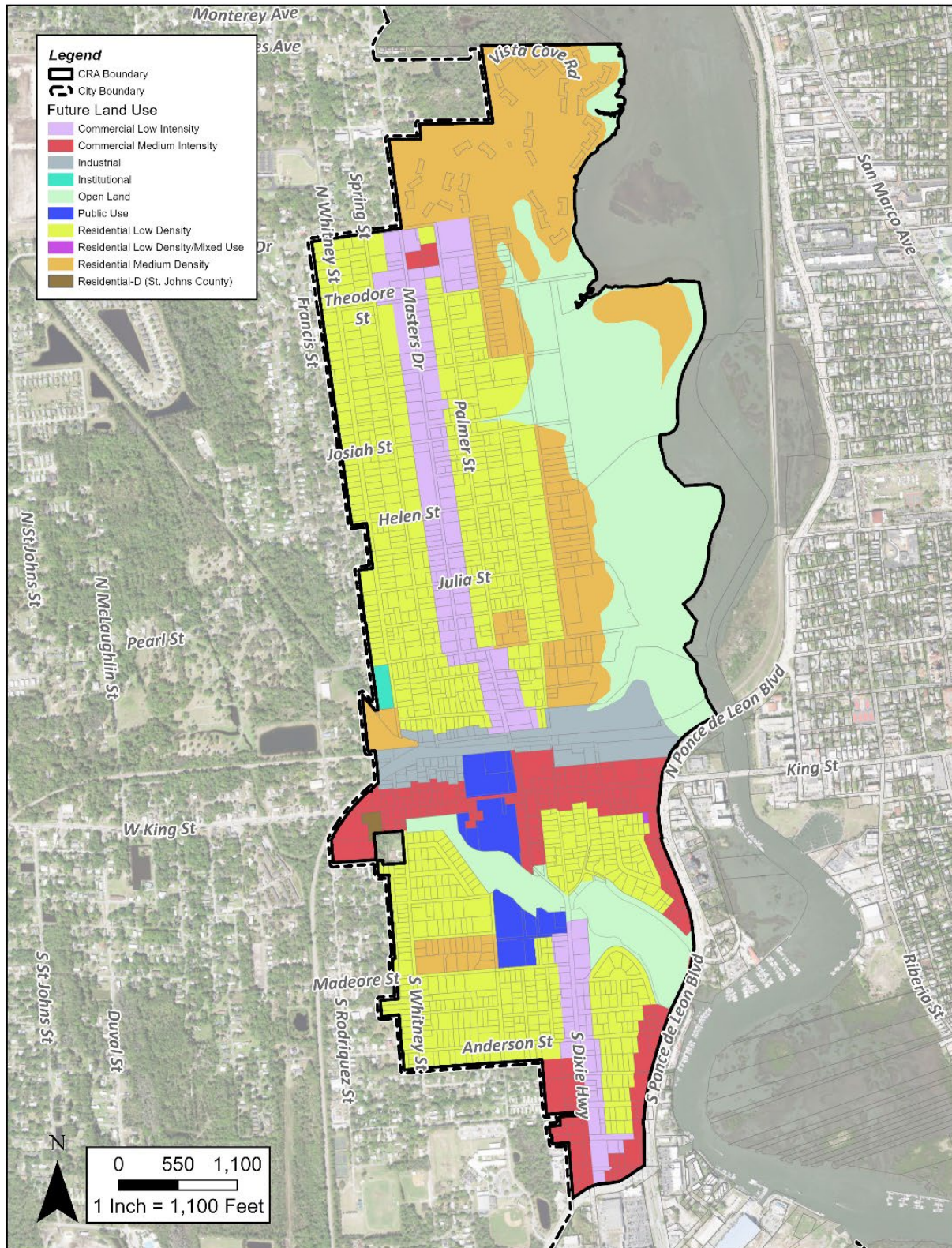
Sources: City of St. Augustine, 2023

The Residential Medium Density and Commercial Low Intensity FLU categories account for 19% and 10% of the total CRA, respectively. The Residential Medium Density FLU category allows for a mix of single-family and multifamily residential uses, as well as nonresidential uses (a maximum of 30% of an area). The maximum density for the category is 16 du/ac and is primarily found along Florida and Nesmith Avenues, as well as in the Vista Cove condominium development. Commercial Low Intensity allows for low traffic generating commercial uses such as retail and

service-related uses to serve local neighborhoods. Recreation, institutional, and residential uses are also permitted within the FLU category, and a mix of uses is encouraged. The Commercial Low Intensity designation is primarily found along Masters Drive and South Dixie Highway.



**Figure 8. Future Land Use Map**



Sources: City of St. Augustine, St. Johns County, 2023

## **Zoning**

Zoning districts are found in the City of St. Augustine's Land Development Code and assist in implementing the Comprehensive Plan by adopting development standards for each of the districts. Zoning districts guide permitted, prohibited, and conditional uses of the land, as well as site development criteria, building footprints, and public realm aspects (signage, landscaping, design, etc.). Table 9 lists the zoning districts and their associated acreage, and Figure 9 shows the district locations within the Community Redevelopment Area.

The Residential Single-Family Two (RS-2) zoning district is the most prominent in the CRA and accounts for 33% of the land area. The purpose of the RS-2 district is to allow for single-family dwellings and compatible uses, including home-based businesses and recreation facilities. Residential General One (RG-1), the second most prominent zoning designation in the CRA, allows for higher densities than RS-2 and permits nonresidential uses which are complementary. RG-1 is primarily located on the eastern edge of the CRA, near the river, and accounts for approximately 27% of the land area. Open Land (OL) is located in the Oyster Creek and Spengler Island Conservation areas and is intended to protect environmentally sensitive areas. The OL designation accounts for 13% of the CRA. Other zoning districts are present in the CRA including CL-1, CM-2, GU, IW, MOD, CL-2, RG-2, CM-1, PUD, and a few County designations (PUD, PSD, and RS-3).

**Table 9. Zoning**

| <b>Zoning</b>                                                                                                                                                                                                                                                                                                                  | <b>Acres</b>   | <b>Percent (%)</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------------------|
| <b>RS-2 (Residential Single Family-Two)</b>                                                                                                                                                                                                                                                                                    | <b>180.2</b>   | <b>33.3%</b>       |
| <b>RG-1 (Residential General-One)</b>                                                                                                                                                                                                                                                                                          | <b>144.6</b>   | <b>26.7%</b>       |
| <b>OL (Open Land)</b>                                                                                                                                                                                                                                                                                                          | <b>68.5</b>    | <b>12.6%</b>       |
| <b>CL-1 (Commercial Low-One)</b>                                                                                                                                                                                                                                                                                               | <b>46.7</b>    | <b>8.6%</b>        |
| <b>CM-2 (Commercial Medium-Two)</b>                                                                                                                                                                                                                                                                                            | <b>38.2</b>    | <b>7.1%</b>        |
| <b>GU (Government Use)</b>                                                                                                                                                                                                                                                                                                     | <b>24.7</b>    | <b>4.5%</b>        |
| <b>IW (Industrial &amp; Warehousing)</b>                                                                                                                                                                                                                                                                                       | <b>22.8</b>    | <b>4.2%</b>        |
| <b>MOD (Mobility Oriented Development)</b>                                                                                                                                                                                                                                                                                     | <b>5.5</b>     | <b>1.0%</b>        |
| <b>CL-2 (Commercial Low-Two)</b>                                                                                                                                                                                                                                                                                               | <b>4.7</b>     | <b>0.9%</b>        |
| <b>RG-2 (Residential General-Two)</b>                                                                                                                                                                                                                                                                                          | <b>4.3</b>     | <b>0.8%</b>        |
| <b>CM-1 (Commercial Medium-One)</b>                                                                                                                                                                                                                                                                                            | <b>1.6</b>     | <b>0.3%</b>        |
| <b>PUD (Planned Unit Development)</b>                                                                                                                                                                                                                                                                                          | <b>0.3</b>     | <b>0.1%</b>        |
| <b>Total Acreage</b>                                                                                                                                                                                                                                                                                                           | <b>541.9 *</b> |                    |
| <i>*Note: This total acreage is different from the Existing Land Use and Future Land Use total acreages due to the differences in parcel data. Some roadways and waterways are included in the Future Land Use acreages, some are included in the Existing Land Use, and no roadways are included in the Zoning districts.</i> |                |                    |

Sources: City of St. Augustine, St. Johns County, 2023



**Legend**

- CRA Boundary
- City Boundary

**Zoning**

- Commercial Low-One
- Commercial Low-Two
- Commercial Medium-One
- Commercial Medium-Two
- Government Use
- Industrial & Warehousing
- Mobility Oriented Development
- Open Land
- Planned Unit Development
- Residential General-One
- Residential General-Two
- Residential Single Family-Two

0 550 1,100  
1 Inch = 1,100 Feet

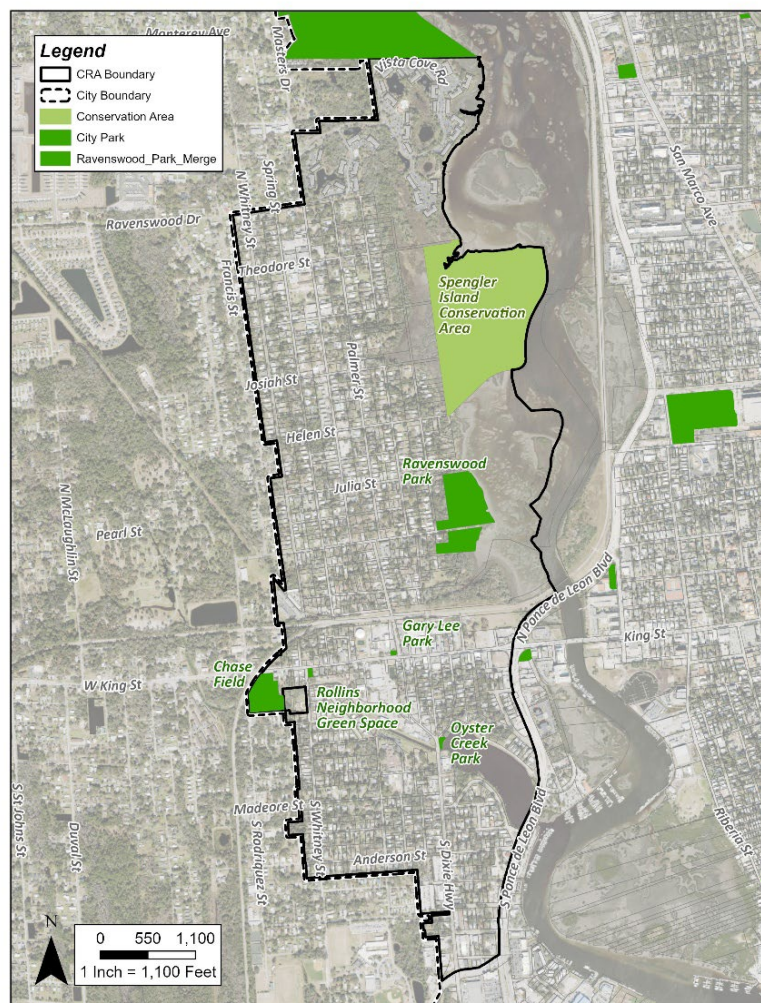
## COMMUNITY REDEVELOPMENT PLAN



## Parks & Conservation Areas

There are three parks within the Community Redevelopment Area: Chase Field, Gary Lee Park, and Oyster Creek Park. Chase Field is located at the western boundary of the CRA, south of West King Street, and is approximately 3.2 acres. The park is part of the Boys and Girls Club facilities and is owned by the City of St. Augustine. Gary Lee Park is located at the intersection of West King Street and Palmer Street and is less than a tenth of an acre. Rollins Neighborhood Green Space is a neighborhood green space for community use. Oyster Creek Park is located on the northwestern side of Oyster Creek along Davis Street and is approximately 0.2 acres. Spengler Island Conservation Area, a 43-acre conservation area with estuaries and marshes, is in the northeast corner of the CRA and managed by St. Johns County.

**Figure 10. Parks & Conservation Areas Map**



Sources: City of St. Augustine, Florida Geographic Data Library, 2023

## ***Transportation System and Mobility Analysis***

The main roadway through the CRA is W. King Street which connects unincorporated St. Johns County with St. Augustine's Historic W. Downtown and US Highway 1 (Ponce de Leon Boulevard). W. King Street has an average daily traffic count of less than 12,000 vehicle trips within the CRA, but once the roadway crosses US 1, it becomes more heavily traveled (up to 30,000 daily trips). Figure 11 shows the annual average daily traffic counts for some of the roadways within the CRA based on Florida Department of Transportation (FDOT) data. W. King Street is a County-maintained roadway, so the City of St. Augustine and the Community Redevelopment Agency will need to collaborate with St. Johns County for any potential roadway improvements.

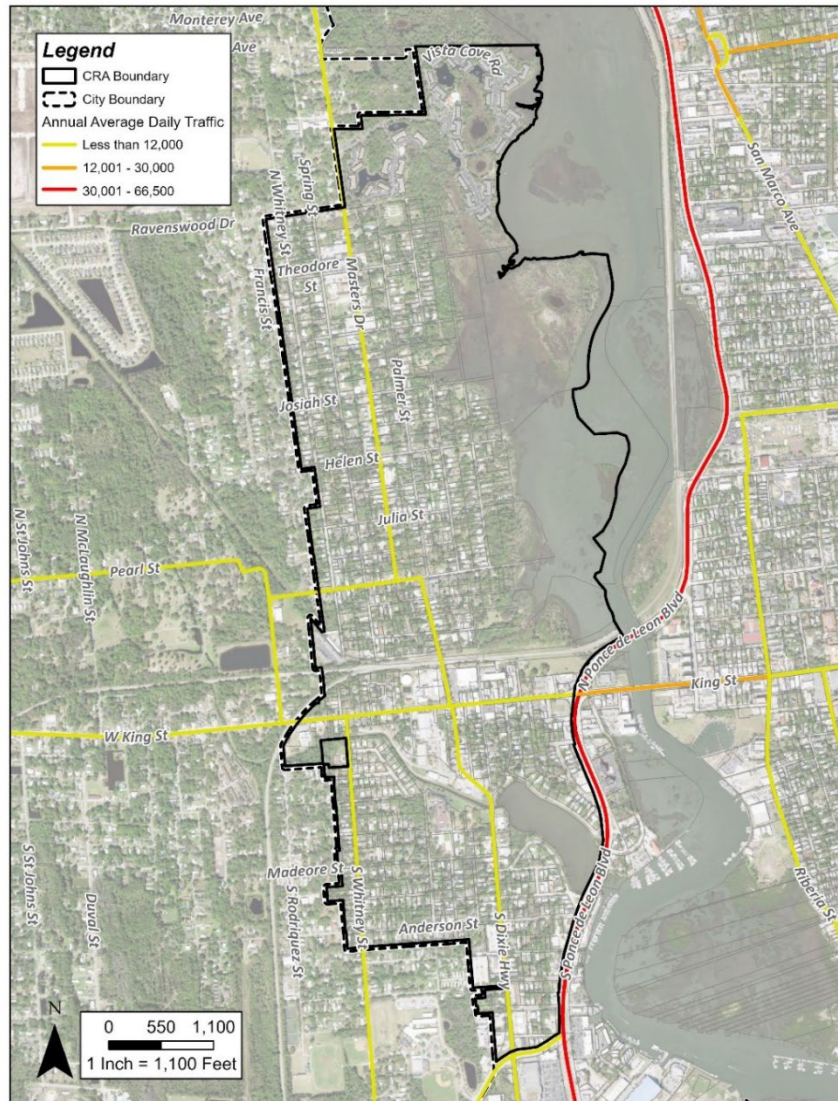
### **MOBILITY PLAN**

The City of St. Augustine updated their Transportation and Mobility Element of the Comprehensive Plan in 2020 to incorporate a multimodal transportation system and its funding mechanisms. The City has made an effort to coordinate multiple transportation options to meet the needs of its residents through public transportation, on-street parking, satellite parking areas, walking, biking, and other non-motorized types of mobility. The funding mechanism for this effort is mobility fees which are applied to new development or redevelopment which results in an increase in travel demand.

Within the CRA, Masters Drive, Palmer Street, Pellicer Lane and S. Dixie Highway are proposed to become complete streets, which includes multimodal transportation options such as walking, biking, driving, and public transportation. S. Leonard Street, south of W. King Street, is proposed to become a shared street, which indicates local and residential streets with lower speeds and multimodal options. A new pedestrian and cyclist trail is proposed to extend along W. King Street into the Historic Downtown. A parking garage, a park and ride, and an aerial tram are also proposed within the CRA, as well as a future rail station. These transportation improvements will allow for people to travel more easily within the CRA, as well as from the CRA to other areas of the City and County. This can lead to redevelopment and new development opportunities for residential and nonresidential buildings.



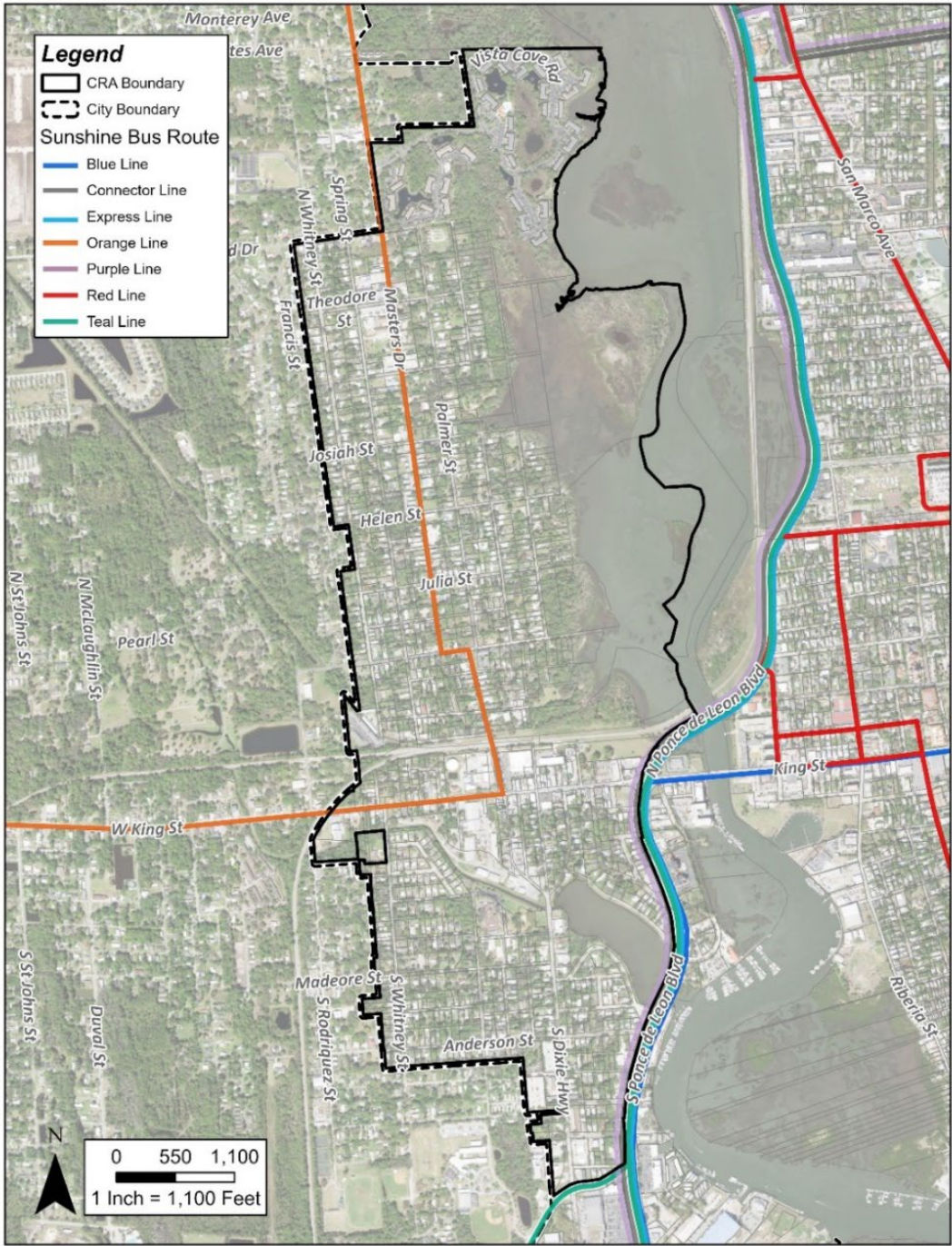
**Figure 11. Traffic Map**



Sources: City of St. Augustine, FDOT, 2023

The Sunshine Bus Company provides fixed-route public transportation within St. Johns County, with some connections to neighboring counties. Several Sunshine Bus Routes serve the Community Redevelopment Area, though only one (the Orange Line) runs through the center of the area along W. King Street and Masters Drive. The Blue, Purple, Teal, Express, and Connector Lines all run along Ponce de Leon Boulevard with connections to the Historic Downtown area. Community members voiced concerns over the reliability of the Sunshine Bus system with long headways and irregular schedules. St. Johns County has plans to improve the bus system in conjunction with the City of St. Augustine, including potentially repurposing and renovating existing bus shelters.

Figure 12. Public Transportation Map



Sources: City of St. Augustine, St. Johns County, 2023



## ***Coastal Vulnerability Assessment***

The City of St. Augustine assessed its coastal vulnerability in a 2016 study. This assessment showed vulnerabilities within the CRA area, specifically in the eastern part of the area near Oyster Creek and the San Sebastian River. Currently there is flooding in these areas, and with sea level rise, there are projected flooding hazards. The roadway and bridge network connecting the CRA to the Historic Downtown are at highest risk with up to three feet increase in sea level, with the W. King Street bridge becoming non-functioning with 1.5 feet of sea level rise. The City has created an Adaptation Plan to combat these vulnerabilities and hazards. Some of the adaptation measures are green infrastructure, stormwater infrastructure improvements, and policy tools to assist with the protection of existing and new development.



# COMMUNITY ENGAGEMENT & PUBLIC INPUT



## COMMUNITY ENGAGEMENT & PUBLIC INPUT

The West City Community Redevelopment Plan was developed using a robust public input and public engagement process. Four 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 several community engagement sessions.

### 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 virtual and phone interviews with these stakeholders to gain insight into West City'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 West City Community Redevelopment Plan 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 West City where visitors could leave comments and view comments.

Over the course of several months, the project site received hundreds of views and 167 survey responses and Redevelopment Area map comments.

**Figure 13. Inspire Community Engagement Website**



The West City CRA was established in 2024 after assessing conditions within the neighborhood. Now, the City of St. Augustine wants your help in developing the Community Redevelopment Plan based on how you'd like to enhance your community. Below, you will find several ways to share your ideas!



*Source: West City CRA, Inspire, 2024. Project Website*

## COMMUNITY ENGAGEMENT SESSIONS

On May 15, 2024, CRA staff and Inspire attended the West King Wednesday market event and engaged with community members about the West City CRA effort. A greeting area was set up on West King Street, proximate to the market. A map of the area was shared, and attendees were encouraged to provide their insights into the current status and future direction of the West City.

On September 10, 2024, a community engagement event was hosted by CRA/City staff at Remnant Outreach (Shiloh) Church located on West King Street. The event was structured to seek community input into strategic focus areas that had been previously endorsed by the West City Steering Committee at their first meeting on August 8, 2024.

## STEERING COMMITTEE OPEN HOUSE

A Steering Committee for the West City Community Redevelopment planning effort was appointed by the City Commission on July 8, 2024. Following a preliminary meeting on August 8, 2024, a review of the draft Plan was sponsored by the Steering Committee on November 14, 2024 at a City Hall publicly noticed meeting.

This meeting included a presentation regarding the proposed draft West City Community Redevelopment Plan and allowed for input on the draft Plan's contents from the Steering Committee and the public.

*Figure 14. Photographs of Workshops*





# STRATEGIC GOALS & 6-POINT ACTION PLAN



## STRATEGIC GOALS AND 6-POINT ACTION PLAN

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

***The Strategic Goals are addressed through a 6-point Action Plan.***

**Action Strategy 1:** Community Stabilization Through Housing Policy and Other Relative Stabilization Efforts

**Action Strategy 2:** Public Space Enhancement/Beautification

**Action Strategy 3:** Locally Oriented Business Development and New Business Programming

**Action Strategy 4:** Mobility/Connectivity and Infrastructure Improvements

**Action Strategy 5:** Branding/Signage

**Action Strategy 6:** Continue and Enhance Efforts Regarding Historic Preservation

**Note:** Action strategies are not necessarily in order of priority.

## COMMUNITY STABILIZATION



- Foster a stable housing stock through establishment of residential rehabilitation and repair programs
- Work with existing property owners on providing affordable housing opportunities for neighborhood residents
- Provide opportunities for new homebuyers to explore down-payment assistance programs
- Develop strategies to encourage vibrant aging in place, place savings and place-making alternatives
- Research and implement additional stabilization options; clear title, homestead exemption, heirs property program
- Pursue community policing initiatives working with adjacent neighborhoods in partnership with the City's Police Department

## PUBLIC SPACE ENHANCEMENT/BEAUTIFICATION



- Improve Oyster Creek, Rollins Neighborhood and other green spaces
- Enhance the hardscape and landscape consistent with the historic character of the area
- Utilize open spaces to provide additional public amenities including signage and facilities/restroom improvements that promote a multimodal system
- Create a curb appeal program

## LOCALLY ORIENTED BUSINESS DEVELOPMENT



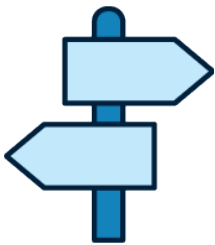
- Explore development of a building façade grant program
- Explore strategies and initiatives for economic development for the local and new business community; incentive programs, CRA marketing initiatives
- Create short term transitional business incubation space
- Increase parking supply in strategic locations
- Continue to evaluate opportunities for shared parking with private entities
- Partner with business organizations/associations to help inform/advise on future implementation of the Plan
- Explore opportunities for dedicated business delivery and ride-share zone

## MOBILITY/CONNECTIVITY



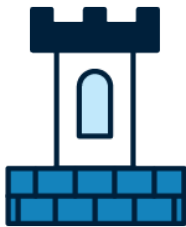
- Provide multimodal infrastructure improvements to enhance walkability
- Identify opportunities for improving and connecting sidewalks, paths, trails, and bike lanes
- Improve Streetscapes (lighting, stormwater improvement, and utilities)
- Explore opportunities to create public transportation systems
- Provide micro transit and tech-enabled shared transportation for first/last mile mobility
- Create a park-once environment and define ride share locations
- Identify sites and improvements for implementing dynamic parking strategies
- Identify initiatives to address increased wear and tear caused by commercial vehicles (dedicated delivery zones and designated areas for large trucks traveling within WCCRA)

## BRANDING/SIGNAGE



- Fund wayfinding/navigational system to identify mobility alternatives and locations (i.e., pick up electronic bikes here, water taxi here)
- Provide West City themed special district branding and wayfinding signage that directs visitors to various public amenities

## HISTORIC PRESERVATION



- Identify initiatives and alternatives for preserving historic assets and infrastructure/create historic preservation reinvestment opportunities to encourage public/private collaborations
- Guide resources/technical expertise towards existing historic buildings/properties located throughout the West City Redevelopment area
- Showcase the historic assets in the community by publicizing their existence and featuring historical resources in community capacity building forums/efforts
- Create a historic preservation grant program for private or institutionally owned properties/façade grant program
- Explore National Register District Designation



# CAPITAL PROJECTS/ CONCEPTUAL MASTER PLAN



## **CAPITAL PROJECTS/CONCEPTUAL MASTER PLAN**

Figure 15 shows the location of the proposed capital improvements within West City. The following capital project descriptions present the proposed public realm improvements to implement the redevelopment strategies identified within the West City 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 for any required approval by the Corridor Review Committee (CRC) for projects within the King Street Entry Corridor. The Historic Architectural Review Board (HARB) must approve any proposed full demolitions of buildings that are fifty years or older.

### ***Streetscape Projects***

- W. King Street-Streetscape; areas immediately west of the intersection of US 1 and W. King Street and associated with anticipated redevelopment projects

### ***Branding/Wayfinding Signage***

- Design approach to Branding/Wayfinding associated with the West City CRA.

### ***Mobility/Connectivity/Access Improvements***

- Investigate access/connectivity to parks and open spaces.
- Implement Pedestrian/Cycling improvements.
- Shuttle and circulator stop and improvements.

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

- Oyster Creek/Marsh
  - Provide enhanced access/connectivity to the Creek and Marsh through completion of a connectivity study.
  - Beautification of existing amenities.
  - Landscape and trees: upgrade existing landscaping, canopy, and understory trees.
- Rollins Neighborhood Green Space
  - Improve existing amenities in the green space.
  - Consider additional features that drive green space utilization.
  - Improved lighting and site furnishings.
  - Improve access/wayfinding to green space.
  - Create pocket parks on existing non-conforming lots and incorporate neighborhood stormwater management solutions where feasible

**Figure 15. Conceptual Master Plan – Proposed Capital Projects**

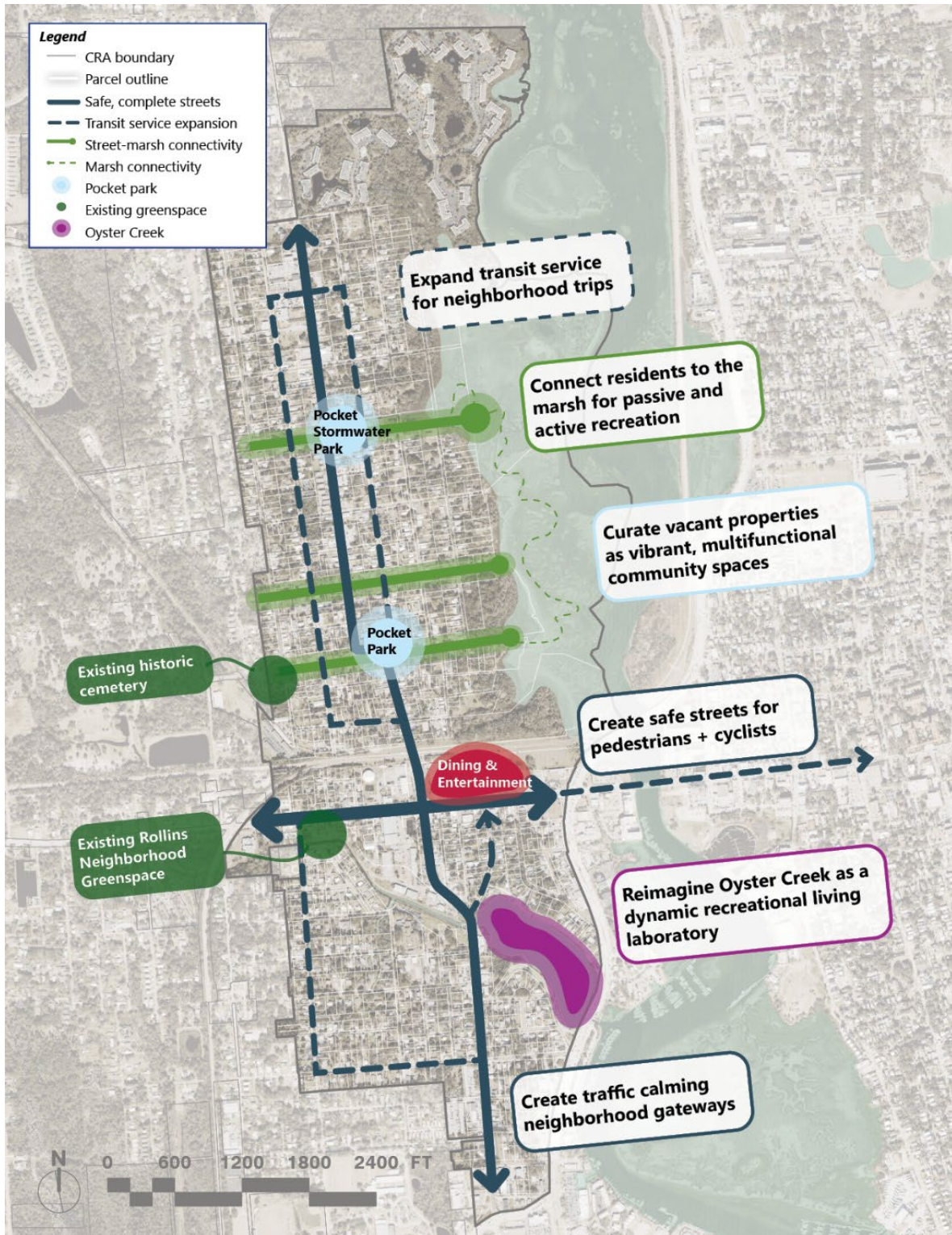
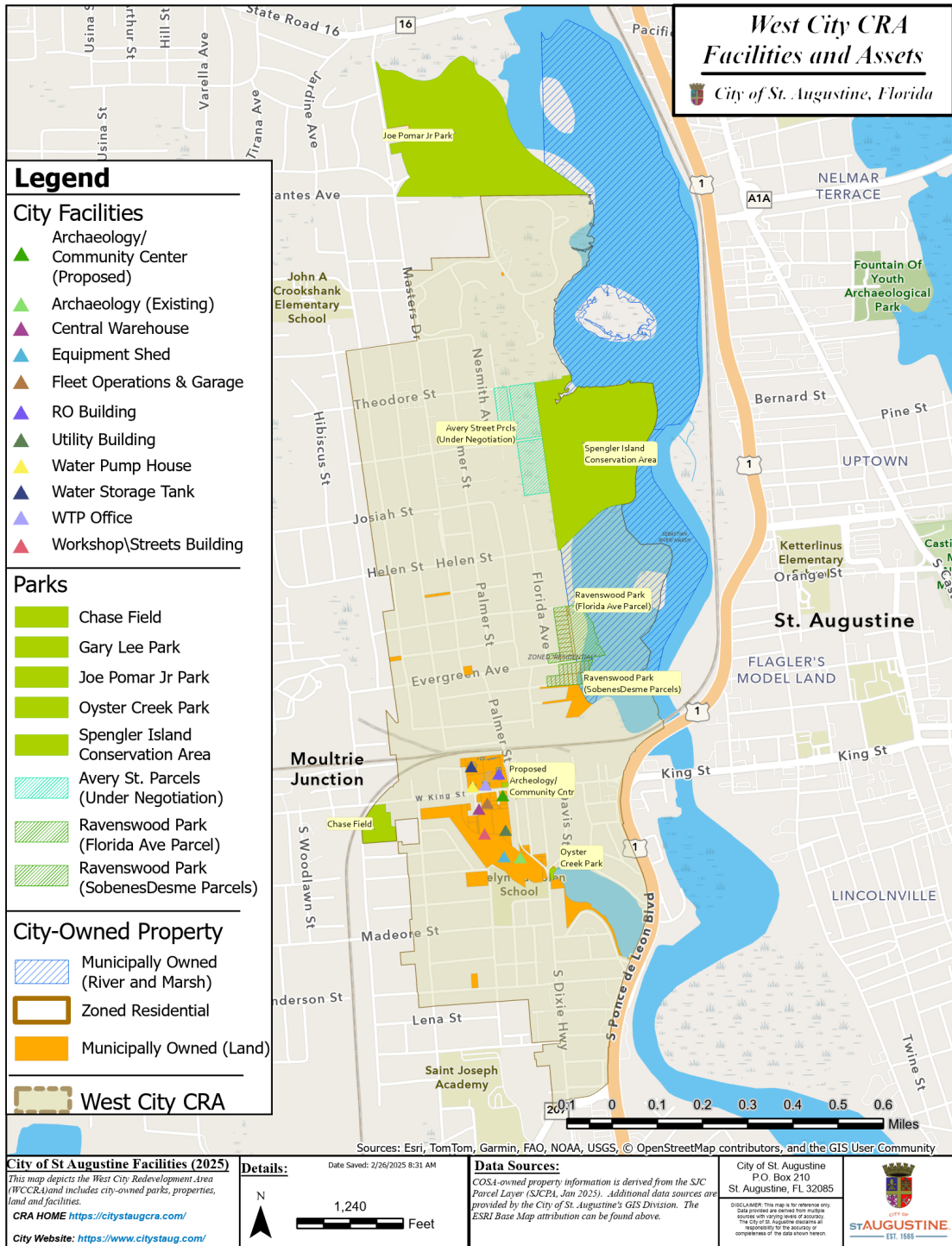




Figure 16. West City CRA Facilities and Assets



Sources: City of St. Augustine, GIS Division, COSA, 2025

**Figure 17. Community Interaction Concept**



*Sources: Inspire Placemaking*

**Figure 18. Oyster Creek Park Concept**



*Sources: Inspire Placemaking*



**Figure 19. Marsh Concept**



Sources: Inspire Placemaking

**Figure 20. Streetscape Concept**



Sources: Inspire Placemaking



# TIF PROJECTIONS



## TAX INCREMENT FINANCING PROJECTIONS

The following Tax Increment Financing (TIF) revenue projections show the anticipated TIF revenue for the period of 2024-2054. The projections utilize the base year value (2024), the current (2024 Preliminary Taxable Values) taxable values, and 2024 City and County millage rates as a base. Taxable values are projected to increase at 2.5% per year from 2024. 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 **\$15,186,487** and **\$24,474,860** respectively for a total cumulative TIF revenue of **\$39,661,348**.

**Table 10. Tax Increment Fund Projections – 2.5% Growth**

|      |      | Taxable Valuation | Estimated Increment Value | County Contribution @ 95% | City Contribution @ 95% | Total TIF CRA |
|------|------|-------------------|---------------------------|---------------------------|-------------------------|---------------|
| BASE | 2024 | \$229,000,405     |                           |                           |                         |               |
|      | 2024 | \$229,000,405     | \$0                       | \$0                       | \$0                     | \$0           |
|      | 2025 | \$234,725,415     | \$5,725,010               | \$25,310                  | \$40,791                | \$66,101      |
|      | 2026 | \$240,593,551     | \$11,593,146              | \$51,253                  | \$82,601                | \$133,855     |
|      | 2027 | \$246,608,389     | \$17,607,984              | \$77,845                  | \$125,457               | \$203,302     |
|      | 2028 | \$252,773,599     | \$23,773,194              | \$105,102                 | \$169,384               | \$274,486     |
|      | 2029 | \$259,092,939     | \$30,092,534              | \$133,040                 | \$214,409               | \$347,449     |
|      | 2030 | \$265,570,262     | \$36,569,857              | \$161,676                 | \$260,560               | \$422,236     |
|      | 2031 | \$272,209,519     | \$43,209,114              | \$191,028                 | \$307,865               | \$498,893     |
|      | 2032 | \$279,014,757     | \$50,014,352              | \$221,114                 | \$356,352               | \$577,466     |
|      | 2033 | \$285,990,126     | \$56,989,721              | \$251,952                 | \$406,052               | \$658,004     |
|      | 2034 | \$293,139,879     | \$64,139,474              | \$283,562                 | \$456,994               | \$740,555     |
|      | 2035 | \$300,468,376     | \$71,467,971              | \$315,961                 | \$509,209               | \$825,170     |
|      | 2036 | \$307,980,085     | \$78,979,680              | \$349,170                 | \$562,730               | \$911,901     |
|      | 2037 | \$315,679,588     | \$86,679,183              | \$383,210                 | \$617,589               | \$1,000,799   |
|      | 2038 | \$323,571,577     | \$94,571,172              | \$418,101                 | \$673,820               | \$1,091,920   |
|      | 2039 | \$331,660,867     | \$102,660,462             | \$453,863                 | \$731,456               | \$1,185,319   |
|      | 2040 | \$339,952,388     | \$110,951,983             | \$490,520                 | \$790,533               | \$1,281,053   |
|      | 2041 | \$348,451,198     | \$119,450,793             | \$528,094                 | \$851,087               | \$1,379,181   |
|      | 2042 | \$357,162,478     | \$128,162,073             | \$566,606                 | \$913,155               | \$1,479,761   |
|      | 2043 | \$366,091,540     | \$137,091,135             | \$606,082                 | \$976,774               | \$1,582,856   |
|      | 2044 | \$375,243,828     | \$146,243,423             | \$646,544                 | \$1,041,984             | \$1,688,529   |
|      | 2045 | \$384,624,924     | \$155,624,519             | \$688,018                 | \$1,108,825             | \$1,796,843   |
|      | 2046 | \$394,240,547     | \$165,240,142             | \$730,529                 | \$1,177,336             | \$1,907,865   |
|      | 2047 | \$404,096,561     | \$175,096,156             | \$774,103                 | \$1,247,560             | \$2,021,663   |
|      | 2048 | \$414,198,975     | \$185,198,570             | \$818,766                 | \$1,319,540             | \$2,138,305   |
|      | 2049 | \$424,553,949     | \$195,553,544             | \$864,545                 | \$1,393,319             | \$2,257,864   |
|      | 2050 | \$435,167,798     | \$206,167,393             | \$911,469                 | \$1,468,943             | \$2,380,412   |
|      | 2051 | \$446,046,993     | \$217,046,588             | \$959,566                 | \$1,546,457             | \$2,506,023   |
|      | 2052 | \$457,198,168     | \$228,197,763             | \$1,008,866               | \$1,625,909             | \$2,634,775   |
|      | 2053 | \$468,628,122     | \$239,627,717             | \$1,059,398               | \$1,707,347             | \$2,766,745   |
|      | 2054 | \$480,343,825     | \$251,343,420             | \$1,111,193               | \$1,790,822             | \$2,902,015   |

|                |           |
|----------------|-----------|
| County Millage | 0.0046537 |
| City Millage   | 0.0075    |

|                     |
|---------------------|
| <b>\$39,661,348</b> |
|---------------------|

|                                              |                     |
|----------------------------------------------|---------------------|
| <b>Total County Contribution (2024-2054)</b> | <b>\$15,186,487</b> |
| <b>Total City Contribution (2024-2054)</b>   | <b>\$24,474,860</b> |
| <b>Total TIF Estimated (2024-2054)</b>       | <b>\$39,661,348</b> |

# IMPLEMENTATION SCHEDULE



## IMPLEMENTATION SCHEDULE

The following tables propose a three-phase approach to implementation of the capital projects contained in the West City Community Redevelopment Area 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 construction of the West City Community Redevelopment Area Plan identified opportunities and capital improvement projects. However, common obstacles to implementation of these types of plans are financial limitations or satisfaction of any pending funding obligations.

The operational timeframe of the West City Community Redevelopment Plan is until sunset in 2054. The projects and programs identified for each of the Phases address the Plan's six redevelopment strategies: **Community Stabilization through Housing Policy; Public Space Enhancement/Beautification; Locally Oriented Business Development; Mobility/Connectivity; Branding/Signage; Continue and enhance efforts regarding Historic Preservation.**

These funding levels are conceptual and in alignment with priorities established during formulation of the plan and consistent with the community engagement component of the effort. It is anticipated that these projects and their respective conceptual funding levels will be refined and endorsed in future budget considerations by the City of St. Augustine Community Redevelopment Agency (CRA) and the City of Augustine City Commission.

The implementation strategy of any project or program identified within this plan is not intended to be definitive. In addition to project and program cost and funding; public engagement, data collection, professional studies, and ultimately the approval by the City of St. Augustine Community Redevelopment Agency (CRA) will determine the time frame in which projects and programs will be implemented in the defined special district.



**Table 11. Phase 1**

| <b>PHASE 1 (1-10 Years)</b>                                     |                                                                                                                                                                                                                                                      |                      |
|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>Project</b>                                                  | <b>Scope</b>                                                                                                                                                                                                                                         | <b>Funding Level</b> |
| <b>King Street Streetscape and Infrastructure Improvements*</b> | TIF sourced funds used for initial design.                                                                                                                                                                                                           | \$2,000,000          |
| <b>Area-wide Branding and Wayfinding Improvements</b>           | Pledge funding for design and implementation of City-approved wayfinding branding/wayfinding plan throughout West City CRA.                                                                                                                          | \$500,000            |
| <b>Oyster Creek, Rollins, and Other Greenspace Improvements</b> | Initial design for access, beautification, and additional landscape improvements.                                                                                                                                                                    | \$1,500,000          |
| <b>Community Stabilization</b>                                  | Enhance housing improvement/rehabilitation programs applicable to surrounding neighborhoods. Research and implement other stabilization efforts; partner with Legal Aid, establish a residential repair program.                                     | \$1,500,000          |
| <b>Local Business Development Assistance</b>                    | Consider incentive programs; assist with support for community efforts designed to increase exposure and business opportunities; assist with parking solutions, business establishment initiatives, new business incubator, and façade improvements. | \$1,500,000          |

Proposed Phase 1 capital projects/programs are designed to begin to implement the Strategic Vision and associated policy direction.

\*Additional streets for consideration include: Evergreen Avenue, Chapin, Anderson, Christopher, Palmer, Madeore, Newcomb and Eastman and where necessary inter-local coordination with entity that controls ROW would be required.

**Table 12. Phase 2**

| <b>PHASE 2 (11-20 Years)</b>                                                |                                                                                                                                                                                                                                                        |                      |
|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>Project</b>                                                              | <b>Scope</b>                                                                                                                                                                                                                                           | <b>Funding Level</b> |
| <b>King Street Streetscape and Infrastructure Improvements*</b>             | Additional design/preliminary implementation associated with roadway improvement, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings. Overall construction project. | \$7,500,000          |
| <b>Area-wide Branding and Wayfinding Improvements</b>                       | Implementation associated with branding/wayfinding.                                                                                                                                                                                                    | \$500,000            |
| <b>Oyster Creek, Rollins, and Future Identified Greenspace Improvements</b> | Improvement of existing access and amenities as well as other identified public spaces.                                                                                                                                                                | \$2,500,000          |
| <b>Marsh Access Improvements</b>                                            | Design associated with marsh access.                                                                                                                                                                                                                   | \$500,000            |
| <b>Circulator Investigation and Transit Enhancements</b>                    | Improvement of stops/signage improvements for circulators/transit.                                                                                                                                                                                     | \$500,000            |
| <b>Community Stabilization</b>                                              | Implementation of housing stabilization efforts.                                                                                                                                                                                                       | \$1,500,000          |
| <b>Local Business Development Assistance</b>                                | Implementation of local business development assistance.                                                                                                                                                                                               | \$1,500,000          |

Proposed Phase 2 capital projects/programs continue efforts at incrementally implementing the Plan's redevelopment strategies while kicking off a few additional public/open space and mobility efforts.

\*Additional streets for consideration include: Evergreen Avenue, Chapin, Anderson, Christopher, Palmer, Madeore, Newcomb and Eastman and where necessary inter-local coordination with entity that controls ROW would be required.

**Table 13. Phase 3**

| <b>PHASE 3 (21-30 Years)</b>                                                |                                                                                                                       |                      |
|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>Project</b>                                                              | <b>Scope</b>                                                                                                          | <b>Funding Level</b> |
| <b>King Street Streetscape and Infrastructure Improvements*</b>             | Fully implement streetscape improvements within the King Street Corridor and continue additional infrastructure work. | \$7,500,000          |
| <b>Oyster Creek, Rollins, and Future Identified Greenspace Improvements</b> | Fully implement amenity and beautification upgrades to these public/open spaces as well as other identified spaces.   | \$5,000,000          |
| <b>Marsh Access Improvements</b>                                            | Implement access to the marsh on eastern boundary of the West City CRA.                                               | \$2,500,000          |
| <b>Circulator Investigation and Transit Enhancements</b>                    | Implement range of improvements to provide additional connectivity to downtown via enhanced transit options.          | \$2,500,000          |
| <b>Community Stabilization</b>                                              | Continue community stabilization assistance programs.                                                                 | \$5,000,000          |
| <b>Local Business Development Assistance</b>                                | Continue local business development assistance programs.                                                              | \$2,500,000          |
| <b>Public Parking</b>                                                       | Increase public parking supply in strategic locations.                                                                | \$2,500,000          |

Proposed Phase 3 capital projects/programs continue efforts at enhancing and improving overall conditions in the West City CRA.

\*Additional streets for consideration include: Evergreen Avenue, Chapin, Anderson, Christopher, Palmer, Madeore, Newcomb and Eastman and where necessary inter-local coordination with entity that controls ROW would be required.



# COMPREHENSIVE GOALS, OBJECTIVES AND POLICIES



## COMPREHENSIVE GOALS, OBJECTIVES AND POLICIES

The vision for the West City CRA is to preserve the historic authenticity of the area, stabilize the community through local business and home improvement programs, improve and beautify public spaces for use by residents and visitors, enhance mobility and connectivity options and guide residents to community assets through wayfinding/branding opportunities.

The following Comprehensive Goals and Policies of the West City Community Redevelopment Plan provide for the projects that can be funded by the CRA. The focus areas for these Goals and Policies include: Administration; Mobility/Connectivity; Branding/Signage; Public Space enhancement/Beautification; Community Stabilization through Housing Policy; Locally Oriented Business Development; Continue and enhance efforts at Historic Preservation. 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 West City operational period. All projects and funding will be considered and prioritized by the Community Redevelopment Agency on an annual basis as part of the West City 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 and programs identified in the West City Community Redevelopment Plan through the 2054 operational timeframe of the Community Redevelopment Area.
- Utilize TIF revenue generated within the West City CRA 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 West City Community Redevelopment Plan.
- The Community Redevelopment Agency will maintain a current digital map of the West City Redevelopment Area and post the map on the CRA website.
- Staff will provide an annual report to the City Commission annually.

### **ACTION STRATEGIES/PROJECTS**

- Provide updates on projects in West City to the CRA Board at regularly scheduled meetings.
- Create and implement programming reflective of the goals identified in the West City CRA Plan inclusive of grant programming and rehabilitation, culture, and historic preservation efforts.
- Conduct public engagement for each identified individual project.

***GOAL 1.2 Identify community stakeholders, to assist in the implementation of the West City 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 West City CRA Goals, Policies, Projects/Activities.
- Collect public input from stakeholders, residents and business owners/operators located within and outside of the West City 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 AND OPEN SPACES**

***GOAL 2.1 Evaluate opportunities for public and open space improvements to implement the Goals, Action Strategies and Projects of the West City Community Redevelopment Plan.***

#### **POLICIES**

- Evaluate and facilitate improvements to public and open spaces which further implementation of the West City Community Redevelopment Plan.
- Identify adaptive use opportunities for properties within the West City CRA to assist the implementation of the West City Community Redevelopment Plan.

#### **ACTION STRATEGIES/PROJECTS**

- GIS inventory of vacant and publicly owned properties within the West City CRA.
- Inventory and prioritize opportunity sites.
- 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 West City CRA and their connections to the West City CRA.
- Contract with professional firms to develop a community/neighborhood master plan.



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

### **POLICIES**

- Identify and evaluate opportunities to improve access to public and open spaces within the West City CRA.
- Coordinate with the Public Works Department and other relative agencies to support improvements, renovations, upgrades, and expansions of park and public space access located within the West City CRA.

### **ACTION STRATEGIES/PROJECTS**

- Inventory and map of all public and City-owned access to public and open space facilities within the West City CRA.
- Inventory and prepare an enhanced access and wayfinding plan to West City park and open spaces

## **INFRASTRUCTURE**

## ***GOAL 3.1 Give priority to infrastructure improvements and amenity installation that will improve mobility within the West City CRA.***

### **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 West City CRA.
- Evaluate opportunities to construct amenities and facilities aligned with the City of St. Augustine's 2040 Mobility Plan, 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 West City CRA that support the areas objectives regarding economic/business development and community stabilization.
- Evaluate and support the improvement and management of public, private and shared parking facilities in the West City CRA to better manage the impacts of high traffic volumes and congestion during peak hours.

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

**POLICIES**

- Include stormwater system improvements when designing and constructing streetscape improvements, retrofits, park improvements and other public improvements within the West City CRA.
- 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 West City CRA.***

**POLICIES**

- Coordinate with the City's Public Works Department to prioritize pedestrian related improvements located within the West City CRA 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 West City CRA 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 West City CRA's Annual Budget.

- Improve multimodal connections throughout the West City CRA, with prioritization given to connecting neighborhoods adjacent to public facilities, employment areas, schools, institutions, and public parks located within and adjacent to the West City CRA.
- 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 West City CRA.
- 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**

- Conduct coordination meetings with the City's Public Works Department to identify streetscape / sidewalk / crosswalk / streetlighting / neighborhood connection improvement project street within the West City CRA.
- Inclusion of a streetscape / sidewalk / crosswalk / streetlighting / neighborhood connection improvement project in Annual Work Plan and Budget.
- Engage the Corridor Review Committee (CRC) on streetscaping improvements located within the King Street Entry corridor.
- Coordinate with other agencies and establish inter-local agreements for improvement opportunities.

## **CONNECTIVITY/ACCESS – BRANDING/WAYFINDING**

***GOAL 4.1 Leverage the regional destination of the West City CRA 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.
- Create and implement a branding/wayfinding approach in the West City CRA 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 West City CRA. Projects identified will be included in the Community Redevelopment Agency's Work Plan and Budget.

#### **ACTION STRATEGIES/PROJECTS**

- Evaluation of roadway conditions in the West City CRA to prioritize streetscape improvements
- Application and installation of a West City Branding/Wayfinding approach in the West City CRA.

### ***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 West City CRA.

#### **ACTION STRATEGIES/PROJECTS**

- Establishment of pedestrian and transit-oriented specific areas.
- Create design guidelines with walkability standards that promote enhanced pedestrian amenities, comfort, and safety.
- Survey of the West City CRA to identify poorly lit areas or areas where street lighting needs to be improved.
- Inclusive design of public amenities and improvements.
- Pursue community policing initiatives.
- Explore innovative approach to address food insecurity in WCCRA; Community Garden, Incentive Program for local grocer business, farmer's market.

# COMMUNITY STABILIZATION AND LOCAL BUSINESS DEVELOPMENT

## *GOAL 5.1 Foster Local Business Development balanced with Community Stabilization.*

### POLICIES



- Foster a stable housing stock through existing residential rehabilitation and repair programs.
- Work with existing property owners on providing affordable housing alternatives for neighborhood residents.
- Provide opportunities for new homebuyers to tap into existing downpayment assistance programs.
- Work on strategies to encourage vibrant aging in place alternatives.



- Explore development of a building façade program.
- Develop programming to encourage local business support.
- Increase parking supply in strategic locations.
- Continue to evaluate opportunities for shared parking with private entities.
- Develop business community capacity to inform implementation of the Plan.

### ACTION STRATEGIES/PROJECTS

- Identify and market existing residential repair and rehabilitation programs (with lien) that can be utilized to stabilize West City's neighborhood housing stock.
- Explore and implement additional housing programs that can be utilized to improve West City neighborhood affordability and stability.
- Work with senior organizations on developing a viable approach to assisting with aging in place strategies.
- Explore a building improvement facade program (to include a lien provision) for West City business owners to upgrade/improve aesthetics of the W. King Street corridor.
- Continue to work on the provision of an adequate parking inventory in order to assist with local community economic development.
- Continue to coordinate and collaborate with stakeholders on the implementation of the plan.

# APPENDIX



## APPENDIX

### NEIGHBORHOOD IMPACT ELEMENT

Florida statutes require that the West City CRA address low or moderate income housing if the West City area contains this category of housing. The existing data for the area does indicate a housing stock that is primarily single family residential and older. If the West City CRA has low or moderate income housing, the West City 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 West City, and will improve the availability of facilities and services.

The implementation of the West City Community Redevelopment Plan will foster positive impacts to the quality of life for West City residents and businesses 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 West City, 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 West City CRA 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 West City CRA 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 West City CRA area consists primarily of a residential environment surrounding a small-scale commercial core lying to the west of the City's historic core. The primary housing units are single family and multi-family. For housing structures within the CRA, the median year built is 1969. Over 50% of all housing units were built prior to 1969, and a quarter of housing units were built after 2000 and as a result, there may be a need for assistance for homeowners to rehabilitate their structures in light of an aging housing stock. Generally, the residential parcels south of West King Street have higher just values than the residential parcels north of West King Street. Residential parcels lining West King Street have lower just values than the median home value for the CRA, which is \$217,192. Compared to the City's overall median home value of \$429,219, many of the residential parcels within the CRA are estimated at lower just values.

The West City CRA Plan does not include demolition of existing housing or displacement of individuals or families. Overall existing land use and zoning in the West City CRA is essentially residential and a mix of commercial and mixed use and does not prohibit residential uses, and the West City CRA Plan is not proposing any zoning or land use changes.

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

The West City CRA 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 West City CRA 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 boundary of the historic downtown, and assigning specific officers to patrol only within the West City CRA or otherwise provide for accounting of their time to conform with the Florida Auditor General's requirements was determined to be infeasible. Infrastructure improvements through identified capital projects contemplated in the West City CRA Plan are intended to be one allocation of TIF funds that may have the secondary effect of reducing crime. The West City CRA Plan includes improvements to public parks and other community facilities available to visitors and residents, including children residing in the general vicinity of the West City CRA.

## ***Community Redevelopment***

The West City CRA Plan supports community redevelopment by private enterprise. The planned public infrastructure improvements and business development program for the West City CRA will create a built environment that will enhance the resident and visitor experience and provide prospective funding for furthering local business development opportunities. 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 West City CRA 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**

Drainage improvements along West King Street are proposed within the West City CRA. 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 overall area stormwater drainage system.

### **VEGETATION**

No loss of vegetation is expected due to the implementation of the West City CRA Plan. Additional street trees, open spaces, and refreshed green spaces are proposed within the West City Community Redevelopment Plan. Native and/or native friendly plantings will be utilized and prioritized in implementation of any future West City CRA projects.

## **NOISE**

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

## **WATER QUALITY**

Improvements to the infrastructure serving the West City CRA, 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 overall stormwater drainage system.

## **AIR QUALITY**

The implementation of the West City 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 West City CRA by increasing the efficiency of traffic flow and decreasing dependency on the automobile for short trips in town.

## ***Transportation***

The West City Community Redevelopment Plan proposes streetscape improvements, pedestrian improvements and improved bicyclist amenities throughout the West City CRA. These projects are intended to maintain or improve traffic circulation and parking as well as the flow of regional through traffic while enhancing the pedestrian character and safety of the district.

The West King Street streetscaping project will emphasize the provision of enhanced pedestrian and bicycle facilities. While regional traffic is maintained, the pedestrian environment will be enhanced, and bicycle facilities expanded. Neighborhood revitalization and stabilization enhancing local employment is expected to provide some

relief to traffic congestion in the community by fostering the development of traditional neighborhood characteristics and access. The closer proximity between various land uses encourages pedestrian trips rather than automobile trips. The West City CRA 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 West City 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 West City 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 West City 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 less than 1% and the West City CRA population grew at a rate lower than the City overall. While significant increases in the population of school age children are not anticipated within West City, population trends should be monitored for potential changes in this trend.

### ***Employment***

The long-term implementation of the West City Community Redevelopment Plan is anticipated to facilitate employment activities within the West City CRA 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 West City Community Redevelopment Plan supports the establishment and revitalization of neighborhood commercial, retail, hospitality and office use in appropriate locations throughout West City.



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

In accordance with Chapter 163.360, Florida Statutes, the St. Augustine Community Redevelopment Agency shall submit its Community Redevelopment Plan for the West City CRA 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. The PZB shall submit its written recommendations with respect to conformity of the proposed 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 Community Redevelopment Plan for the West City CRA. The CRA shall submit its recommended West City CRA 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 West City CRA. The City Commission shall hold a public hearing on the West City 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 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 WCCRA Plan focuses on public infrastructure improvements and community stabilization through housing rehabilitation and preservation to prevent displacement.
- 2.0 The West City Community Redevelopment Plan conforms to the overall Goals, Policies and Objectives of the City's adopted Comprehensive Plan;
- 3.0 The West City 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 West City Community Redevelopment Plan; and,
- 4.0 The West City Community Redevelopment Plan will afford the maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the West City CRA by private enterprise.

5.0 The West City CRA 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 West City Community Redevelopment Plan shall be considered in full force and effect for the West City CRA and the City may then cause the Community Redevelopment Agency to carry out the implementation of the West City Community Redevelopment Plan. Furthermore, pursuant to Chapter 163.362, Florida Statutes, the following findings are incorporated by reference:

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

3.0 The West City CRA Plan describes any low- or moderate-income housing in the West City CRA and the positive impacts of the Plan on those residents.

4.0 The West City CRA Plan identifies specifically any publicly funded capital projects to be undertaken by the West City CRA.

5.0 The work of the West City CRA Plan will be conducted consistent with the adopted Plan, the City's Comprehensive Plan, Mobility Plan, Historic Preservation Master Plan, land development code regulations, King Street Design Standards, 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 The West City CRA Plan provides for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.

7.0 The West City CRA Plan does not include displacement and relocation of persons within the West City CRA.

8.0 The West City CRA Plan will not negatively affect existing residential zoning or land use.

9.0 The West City CRA 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 West City CRA Plan duration will be 30 years after the fiscal year in which the Plan is adopted.

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

The provisions of the West City 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 West City Community Redevelopment Area with sunset date anticipated in 2054.

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

The West City Community Redevelopment Plan may be modified, changed, or amended consistent with Florida law.

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

The West City Community Redevelopment Plan is the guiding document for future development, redevelopment and ancillary programs, projects and activities in and for the West City CRA. 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 West City CRA Plan.

### ***Severability***

Should any provision, section, subsection, sentence, clause, or phrase of this West City 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 the West City Community Redevelopment Plan.



## WEST CITY CRA LEGAL DESCRIPTION

A portion of Section 12 Township 7 South, Range 29 East, a portion of the Avice & Viel Grant in Township 7 South, Range 29 East, a portion of the Antonio Huertas Grant in Township 7 South, Range 29 East and a portion of Sections 7, 37, 38 and 39 in Township 7 South, Range 30 East, City of St. Augustine, St. Johns County, Florida; being more particularly described as follows:

Begin at the point of intersection of the West line of the City Limits of the City of St. Augustine, Florida, with the centerline of Ravenswood Drive (George Street), said point lying 137.5 feet West of the West Right of Way Line of Whitney Street, and run thence East, along the centerline of said Ravenswood Drive, 840 feet, more or less, to a point on the southerly extension of the East Right of Way line of Masters Drive (Savage Street); thence North, along said southerly extension, 15 feet to the North Right of Way line of said Ravenswood Drive; thence continue North, along said East Right of Way line of Masters Drive, 822.44 feet to the northwest corner of Parcel One as described in Official Records Book 1311, page 516 of the Public Records of St. Johns County, Florida; thence East, along the North line of said Parcel One, a distance of 300.00 feet; thence North, along said North line, 142.22 feet; thence East, along said North line and along the South line of land conveyed to Eugene I. Howard, as per Deed Book 11, page 184 of said Public Records, 690.00 feet; thence North, along said North line and along the East line of said land conveyed to Eugene I. Howard and the northerly extension thereof, 723.56 feet; thence East, along said North line, along the North Line of Government Lot 8 of said Section 12 and the easterly extension thereof, 1003.00 feet to the meander line along the East side of Government Lot 4 of said Section 7; thence southeast, along said meander line, 21.00 feet to a point on the Mean High Water Line on the West side of the San Sebastian River; thence easterly, southerly and westerly, along said Mean High Water Line, 685 feet, more or less, to a point on said meander line along the East side of Government Lot 4; thence South 22° East, more or less, along said meander line, 367 feet, more or less; thence South 38° West, more or less, along said meander line, 594.00 feet; thence South, more or less, along said meander line, 264.00 feet; thence South 76° East, more or less, along said meander line, 10 feet, more or less, to the Westerly bank of said San Sebastian River; thence southerly and easterly along said Westerly bank, 410 feet, more or less, to the mouth of a creek; thence southerly, along the centerline of said creek, 355 feet, more or less, to a point on the easterly extension of the North Right of Way line of Theodore Street; thence East, along said easterly extension of the North Right of Way line of Theodore Street, 750 feet, more or less, to a point on the West bank of the San Sebastian River; thence southerly, along said West bank, 5000 feet, more or less, to a point on the West Right of Way line of South Ponce de Leon Boulevard (State Road No. 5); thence southerly, along said West Right of Way of Ponce de Leon Boulevard, 4350 feet, more or less, to a point on the northerly Right of Way line of State Road No. 207; thence westerly, along said northerly Right of Way line of State Road No. 207, a distance of 725 feet, more or less, to a point on the West line of the City Limits of St. Augustine, Florida; thence north, along said West line of the City Limits of St. Augustine, to the Point of Beginning