

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: John Regan, P.E.
City Manager

DATE: June 30, 2022

RE: Ordinance 2022-14 Creating a Mobility Oriented Development (MOD) Future Land Use Category to be inserted into the Comprehensive Plan – First Reading and Transmittal Public Hearing

The city has worked with representatives from the Jacksonville Transportation Authority (JTA), and their consultants, as well as representatives of a proposed project at the intersection of Highway US 1 (North Ponce de Leon Boulevard) and West King Street to draft language for a new Future Land Use Category and a new zoning district. The proposed language for the new land use designation, Mobility Oriented Development is included in this memorandum with the adopted Comprehensive Plan 2040 Plan Implementation section

The Mobility Plan for the City of St. Augustine includes a range of options to manage vehicular traffic and congestion, reduce pressure and improve the transportation experience downtown, while simultaneously encouraging the use of multimodal transportation and other associated improvements.

Management strategies include establishing a park once environment, access to short and long-term parking that encourages the use of the existing historic district parking garage, and implementation of variable parking pricing to encourage the efficient use of the existing parking in the downtown area. Downtown management also includes shared streets, pedestrian, bicycle, and accessibility improvements, along with a potential circulator system. Ultimately the plan also refers to additional parking garages on the periphery to the downtown to park cars and provide for alternative forms of transportation on the roadway corridors feeding into downtown.

The mobility ordinance updating Chapter 21 of the city's land development code was adopted in February and became effective on May 17, 2022. This establishes a mobility program and fee in the city's land development code consistent with the City's 2040 Comprehensive Plan. Additionally, since the update to the City's Comprehensive Plan it is the City's understanding that there is a potential commuter rail site proposed in the vicinity of the intersection of Highway US 1 and King Street/West King Street.

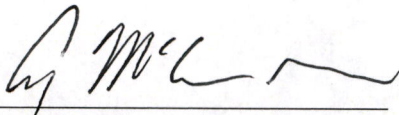
All of these elements combine to provide an opportunity to create a new land use category and a new compatible zoning district that attempts to fulfill these mobility "objectives".

Memorandum Regarding MOD Creation
City Commission July 11,2022
Page 1

On June 7, 2022, the Planning and Zoning Board (PZB) made a positive recommendation to create a new land use category referred to as Mobility Oriented Development (MOD).

Please place Ordinance 2022-14 on the City Commission agenda for First Reading. Because this is a text amendment to the City's Comprehensive Plan this item is also a required Public Hearing to transmit the proposed amendment to the Florida Department of Economic Opportunity (DEO) for review by the various State agencies.

If you have any questions, please let me know.



Amy McClure Skinner, AICP
Director
Planning and Building Department

Please note: The text is presented in redline/underline format. The redline/underline format is the language that will be inserted into the Comprehensive Plan. This includes the blue/underline. The blue/underline indicates text changes that have been made since the June 7, 2022, PZB meeting.

Included below are specific Objectives and Policies from the City of St. Augustine's Comprehensive Plan that demonstrate that this proposed Future Land Use Category carries forward these concepts.

Existing 2040 Comprehensive Plan Promoting Mobility Options

Future Land Use Element

FLUE Goal 5 Urban Sprawl

Discourage urban sprawl by encouraging innovative strategies to promote infill and compact development or redevelopment and establishing energy efficient land use patterns.

FLU Objective 5.1

The City shall discourage and/or reduce urban sprawl through a future land use pattern that promotes orderly, compact development and the provision of public facilities and services that minimize costs and environmental impacts and maximizes efficiency.

FLUE Policy 5.1.2

The City shall encourage infill and redevelopment through the use of higher density and intensity land use designations and mixed-use designations in appropriate locations.

FLUE Objective 5.2

New development in the City shall encourage principles that minimize the emission of greenhouse gases and reduce vehicle miles of travel as opposed to conventional development standards that encourage urban sprawl.

FLUE Policy 5.2.3

New Development in commercial and mixed-use areas is encouraged to provide a mix of pedestrian scale commercial activities, shops, offices, apartments, multi-family units and homes on site and provide mixed-uses within neighborhoods, within blocks and within buildings.

FLUE Policy 5.2.4

Developments in areas with design guidelines or standards shall be evaluated on-site and building design that emphasizes qualifying benchmarks of character and authenticity, aesthetics, human comfort, creating a sense of place, special placement of civic uses and sites and human-scale architecture and amenities, especially at street level.

FLUE Objective 5.5

The City has established three (3) forms of energy conservation/greenhouse gas reduction strategies: carbon sequestration, preserving the environment, and alternative transportation and mobility improvements.

FLUE Policy 5.5.2

The City's mobility plan encourages alternative forms of transportation including public, and other lower emissions forms of mobility by encouraging the development of bicycle and pedestrian ways.

FLUE Policy 5.5.3

The City's infill, mixed-use and redevelopment policies will increase densities, proximity and diversity of land uses in an effort to encourage efficient land use patterns and reduce greenhouse gases.

Transportation and Mobility Element

Overall Goal

The City will encourage accessible, energy efficient, sustainable and economically viable transportation options that meet the needs of residents, employers, employees and visitors through a variety of innovative methods that are sensitive to the environmental, historical, and cultural resources of the City of St. Augustine.

Transportation

TME Goal 1 Transportation

To maintain a coordinated multimodal transportation system which provides for the safe, efficient, and economical movement of people, goods, and services, which is consistent with the Future Land Use Plan, recognizes the impact resulting from sea level rise and higher, more intense rainfall, conserves energy, and protects the City's natural, cultural, and historical resources.

TME Policy 1.3.3

The City shall continue to discourage urban sprawl and encourage efficient, compact, infill and redevelopment within the existing "urban" area of the city including existing commercial corridors.

TME Policy 1.3.4

The City recognizes that certain roadway corridors will be congested, and that congestion will be addressed by means other than solely considering adding capacity for single occupant automobiles.

TME Policy 1.3.5

The City shall coordinate transportation planning with the Future Land Use Element to provide multi-modal transportation facilities which are adequate to accommodate the uses shown on the Future Land Use Map (FLUM). The City shall determine, on a case-by-case basis, if a proposed development is consistent with the Transportation and Mobility Element and the FLUM through the site plan review process.

TME Policy 1.3.6

The City may require new development and redevelopment to support alternative modes of transportation through such measures including, but not limited to, the provision of sidewalks, bikeways, transit stops or other facilities that support alternative modes of transportation, such as parking management systems and park-and-ride facilities.

TME Policy 1.3.7

The City may require developers of commercial property to provide for convenient and safe access to bicyclists and pedestrians and may provide a secure location for the storage of bicycles on-site.

TME Policy 1.3.8

The City shall revise its Land Development Code to ensure consistency with the policies contained in this Plan. Development review will ensure predictable evaluation criteria for assessing site plan design.

TME Policy 1.3.9

The City shall ensure that all new development and redevelopment is designed and required to: safely promote increased walking, bicycling, low speed alternative vehicles and a circulator or community transit use while reducing vehicle trip lengths and vehicle miles of travel, as outlined in the Future Land Use and Transportation and Mobility Elements of the Comprehensive Plan. This will also be implemented in the Land Development Code, and potentially funded through either collection of fees or improvements to the multi-modal transportation system that further the achievement of multi-modal performance measures established by the City's Mobility Plan.

TME Policy 1.3.10

The city shall further support pedestrian, bicycle, and a community circulator or transit use by:

- Considering an increase in residential density and non-residential intensity in locations that serve to help meet the goals of the Comprehensive Plan;

- Planning for an appropriate mix of residential, commercial, educational, recreational, institutional and other complimentary uses allowing residents and visitors to meet their daily needs more efficiently while minimizing travel distances;
- Requiring that sites be designed in a manner that provide safe, and convenient access for pedestrians, cyclists and circulator or transit users;
- Increasing sidewalk connectivity to reduce trip lengths and create a more walkable system of short blocks; and
- Providing complete streets that foster neighborhood connectivity to nearby commercial retail areas.

TME Objective 1.6

The City recognizes that the use of gasoline creates a large portion of the greenhouse gas emissions and shall incorporate transportation strategies to address the reduction of these greenhouse gas emissions. The City shall identify and pursue strategies to reduce the vehicle miles traveled.

A) Establish locations for compact mixed-use development.

B) Increase opportunities for job creation proximate to higher density residential.

C) Facilitate future opportunities for transit-oriented developments.

D) The City shall encourage existing and new developments to be connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.6.1

The City shall employ Transportation System Management Strategies to protect the right-of-way, improve efficiency and enhance safety. The City will continue efforts to coordinate and participate in, when feasible, regional transportation studies which encourage and promote transit initiatives. The City will continue to work with St. Johns County, Jacksonville Transportation Authority (JTA), North Florida TPO, Northeast Florida Regional Council (NEFRC) and FDOT and other transportation agencies to educate and encourage transit in the region including rail and a possible commuter stop within the city limits.

Mobility

TME Goal 2 Mobility

Establish a coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, circulator and transit users, motorized vehicle users, rail and trail users, and is sensitive to the City of St. Augustine's natural, cultural, and historical resources.

TME Goal 3 Mobility Planning

To enhance the quality of life for City residents and reduce congestion by (1) making it safer and more convenient for people to walk and bicycle, (2) creating a park once environment within the multimodal district for longer duration visits, and (3) developing innovative parking management strategies that improve access to local businesses and reduce the impact of non-city resident traffic on residential streets.

TME Objective 3.1

To develop and implement a 2040 Mobility Plan focused on the movement of people, the provision of multiple multimodal transportation options to move about the community, the pursuit of a park once environment for travel within the City's multimodal district for longer duration visits, and the development of a Mobility Fee, based upon the projects identified in the Mobility Plan, that allows for new development and redevelopment to equitably mitigate its impact to the multimodal transportation system.

TME Policy 3.1.1

The City will promote an interconnected, multimodal transportation system that transitions from a system focused on quickly moving motor vehicles toward a system that emphasizes the movement of people of all ages and abilities, whether those people choose to walk, bicycle, ride transit, drive a motor vehicle or use a new transportation mobility technology.

TME Policy 3.1.2

The Mobility Plan shall identify multimodal projects that include improvements, services, and programs for people walking, bicycling, riding transit, driving motor vehicles and utilizing new mobility technologies. The projects identified in the Mobility Plan shall be based upon existing demand and projected increases in personal travel demand by 2040, the mobility plan horizon year, from new development, redevelopment, tourism and the growing population in northeast Florida.

TME Policy 3.1.4

The Mobility Plan shall promote a park once environment with parking garages located outside of the multimodal district for longer duration visits generally exceeding three or more hours. Surface parking lots maybe initially provided with the intent of constructing parking garages. The Mobility Plan shall include transit circulator routes and identify water taxi docks, for public and/or private water taxi service, that connect the parking garages to destinations within the multimodal district. As more parking spaces are located in parking garages along the periphery of the multimodal district and frequent multimodal transportation options are provided, longer duration visits may include visits of two or more hours in length.

TME Policy 3.1.8

The Mobility Plan projects may include, but are not limited to, sidewalks, paths, trails, bike lanes, protected bike lanes, buffered bike lanes, bicycle boulevards, bicycle racks, shared streets, speed reduction programs, shared-use multimodal lanes, flexible lanes, dedicated transit lanes, high-occupancy vehicle lanes, mobility hubs, pavement markings, traffic control devices, enhanced crosswalks, advanced warning systems, streetscape, hardscape, landscape, turn lanes, intersection improvements, safety improvements, roundabouts, bridges, transit stops, shelters, stations and pull-out bays, transit vehicles, and new motor vehicle travel lanes.

TME Policy 3.1.17

The City shall require all comprehensive plan amendments, rezonings, final development engineering plans and changes of land uses evaluate the impacts to and opportunities to coordinate with the Mobility Plan, Complete Street, safety, and parking management multimodal projects.

Housing Element

H Policy 1.1.4

The city shall promote mixed-use developments that include provisions for a wide variety of housing types and prices in close proximity to support facilities.

Comprehensive Plan Future Land Use Element

FLUE Goal 6 Plan Implementation

Create a regulatory system which supports the desired land use pattern.

FLUE Objective 6.1

Future growth and development will be managed through the preparation, adoption, implementation and enforcement of the land development code.

FLUE Policy 6.1.1

The City shall maintain land use and development regulations to address issues identified in this and other plan element goals, objectives and policies.

FLUE Policy 6.1.2

Proposed residential developments shall be required to meet state subdivision requirements and the City's land development codes with regard to platting and providing improvements such as roads, access, storm drainage and other facilities and services.

FLUE Policy 6.1.3

Zoning districts in the City's land development code (LDC) shall implement the future land use categories adopted in the comprehensive plan, including the types of uses and the densities and intensities of uses.

FLUE Policy 6.1.4

The land development code shall determine where buffers shall be required between adjacent land uses. Buffers may be either prescriptive standards or variable and shall be defined in the land development code. Buffers may serve one or more of the following purposes: provide functional separations between dissimilar uses; provide landscaping adjacent to parking lots and other vehicle use areas; and provide protection from uses that may have some degree of incompatibility that can be mitigated wholly or partially to protect against light, glare, noise or appearance.

FLUE Policy 6.1.5

The City shall maintain in the land development code procedures and standards for planned developments to encourage mixed-use projects, to encourage traditional neighborhood development, and to encourage and allow innovative site design and development approaches.

FLUE Policy 6.1.6

Public schools are an allowable use in all land use categories except Open Land (Conservation) and Industrial. Technical/training schools may be located in the Industrial categories. The location of schools shall be proximate to existing and planned residential areas to the extent possible and shall be planned and located based on the siting criteria of the approved interlocal agreement between the city and the St. Johns County School District.

FLUE Policy 6.1.7

The City shall encourage the co-location of public facilities, such as parks, libraries and community centers, with schools to the maximum extent feasible.

FLUE Policy 6.1.8

The implementation of the future land use plan by the City through the adoption of the City's Comprehensive Plan Map Series and subsequent Land Development Code intends to encourage an efficient, viable and sustainable land use pattern within the City of St. Augustine.

FLUE Objective 6.2

The City shall ensure that future development and redevelopment activities are located in appropriate areas of the City by adopting a Future Land Use Map Series included as **Appendix A** of this element that contains the Future Land Use Map (FLUM), which forms the basis for consideration of future land use plan amendments. The Future Land Use Map Series, along with the City's land development code, shall reduce or eliminate existing land uses that are inconsistent with the community's character.

FLUE Policy 6.2.1

The City shall consider the compatibility of adjacent future land use categories during the land use plan amendment process. The City shall consider potential maximum densities and intensities and the appropriate transition of uses, densities and intensities.

FLUE Policy 6.2.2

The City shall discourage the continuation of nonconforming uses to the extent established in the land development code. Redevelopment of the property will include an evaluation of consistency with the current FLUM and zoning district, as well as adjacent land use and zoning districts.

FLUE Policy 6.2.3

The adopted FLUM contains and identifies appropriate locations for the following land use categories which are established to encourage preservation, mobility and livability, to provide for the protection of natural, historic and cultural resources and to balance quality of life and economic development:

Table 1: Proposed Future Land Use Categories in the Comprehensive Plan 2040

Future Land Use Categories	Maximum Density/Intensity
Historic Preservation	
Historic Preservation	24 units per acre
Residential Land Uses	
Low Density	8 units per acre; public/institutional Density/intensity most restrictive adjacent
Medium Density	16 units per acre; public/institutional Density/intensity most restrictive adjacent
Mixed Use	
Low Density	8 units per acre/50% land area max commercial low/public/institutional/recreation
Medium Density	16 units per acre/50% land area max industrial low/commercial low/public/institutional/recreation
Commercial Land Uses	
Commercial Low Intensity	16 units per acre/50% land area max residential use; lot coverage 60% max with 35 foot height
Commercial Medium Intensity	16 units per acre/50% land area max residential use; lot coverage 70% max with 35 foot height
Industrial Land Uses	
Industrial	2 units per acre: 80% lot coverage max with 35 foot height
Marine Industrial	2 units per acre:80% lot coverage max with 35 foot height; 50% lot coverage max with 50 foot height and PUD
Open Land Land Uses	
Open Land (Very Low Density)	2 units per acre; lot coverage 20% max with 35 foot height
Open Land (Conservation)	Not Developable
Recreation	Density/intensity most restrictive adjacent
Public Land Use	
Public	Density/intensity most restrictive adjacent
Institutional	Density/intensity most restrictive adjacent

Multimodal Land Use

Mobility Oriented Development

50 units per acre; lot coverage 80% with 60 foot height; lot coverage 80% with 75 foot height in MOD zoning within Entry Corridors or PUD with MOD elements and design criteria.

FLUE Objective 6.3

Preservation Categories: The preservation category is established to recognize and protect the historic and cultural value of the downtown core area.

FLUE Policy 6.3.1

Historic Preservation

This district is intended to provide a mix of uses, including residential, institutional and commercial uses that will encourage the preservation and restoration of historic structures, which includes protecting and maintaining the colonial Town Plan. This district is also intended to provide a mix of compatible nonresidential uses that will encourage the restoration and reproduction of historic structures including compatible infill development and maintain the historic nature and low intensive ambiance of the neighborhoods, and pedestrian scale of the neighborhoods. This is in an effort to recognize and preserve the authentic historic and physical character of the area including the historic skyline, and the City’s contribution to the historic and archaeological record of the State and nation.

For All Uses a maximum of 24 dwelling units per acre.

FLUE Objective 6.4

Residential Categories: The residential categories are established to provide for the preservation of existing, predominantly residential neighborhoods. These categories allow a range of housing types of single-family low, single-family medium, multi-family and residential mixed-use.

FLUE Policy 6.4.1

Promote a residential land use pattern that contributes to quality housing, livable neighborhoods and a variety of housing types and prices.

FLUE Policy 6.4.2

Preserve the character of the existing residential areas of the City through maintaining established standards for residential densities, and traditional building patterns, maintenance and traffic circulation.

FLUE Policy 6.4.3

Residential Low Density

This district is intended to apply to those neighborhoods designated for single-family dwellings and single-family type uses, as well as those uses compatible with low density single-family uses such as churches, child care centers, public and institutional uses, including schools consistent with the Public Schools Facilities Element, recreation and Open Land (Conservation) as appropriate so as to create and maintain a stable low intensity residential character.

For Residential Uses a maximum of 8 single family dwellings per acre.; public and institutional uses are limited to the density and intensity of the most restrictive adjacent land use.

FLUE Policy 6.4.4

Residential Medium Density

This district is intended to apply to those neighborhoods designated for single and multiple-family dwellings and uses, as well as those nonresidential uses compatible and complementary with medium density residential uses, so as to create and maintain a diverse medium intensity residential character. A maximum of thirty percent (30%) of the Residential Medium Density land use designation shall be allocated for nonresidential uses. Nonresidential uses shall be limited to low intensity commercial, public and institutional uses including schools consistent with the Public Schools Facilities Element, recreation and Open Land (Conservation), as appropriate.

For Residential Uses a maximum of 16 units per acre; public and institutional uses are limited to the density and intensity of the most restrictive adjacent land use.

FLUE Policy 6.4.5

Residential Low Density Mixed Use

This district is intended to apply to those neighborhoods designated for single and multiple-family dwellings and uses, as well as those nonresidential uses compatible with and complementary to low density residential uses, so as to create and maintain a mixed low density residential character. A maximum of fifty percent (50%) of the Residential Low Density Mixed Use land use designation shall be allocated for nonresidential uses. Nonresidential uses shall be limited to low intensity commercial, public and institutional uses including schools consistent with the Public Schools Facilities Element, recreation and Open Land (Conservation) as appropriate.

For Residential Uses a maximum of 8 units per acre; public and institutional uses are limited to the density and intensity of the most restrictive adjacent land use.

To encourage mixed use developments:

- Residential uses shall occupy a minimum of 35% and a maximum of 70% of the development area unless otherwise approved by the PZB.

- Commercial uses shall occupy a minimum of 15% and a maximum of 30% of the development area unless otherwise approved by the PZB.

FLUE Policy 6.4.6

Residential Medium Density Mixed Use

This district is intended to apply to those neighborhoods designated for mixed residential and commercial uses so as to create a medium intensity residential and medium intensity commercial mix of uses. A maximum of fifty percent (50%) of the Residential Medium Density Mixed Use land use designation shall be allocated for nonresidential uses. Nonresidential uses shall be limited to low intensity industrial (light manufacturing, processing, packaging and fabricating), medium intensity commercial, public and institutional uses including schools consistent with the Public Schools Facilities Element, recreation and Open Land (Conservation) as appropriate. Low intensity industrial uses shall not be permitted near public schools unless a trade or technical school.

For Residential Uses a maximum of 16 units per acre; public and institutional uses are limited to the density and intensity of the most restrictive adjacent land use.

To encourage mixed use developments:

- Residential uses shall occupy a minimum of 40% and a maximum of 75% of the development area, unless otherwise approved by the PZB.
- Commercial uses shall occupy a minimum of 35% and a maximum of 50% of the development area, unless otherwise approved by the PZB.

FLUE Policy 6.4.7

Performance standards for residential uses shall include, but are not limited to, the following:

- The land development code shall include performance standards for multi-family and residential mixed-use residential uses that control the location of proposed buildings in relation to the overall dimension of the site, provide sufficient on-site/structured parking where applicable, and provide open space and recreation amenities.
- The land development code shall contain requirements for significant open space, landscaping and buffers to effectively screen multi-family developments from single-family low density residential zoning districts.
- Grid street networks are highly encouraged to serve residential developments and provide connectivity throughout the City. Cul-de-sacs and gated developments are discouraged.
- Themes are encouraged for residential developments to include cohesive streetscape design, signage, landscape architecture and streetscape furniture to create an identity for neighborhoods in the City.

FLUE Objective 6.5

Commercial Categories: The commercial category is established to encourage a mix of commercial uses that provide necessary businesses and services for residents as well as visitors and promote a diverse economy.

FLUE Policy 6.5.1

Commercial Low Intensity

This district is intended to apply to areas where small groups of low intensity commercial uses may be appropriately located to serve within convenient traveling distance from one (1) or several neighborhoods. The district is intended for low traffic generating commercial uses including general retail sales and service-related uses intended to serve the local neighborhoods. In addition, professional and business offices, compatible tourist accommodations and similar uses are encouraged. Appropriate uses may include recreation, public and institutional uses, Open Land (Conservation), multi-family, and residential or non-residential mixed uses.

Residential Uses Single or multi-family uses to a maximum of 16 dwelling units per acre.

- Not more than fifty percent (50%) of the Commercial Low Intensity designation shall be permitted for residential use. Other uses Maximum lot coverage of 60%; maximum height restriction of 35 feet.

To encourage mixed use developments:

- Residential uses included in mixed use developments shall occupy a minimum of 20% and a maximum of 40% of the development area, unless otherwise approved by the PZB.
- Commercial uses included in a residential mixed-use development shall occupy a minimum of 40% and a maximum of 60% of the development area, unless otherwise approved by the PZB.
- Mixed use commercial projects are encouraged.

FLUE Policy 6.5.2

Commercial Medium Intensity

This district is intended to apply where adequate traffic circulation capacity is available to provide medium intensity automotive oriented commercial and service uses and related facilities, and to areas where adequate lot depth is available to provide meaningful development for service-oriented automotive uses, tourist accommodations, attractions and supporting facilities. Appropriate uses may include recreation, public and institutional uses, Open Land (Conservation), multi-family, and residential or non-residential mixed uses.

Residential Uses Single or multi-family units to a maximum of 16 units per acre.

- Not more than fifty percent (50%) of the Commercial Medium Intensity designation shall be permitted for residential use. Other uses maximum lot coverage of 70%; maximum height restriction of 35 feet.

To encourage mixed use developments:

- Residential uses included in mixed use developments shall occupy a minimum of 25% and a maximum of 50% of the development area, unless otherwise approved by the PZB.
- Commercial uses included in a residential mixed-use development shall occupy a minimum of 30% and a maximum of 70% of the development area, unless otherwise approved by the PZB.
- Mixed use commercial projects are encouraged.

FLUE Objective 6.6

Industrial Categories: The industrial category is established to provide sufficient land for existing and anticipated future industrial needs, including working waterfronts and requisite support services.

FLUE Policy 6.6.1

Industrial

This district is intended to allow light manufacturing and related service, storage and commercial uses including non-residential mixed-use. Maximum lot coverage of 80%; maximum height restriction of 35 feet, and two (2) dwelling units per acre.

- Industrial and commercial mixed-use projects are encouraged.

FLUE Policy 6.6.2

Marine Industrial

This district is intended to allow light manufacturing and related service, storage and commercial uses. This district is also intended to allow marine related industrial and business activities to facilitate the continuation of the historic marina industry and encourage the creation and maintenance of working waterfronts within the City.

Maximum lot coverage of 80%; maximum height restriction of 35 feet. Marine related uses approved as a Planned Unit Development (PUD): maximum lot coverage 50%; maximum height restriction of 50 feet, and two (2) dwelling units per acre.

FLUE Policy 6.6.3

The City encourages the development of clean, non-polluting types of industrial uses. (Adopted June 2011, Ord. No. 2011-02).

FLUE Objective 6.7

Open Land Categories: The open land category is established for very low density development adjacent to more environmentally sensitive land. It is also established for the long-term protection and preservation of lands that contain valuable and threatened natural resources, such as wetlands, environmentally sensitive lands, floodplains, protected or unique ecological communities, and areas for recreational uses.

FLUE Policy 6.7.1

Open Land (Very Low Density)

This district is intended to apply to areas which are sparsely developed and including uses as normally found in environmentally sensitive areas away from urban activity, but landward of the most restrictive jurisdictional line. It is intended that substantial residential, commercial or industrial development shall not be permitted in the district.

Single Family dwellings including mobile homes are allowed at two dwelling units per acre; Appropriate activities and land uses within environmentally sensitive areas, include but are not limited to, water related activities and uses, and passive recreation activities and similar uses may occur. Other uses Maximum lot coverage of 20%; maximum height restriction of 35 feet.

FLUE Policy 6.7.2

Open Land (Conservation)

All public or private lands waterward of the most restrictive jurisdictional line, and including land under conservation easement, conservatorship or other permanent protection where only activities specified in the easement, conservatorship or other permanent protection are permitted and/or environmentally sensitive lands owned by a local, regional, state or federal governmental agency or similar organization.

Note: As part of this Comprehensive Plan update an Asterix (*) with clarifying language related to Open Land (Conservation) is added to the Future Land Use map:

Language to be inserted on the Future Land Use map:

*All land uses citywide are based on a formal determination of areas waterward of the most restrictive jurisdictional line to determine the areas designated Open Land (Conservation).

FLUE Policy 6.7.3

Recreation/Open Space

Lands public or private devoted to and operated for recreational uses, such as parks, sports fields, and historic sites, but not commercial business or commercial tourist attractions.

The density and intensity will adhere to the most restrictive adjacent land use designation.

FLUE Policy 6.7.3.1

The recreational land use category is intended to accommodate existing public parks and recreation areas as well as committed public parks.

FLUE Policy 6.7.3.2

Recreational uses shall be allowed in other categories as support uses.

FLUE Objective 6.8

Public and Institutional Use Categories: The public and Institutional land use category is established for publicly owned parcels, and privately, owned institutional uses.

FLUE Policy 6.8.1

Public

It is the intent of this district that certain lands, which are owned by federal, state or local government or are associated with the government and are used for a purpose which is particularly and peculiarly related to governmental functions, shall be designated Public.

The density and intensity will adhere to the most restrictive adjacent land use designation.

FLUE Policy 6.8.1.1

The City shall initiate a land use plan amendment after purchase and/or development by the government entity. (Adopted June 2011, Ord. No. 2011-02)

FLUE Policy 6.8.2

Institutional

It is the intent of this district that certain lands, which are private institutional uses and are used for a purpose which is beneficial to the public, such as, nursing homes, community centers, religious institutions and similar uses, shall be designated Institutional.

The density and intensity will adhere to the most restrictive adjacent land use designation.

Note: As part of this Comprehensive Plan update an Asterix (*) with clarifying language related to Churches is added to the Future Land Use map:

Language to be inserted on the Future Land Use map:

*As of the date of the adoption of this Future Land Use Map existing churches in any Future Land Use Category are not subject to height, lot coverage or setback limitations based on the existing built conditions of the site.

FLUE Objective 6.9

Multimodal Categories: The Mobility Oriented Development category is established to recognize the city's mobility planning efforts and establish a land use category that promotes multimodal transportation options.

FLUE Policy 6.9.1

Mobility Oriented Development

This district is intended to facilitate and encourage development and redevelopment of areas containing or directly contiguous to a Mobility Station. In order to maintain the orderly development of MOD land use, and protect the City's streetscape and community aesthetics, the development may utilize either the companion MOD zoning district or the PUD zoning district. The MOD land use allows for building height not to exceed (i) sixty (60) feet for properties not subject to the Entry Corridor design standards, or (ii) seventy-five (75) feet for properties zoned MOD (thereby incorporating the mandatory MOD zoning elements) and subject to Entry Corridor design standards.

A Mobility Station means either (i) a transit station available to the public at large for general transportation needs, (ii) a commuter rail station, or (iii) a publicly owned parking garage, publicly leased parking garage, or publicly available parking garage containing a minimum of 200 parking spaces available for daily public parking at rates no greater than charged by the City of St. Augustine at the Historic Downtown Parking Facility located at 1 Cordova Street.

The City's goal in allowing Mobility-Oriented Development ("MOD") in conjunction with a Mobility Station is to reduce automobile use through the utilization of transit services, alternative mobility solutions and infrastructure for active modes, such as walking and biking. A Mobility Station is not intended to be a recreational or tour service, nor is it intended to be a shuttle for use by hotel, motel, or resort guests only, or for single event transportation planning such as a wedding or event shuttle.

Mobility Stations must be located both (i) within a development directly contiguous to the ~~at one of the~~ two Future Rail Stations identified on the City's 2040 Mobility Plan contained in the Mobility Plan & Mobility Fee Technical Report Executive Summary dated June 2021; and (ii) along U.S. Highway 1. A MOD must include a Mobility Station.

MODs shall promote a complimentary, concentrated mixture of transit-supportive uses at higher densities and intensities in conjunction with a Mobility Station. Such districts shall provide internal pedestrian linkage improvements with accommodations for park-and-ride and bikeshare/carshare programs for access into the downtown area. Allowable uses within MODs may include, but are not limited to, Mobility Stations, retail services, grocery stores, restaurants, other commercial and service uses, offices, hotels, multi-family residential units, public buildings and public uses, parks/plazas and similar uses and supporting facilities.

Residential Uses:

Multi-family residential: Maximum of 50 units per acre.

Other Uses:

Maximum lot coverage of 80 percent; maximum building height 75 feet for properties zoned MOD and subject to Entry Corridor design standards and 60 feet for properties not subject to Entry Corridor design standards; must include a multi-family residential component and at least one non-residential use, in addition to the Mobility Station. Optional height not to exceed 75 feet if combined with MOD zoning with Entry Corridor design standards, or PUD zoning with mandatory MOD zoning elements and design criteria in the PUD text.

The Planning and Zoning Board will make a recommendation to the City Commission on the public benefit gained by the Mobility Station component, as well as the compatibility of the mixed-use components of the MOD.

The Future Land Use Map ("FLUM") designation of MOD requires that an active Mobility Station and all other required transit-oriented components of the project be constructed and remain active for use. Should a project fail to build and/or maintain the MOD associated with the project, the FLUM for the property will revert back to the pre-MOD FLUM designation, or may be the subject of a FLUM amendment to any other appropriate and compatible designation. Structures existing at the time of the reverter may be deemed non-conforming, consistent with the City of St. Augustine's municipal code, but may not be allowed to be rebuilt if destroyed, or expanded. Any new construction, reconstruction or unbuilt development will have to conform to the new FLUM designation and associated zoning after the reversion to a non-MOD FLUM category. All applicants for MOD, and their heirs, successors and assigns, understand and agree to be bound by this condition to the MOD FLUM designation.

ORDINANCE NO. 2022-14

AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA, AMENDING THE CITY OF ST. AUGUSTINE COMPREHENSIVE PLAN 2040 TO PROVIDE A LAND USE CATEGORY REFERRED TO AS MOBILITY ORIENTED DEVELOPMENT; PROVIDING FOR INCLUSION IN THE FUTURE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERANCE OF INVALID PROVISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of St. Augustine, Florida finds that all legal requirements have been met, a public hearing has been held and the Planning and Zoning Board has recommended that a Future Land Use category should be created and inserted into the City of St. Augustine Comprehensive Plan 2040 referred to as Mobility Oriented Development (“MOD”);

WHEREAS, the Mobility Oriented Development Land Use category is consistent with the City of St. Augustine Mobility Plan to encourage a shift towards multimodal transportation options;

WHEREAS, the City of St. Augustine’s Mobility Plan is intended to manage vehicular traffic and congestion, reduce pressure on the roadways, and improve transportation. The plan also refers to additional parking garages on the periphery to the downtown to park cars and provide alternative forms of transportation on the roadway corridors feeding into downtown;

WHEREAS, the Future Land Use Element of the City of St. Augustine Comprehensive Plan 2040 establishes land use categories that help set the overall tone and direction for areas of the city;

WHEREAS, the City Commission in determining the most appropriate legislative policy for long-term planning finds that the MOD Future Land Use may only be appropriate in conjunction with specific zoning districts and must include certain development criteria to protect the City's interests in preserving its streetscape and community aesthetics;

WHEREAS, the entire City of St. Augustine Comprehensive Plan 2040 taken as a whole promotes resilient, compact, energy efficient development;

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

Section 1 Amending the Comprehensive Plan 2040, Future Land Use

Element. The Future Land Use Element of the City of St. Augustine Comprehensive Plan shall be amended as follows:

...

FLUE Policy 6.2.3

The adopted FLUM contains and identifies appropriate locations for the following land use categories which are established to encourage preservation, mobility and livability, to provide for the protection of natural, historic and cultural resources and to balance quality of life and economic development:

Table 1: Proposed Future Land Use Categories in the Comprehensive Plan 2040

Future Land Use Categories	Maximum Density/Intensity
Historic Preservation	
Historic Preservation	24 units per acre
Residential Land Uses	
Low Density	8 units per acre; public/institutional Density/intensity most restrictive adjacent
Medium Density	16 units per acre; public/institutional Density/intensity most restrictive adjacent
Mixed Use	
Low Density	8 units per acre/50% land area max commercial low/public/institutional/recreation
Medium Density	16 units per acre/50% land area max industrial low/commercial low/public/institutional/recreation
Commercial Land Uses	
Commercial Low Intensity	16 units per acre/50% land area max residential use; lot coverage 60% max with 35 foot height
Commercial Medium Intensity	16 units per acre/50% land area max residential use; lot coverage 70% max with 35 foot height
Industrial Land Uses	
Industrial	2 units per acre: 80% lot coverage max with 35 foot height
Marine Industrial	2 units per acre:80% lot coverage max with 35 foot height; 50% lot coverage max with 50 foot height and PUD
Open Land Land Uses	
Open Land (Very Low Density)	2 units per acre; lot coverage 20% max with 35 foot height
Open Land (Conservation)	Not Developable
Recreation	Density/intensity most restrictive adjacent
Public Land Use	
Public	Density/intensity most restrictive adjacent
Institutional	Density/intensity most restrictive adjacent
<u>Multimodal Land Use</u> <u>Mobility Oriented Development</u>	50 units per acre; lot coverage 80% with 60 foot height; lot coverage 80% with 75 foot height in MOD zoning within Entry Corridors or PUD with MOD elements and design criteria.

...

FLUE Objective 6.9

Multimodal Categories: The Mobility Oriented Development category is established to recognize the city’s mobility planning efforts and establish a land use category that promotes multimodal transportation options.

FLUE Policy 6.9.1

Mobility Oriented Development

This district is intended to facilitate and encourage development and redevelopment of areas containing or directly contiguous to a Mobility Station. In order to maintain the orderly development of MOD land use, and protect the City’s streetscape and community aesthetics, the development may utilize either the companion MOD zoning district or the PUD zoning district. The MOD land use allows for building height not to exceed (i) sixty (60) feet for properties not subject to the Entry Corridor design standards, or (ii) seventy-five (75) feet for properties zoned MOD (thereby incorporating the mandatory MOD zoning elements) and subject to Entry Corridor design standards.

A Mobility Station means either (i) a transit station available to the public at large for general transportation needs, (ii) a commuter rail station, or (iii) a publicly owned parking garage, publicly leased parking garage, or publicly available parking garage containing a minimum of 200 parking spaces available for daily public parking at rates no greater than charged by the City of St. Augustine at the Historic Downtown Parking Facility located at 1 Cordova Street.

The City’s goal in allowing Mobility-Oriented Development (“MOD”) in conjunction with a Mobility Station is to reduce automobile use through the utilization of transit services, alternative mobility solutions and infrastructure for active modes, such as walking and biking. A Mobility Station is not intended to be a recreational or tour service, nor is it intended to be a shuttle for use by hotel, motel, or resort guests only, or for single event transportation planning such as a wedding or event shuttle.

Mobility Stations must be located both (i) within a development directly contiguous to the ~~at one of the two~~ Future Rail Stations identified on the City’s 2040 Mobility Plan contained in the Mobility Plan & Mobility Fee Technical Report Executive Summary dated June 2021; and (ii) along U.S. Highway 1. A MOD must include a Mobility Station.

MODs shall promote a complimentary, concentrated mixture of transit-supportive uses at higher densities and intensities in conjunction with a Mobility Station. Such districts shall provide internal pedestrian linkage improvements with accommodations for park-and-ride and bikeshare/carshare programs for access into the downtown area. Allowable uses within MODs may include, but are not limited to, Mobility Stations, retail services, grocery stores, restaurants, other commercial and

service uses, offices, hotels, multi-family residential units, public buildings and public uses, parks/plazas and similar uses and supporting facilities.

Residential Uses:

Multi-family residential: Maximum of 50 units per acre.

Other Uses:

Maximum lot coverage of 80 percent; maximum building height 75 feet for properties zoned MOD and subject to Entry Corridor design standards and 60 feet for properties not subject to Entry Corridor design standards; must include a multi-family residential component and at least one non-residential use, in addition to the Mobility Station. Optional height not to exceed 75 feet if combined with MOD zoning with Entry Corridor design standards, or PUD zoning with mandatory MOD zoning elements and design criteria in the PUD text.

The Planning and Zoning Board will make a recommendation to the City Commission on the public benefit gained by the Mobility Station component, as well as the compatibility of the mixed-use components of the MOD.

The Future Land Use Map (“FLUM”) designation of MOD requires that an active Mobility Station and all other required transit-oriented components of the project be constructed and remain active for use. Should a project fail to build and/or maintain the MOD associated with the project, the FLUM for the property will revert back to the pre-MOD FLUM designation, or may be the subject of a FLUM amendment to any other appropriate and compatible designation. Structures existing at the time of the reverter may be deemed non-conforming, consistent with the City of St. Augustine’s municipal code, but may not be allowed to be rebuilt if destroyed, or expanded. Any new construction, reconstruction or unbuilt development will have to conform to the new FLUM designation and associated zoning after the reversion to a non-MOD FLUM category. All applicants for MOD, and their heirs, successors and assigns, understand and agree to be bound by this condition to the MOD FLUM designation.

Section 2 Authorization.

The City Planning and Building Director is hereby authorized and directed to amend the Future Land Use Element of the City’s Comprehensive Plan for the City of St. Augustine, Florida.

Section 3 Repeal of Conflicting Ordinances and Provisions of Comprehensive

Plan. All ordinances or parts of ordinances in conflict herewith are hereby repealed. The remaining portions of said Comprehensive Plan for the City of St. Augustine, Florida and any

associated ordinances which are not in conflict with the provisions of this ordinance shall remain in full force and effect.

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

Section 5. Effective Date. This ordinance shall be effective thirty-one (31) days after adoption or, if challenged within thirty (30) days after adoption, effective upon issuance of a final order by the Department of Economic Opportunity or the Administration Commission.

PASSED by the City Commission of the City of St. Augustine, Florida, this _____ day of _____, 2022.

ATTEST:

Tracy Upchurch, Mayor-Commissioner

Darlene Galambos, City Clerk

(SEAL)