

Flagler Beach & Flagler County Scenic Highway Charrette



A Plan for the Preservation of Flagler Beach and the A1A Corridor

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER • ST. LUCIE • MARTIN • PALM BEACH

FLAGLER BEACH & FLAGLER COUNTY A1A SCENIC HIGHWAY CHARRETTE

A CITIZENS' MASTER PLAN FOR RESTORATION AND
PRESERVATION OF A COMMUNITY'S CHARM

prepared by

TREASURE COAST REGIONAL PLANNING COUNCIL

With and for the citizens of Flagler County and the City of Flagler Beach

Acknowledgements

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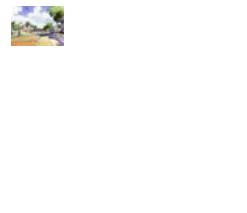
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FLAGLER BEACH CHARRETTE

The A1A corridor and downtown Flagler Beach master plans grew out of a public, seven-day charrette, held between February 1st 2003, through February 7th, 2003. These two master plans are the citizens' vision for the restoration, preservation and planning of future development along the A1A corridor throughout the entire county, and downtown Flagler Beach.

The Charrette was held at the Santa Maria del Mar Catholic Church Hall in Flagler Beach and was well attended by over 150 residents, property and business owners, City and county staff and elected officials, representing a diverse cross-section of the community.

The Treasure Coast Regional Planning Council's Design Studio, City of Flagler Beach, Flagler County, Florida Department of Transportation, Northeast Central Florida Regional Planning Council, and a team of professionals (A + S Architects and Planners; Glatting Jackson, Kercher, Anglin, Lopez & Rinehart; Seth Harry & Associates, Inc.; and urban designers: Sita Singh, Shailendra Singh, Barry Mahaffey, Dana Little, Anthea Gianniotis, Jess Linn, Douglas Patrick Luke) assisted the citizens in studying the many challenges faced by the community and the corridor, and proposed specific solutions.

During the week of the charrette, the design team set up its studio at the City of Flagler Beach's Commission Chambers, where the doors remained open to the public all day. A presentation of work in progress was held on Friday, February 7th. Work continued in the weeks that followed the initial public workshop.

A series of final presentations by Treasure Coast Regional Planning Council staff were held in June of 2003.



What Will The Future Bring To Flagler County?

This question has County and City residents and elected officials preoccupied. The A1A corridor's distinctive environmental, cultural, educational and recreational resources, and the "beach town" character of the cities along it (Flagler Beach, Beverly Beach, and Marineland), are threatened by an unprecedented wave of growth and development.

The A1A corridor is a unique asset to Flagler County, its residents and visitors alike. It is a corridor that has gained national recognition due to several years of intense work and dedication of many local groups. Residents, City and County staff and elected officials, and the Florida Department of Transportation, have created a one-of-a-kind, 19-mile bicycle and pedestrian corridor, the longest of its type in the country. The A1A corridor has achieved dual designation: State Scenic Highway and National Scenic Byway. Very few places are as complete and as historic as this corridor. The citizens are committed to preserve the uniqueness of this place.

There will never be another A1A corridor. There will never be another City of Flagler Beach.

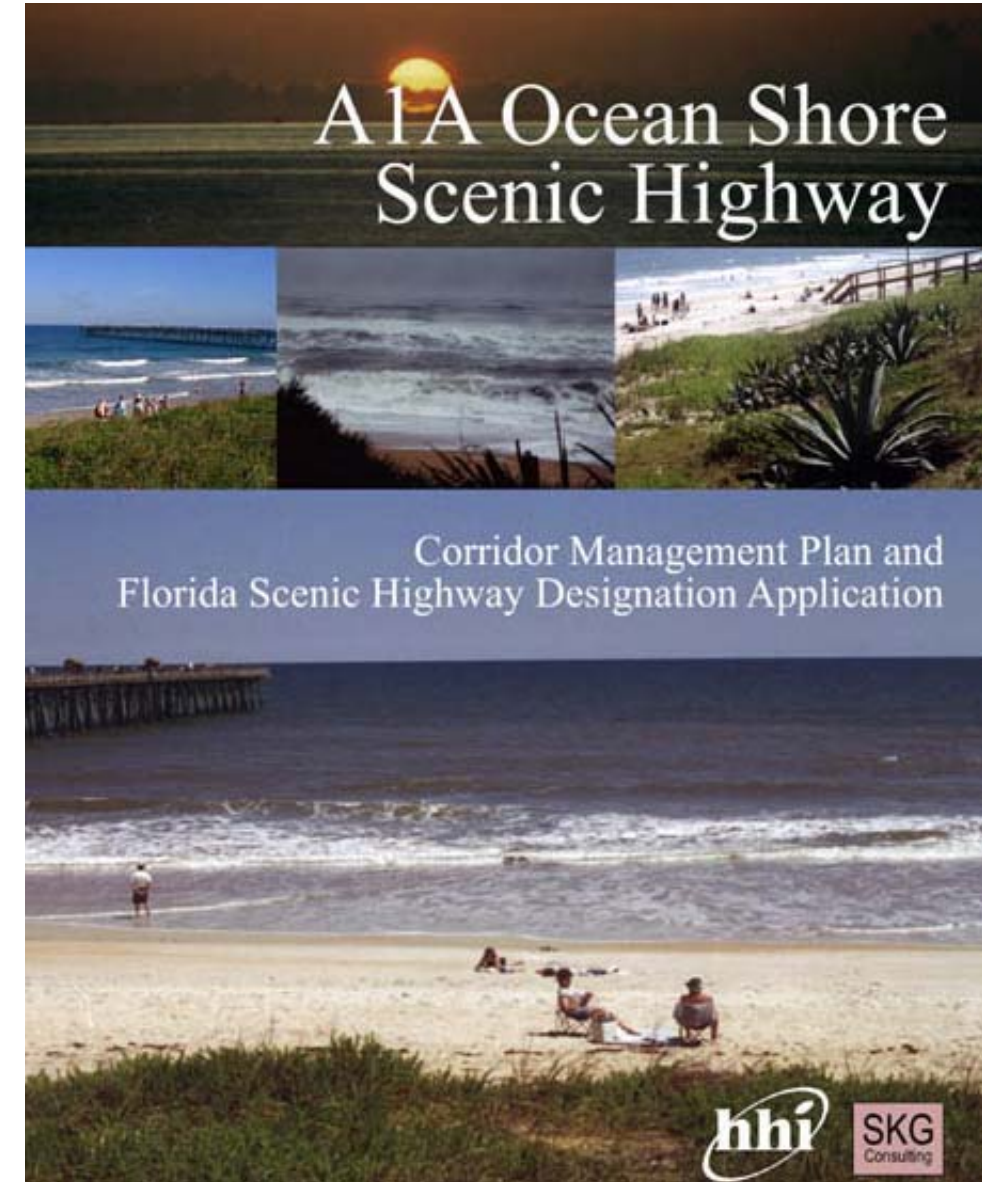
Several efforts have been undertaken in order to "control" and even "stop" the wave of growth that is impacting the area in order to preserve the region's unique character: Growth cannot be stopped, but it can be guided and controlled so that when development occurs, it does so in a way that responds to the resident's hopes and aspirations for their communities. The citizen's master plans resulting from the charrette will serve as instructions to guide future development in the area. Other previous planning efforts include:

- National Scenic Byways Grant Application
- Parks & Recreation Strategic Plan Interim Report
- Environmentally Sensitive Land Acquisition Manual
- Environmentally Sensitive Land Presentation plan
- A1A Interim Development Ordinance
- A1A River & Sea Trail Corridor Management Plan
- Mala Compra Plantation Greenway Plan
- A1A Ocean Shore Scenic Highway Corridor Plan

The *A1A Ocean Shore Scenic Highway Corridor Plan* lists a series of objectives. The public charrette held in February of 2003, completes two of those objectives that direct community participation during the planning of the corridor:

- The creation a master plan which will strategize and coordinate overall long and short term activities along the corridor including the management of vegetation, design, new construction and protection of threatened and endangered plant and animal species and their habitat, and
- Provide residents and businesses along the Corridor an opportunity to participate in the planning decisions for the Corridor.

These objectives were fulfilled during the seven-day charrette.



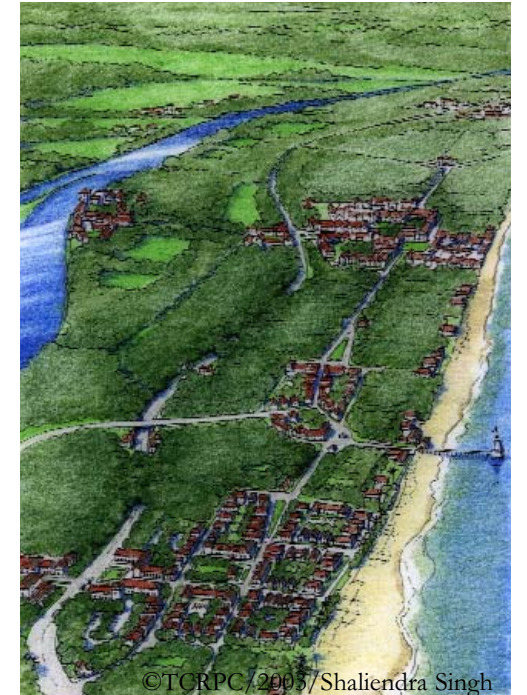
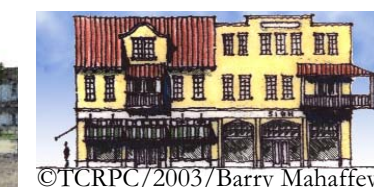


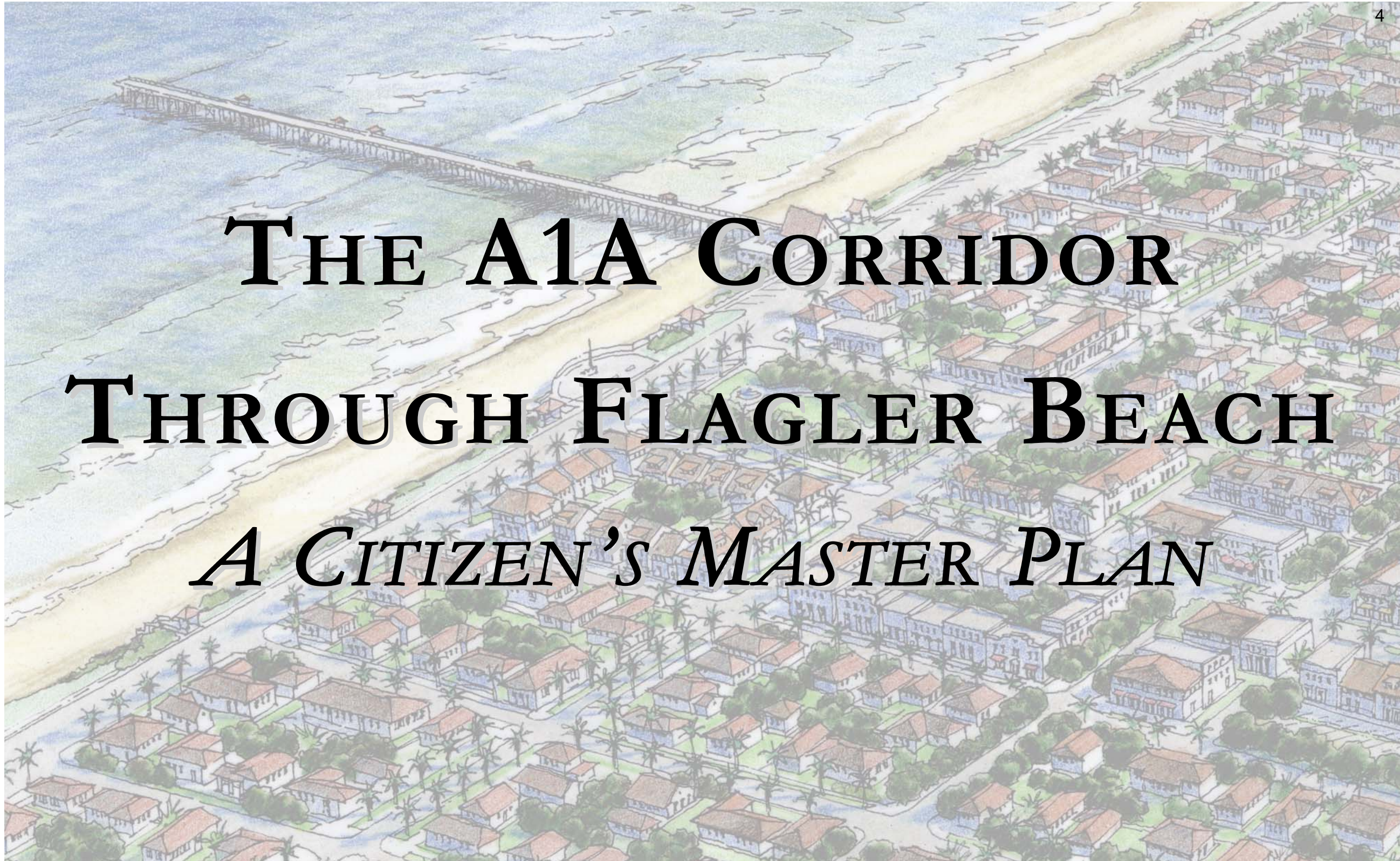
Far Left: Aerial photograph of the AIA corridor between St. John's and Volusia counties.
Left: Aerial photograph of downtown Flagler beach, between 8th St. North and 8th St. South.
Right: Three different photographs of the AIA corridor through the County and City of Flagler Beach.

Goals And Objectives of the A1A River & Sea Scenic Highway and City of Flagler Beach Charrette:

The goal of the A1A Scenic Corridor and downtown Flagler Beach Charrette Plans is to create a framework that will facilitate development and investment in private land as well as in public infrastructure, maintaining as a priority the preservation of the Flagler Beach and the Corridor's heritage, natural environment and character, while enhancing livability and sense of unity, and maintaining design quality, both architectural and urban, in a manner that achieves the following objectives:

- To create a master plan for each study area that is reliable and defensible, and advertises the intentions of the County, Flagler Beach and the community for the corridor and the Flagler Beach downtown.
- To implement a plan that promotes unity and preserves the character of Flagler Beach and the A1A Corridor.
- To define acceptable growth and development for the area.
- To create building forms of a character and scale that reinforce the Community's vision of a "Scenic Highway" and a "Beachfront Town".
- To preserve the Corridor and the Flagler Beach's distinctive environmental, cultural, educational and recreational resources.
- To define zoning laws that will encourage a pattern of development consistent with the citizen's vision for the area.
- To define the City of Flagler Beach's downtown and create parameters for physical order of the elements within it.
- To foster growth of indigenous landscape
- To improve overall vehicular circulation and access while maintaining a pedestrian friendly environment





THE A1A CORRIDOR
THROUGH FLAGLER BEACH
A CITIZEN'S MASTER PLAN

T R E A S U R E C O A S T R E G I O N A L P L A N N I N G C O U N C I L
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M B E A C H



POINT'S OF INTEREST

1. Entrance gateways
2. Proposed A1A enhancements through Marine Land
3. Proposed A1A enhancements South of Marine Land
4. Proposed A1A enhancements through Matanzas Shores
5. Proposed A1A enhancements through Sea Colony
6. Hammock Community Center façade improvement
7. Hammock Village Town Center
8. Hammock Village residential street
9. Proposed A1A enhancements through Varn Park
10. Proposed A1A enhancements through Beverly Beach
11. Proposed A1A enhancements through Flagler Beach
12. Proposed A1A enhancements through Flagler Beach
13. Proposed A1A enhancements through Flagler Beach

A State Designated Highway

In June of 2001 the Florida Department of Transportation (FDOT) designated two segments of the A1A Corridor as “Scenic Highways”: the A1A River & Sea Trail Scenic Highway and the A1A Ocean Shore Scenic Highway. The A1A River & Sea Trail Scenic Highway, located in Flagler County, begins at the St. John’s County/Flagler County line and extends south to the northern city limits of the Town of Beverly Beach, a distance of 11.3 miles. It provides access to the Matanzas River, the Guana Tolomato Matanzas National Estuarine Research Reserve Headquarters and the Washington Oaks Gardens State Park. The A1A Ocean Shore Scenic Highway extends from the northern town limits of Beverly Beach south to the Flagler County/Volusia County line, a distance of 7.3 miles. Unobstructed ocean views, traditional beachside communities, rich natural resources, numerous beach access points and other recreational activities are available along this scenic highway. These two sections of A1A are part of a 72-mile National Scenic Byway: The A1A Scenic and Historic Coastal Highway.

This state and national highway designation yields a number of benefits, including community recognition and civic pride, integration of program and funding resources, resource protection, economic development and increased tourism. Scenic highways designated by states are eligible to apply for National Scenic Byway or All-American Road status through the Federal Highway Administration. These designations, listed in federal transportation maps, web sites and other modes of advertisement, result in increased attraction of tourists in search of traditional Florida towns and historical, natural and recreational resources that the state has to offer. The designations also enhance state and national funding for the area, including money for shoreline stabilization projects and for greenways. As far as the physical impact on the road, the designation also prevents any state funds to be expended by any public agency for any purpose that would change or impact the character of this road in violation of the approved Corridor Management Plan.



A1A Oceanshore Scenic Highway



A1A River & Sea Scenic Highway

The Situation Today

The A1A corridor is one of Northeast Florida's most attractive roads. Beautiful natural beaches and miles of large green canopies cover this seemingly endless oceanfront road. Trees, lush vegetation and Coquina rock outcroppings define its edges.

For decades, A1A's natural appearance and character has been preserved almost throughout its entire length. Currently this natural appearance is being severely impacted by current zoning practices, excessive tree pruning, lack of architectural and urban regulations, and booming real estate. Old Florida commercial buildings along the highway, not particularly valuable architecturally, but true to the small Florida town tradition, are being replaced by office buildings and a hodge-podge of freestanding structures: gas stations and strip centers. Nearly all have been designed without regard to the identity, natural or historical character of this section of A1A. Their designs, unable or unwilling to fit, originate from distant offices that seem to have no interest in improving the historic or natural environment. Instead, they follow a formula that disrespects the building traditions of this community.

Undefinable architecture is not the sole disturbance to the corridor. The tradition of a “never to be widened two-lane road” is being ignored: turn lanes (which count towards asphalt that widens roadways) are being constructed in conjunction with new developments particularly in the Hammock. This results in an on-and-off, overly-wide roadway, impacting the natural and historical character in some cases, to the extent of disappearance. If this condition continues to repeat itself and is not reverted, the original ambiance that earned the Corridor its scenic designation, will become a mere recollection in residents' memories. This report contains detailed instructions to revert this process.

The communities along the corridor should embrace the opportunities that the Corridor’s designations make available to them in order to address three major issues, key to the Corridor’s preservation and enhancement:

- Zoning
- Landscaping
- Architectural Design Guidelines

The chapters that follow contain specific instructions regarding each of these three issues.



The Situation Today:

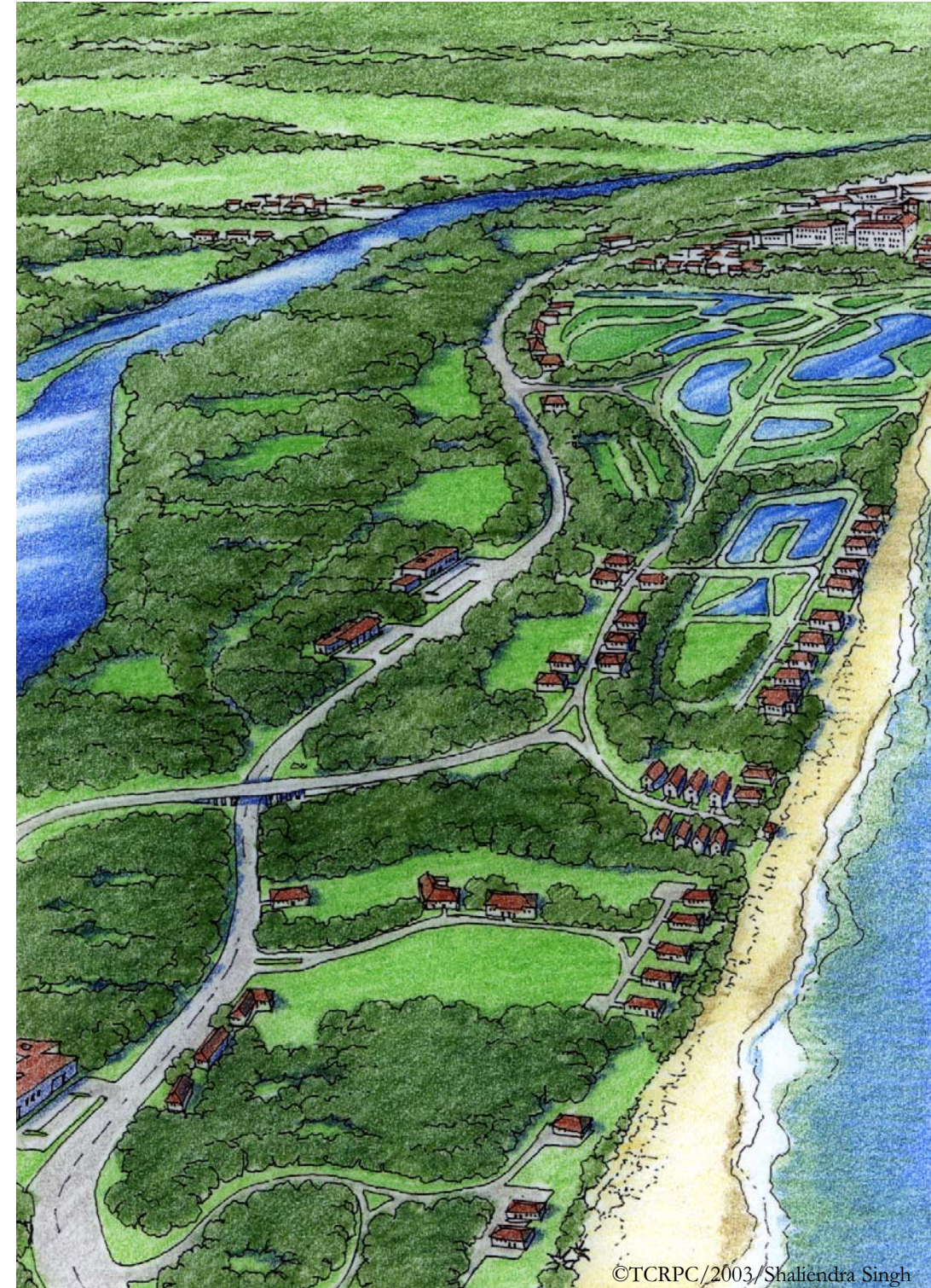
The A1A corridor is a roadway that serves many roles. Through the project corridor, the roadway serves commuters destined for points north and south, as well as the retail cores of Flagler Beach, Beverly Beach and Palm Coast, and recreation and entertainment destinations throughout its entire length.

The scenic highway's Corridor Management Plan and the County's decision to constrain A1A precludes widening beyond its existing two-lane cross-section. The focus of the proposals associated with this master plan is geared toward a rebalancing of the roadway toward facilitating all users of the roadway: motorists, pedestrians, transit vehicles and riders, and bicyclists.

ZONING is the first, and possibly the most important issue that needs to be addressed in order for this rebalancing to occur. It is also the hardest one, but the one that, if not properly and promptly addressed, will devastate the character of the corridor.

Changes in zoning are only visible over time, as development and growth occur. We are now seeing the effects of zoning decisions made in the seventies and eighties. The result: commercial uses along A1A, high-rise buildings along the shoreline, gated communities with their walls and the backs of homes fronting A1A, and architecture and uses that seem out of place in this environment.

The image on the right is a generic aerial view of the A1A corridor through the Hammock as it exists today: a two lane road that at times widens and then narrows again, a thick canopy, interrupted by parking lots and pruned to make way for power lines; one or two story retail or office buildings, strip shopping centers, gas stations and a few of the vernacular and traditional restaurants and shops characteristic of Old Florida. Development east of A1A is booming in the form of gated communities and high-rises. Lack of connectivity - both between existing and new development is a constant.



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The Foreseeable Future

Current zoning allows, either through special exceptions or simply by right, to develop the property adjacent to the scenic corridor with commercial uses. The entire length of the corridor, except for a few sites designated to be preserved, could be filled with retail and office buildings in forms that are damaging to the natural environment that the community intends to preserve. When all the land adjacent to the corridor is developed in this fashion, not only will the canopy be severely impacted, the two lane road will not be able to support this pattern of growth. The road will need to be widened. Additionally, the form that development is taking east and west of the corridor prevents connectivity between the uses and forces people (drivers) onto A1A. Residents living (and those who will be living) in these new developments in the Hammock, are forced onto A1A to access goods and services.

A1A is designated as a "constrained" roadway, meaning it should not be widened beyond two travel lanes. Adding turn lanes to access new development is a form of road widening, particularly when this happens as often as it does through the Hammock area.



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The Answer: Clustering

Making changes to actual zoning is not easy, but it is absolutely necessary in order to preserve the scenic character of the road.

Commercial development along A1A should only happen as "clusters". Large parking lots, strip shopping centers, and other high traffic impact uses should be prevented, and over time, removed. This will not only restore and preserve the canopy and the scenic character of the road. It will be the key to maintain a two-lane section throughout A1A.

There is a common belief that properties along corridors - such as A1A - are always valuable due to their potential commercial use. The truth is that almost every corridor in Florida is lined by commercial uses. And even A1A along Flagler County is mostly lined with commercial uses. There is nothing special about having just one more piece of commercial property along a corridor. Instead, creating value by concentrating commercial uses mixed with residential, office, recreation and institutional uses in the form of a center, creates value in an environment that people crave for.

Commercial uses should be moved or "transferred" to one or two locations along the A1A corridor. One or two new centers are created. Only one or two sites are impacted. The land along the corridor is then zoned as preserve, residential or low impact uses. This process should be accompanied by a Transfer of Development Rights (TDR) ordinance.

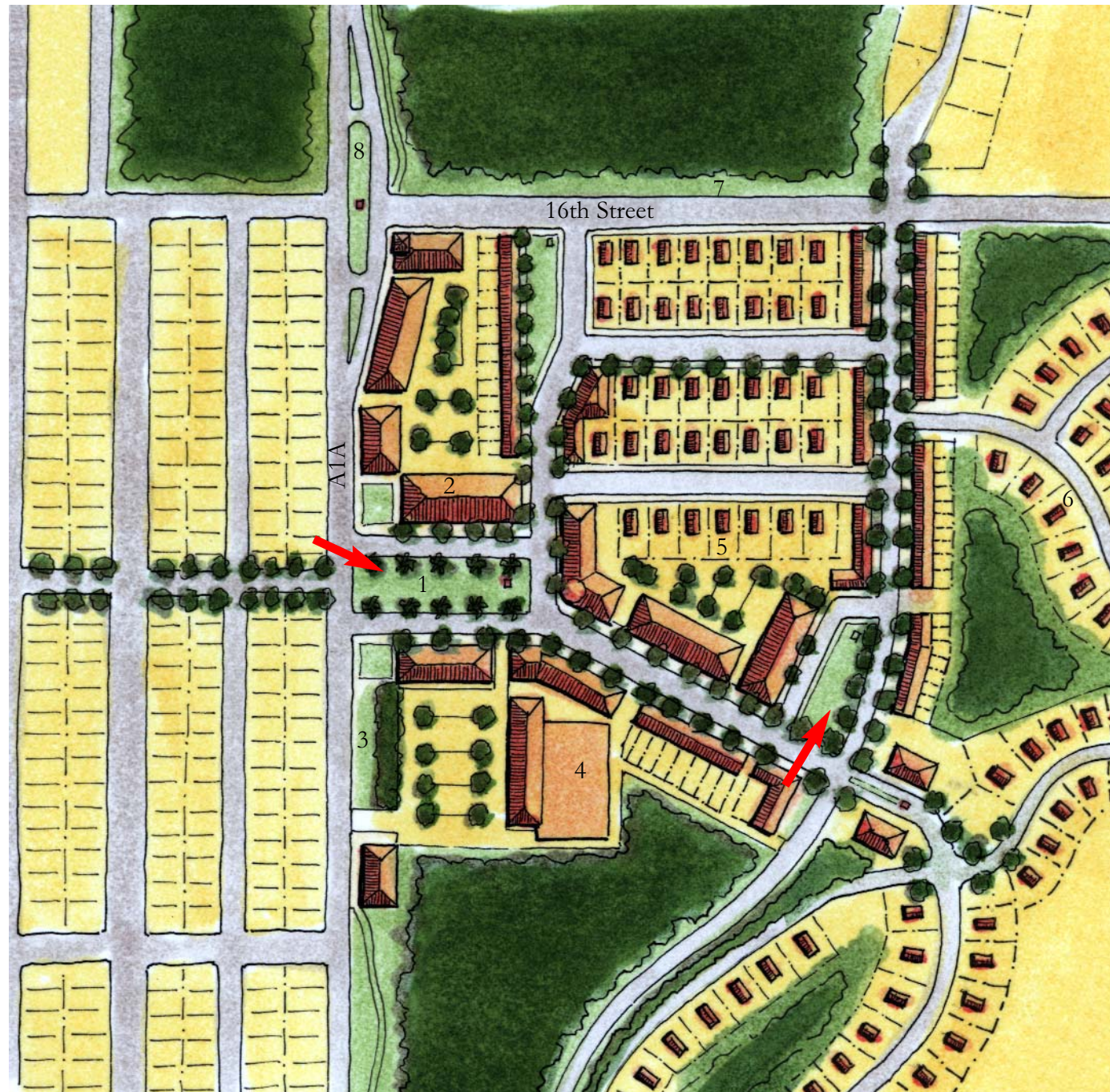
Each of the new centers should be such that retail, office and residential uses are combined and interconnected. The principles to follow are those of traditional town development. These new centers would be no different from downtown Flagler Beach, where people can live, work, shop, and find entertainment without the need of driving along A1A.

An ideal location for a center, as proposed in the master plan, is the vacant land on A1A & 16th Street. This road provides access to a substantial amount of new development east of A1A. It also connects to an alternate route, Hammock Dunes Pky, parallel to A1A that links to the overpass further south. This center would allow for all residents to satisfy their daily needs without ever having to drive on A1A. A 28,000sf grocery store and its required parking is included in this proposal. The parking is in the rear of the building, and is laid out preserving existing trees. This new center is, essentially, a new village center.

Additionally, the form that development is taking east and west of the corridor, prevents connectivity between the uses and forces people (drivers) onto A1A. Residents living (and those who will be living) in these new developments along the Hammock are forced onto A1A to access goods and services. By maximizing the opportunities to establish connections and alternate routes as new development comes in, we can begin to address the problems associated with traffic congestion in the corridor. Usually, engineers try to address the through trip demand first; the thought is that this component can usually be satisfied through widenings of existing facilities. As we know, this approach usually results in still-congested-but-wider roads due to the induced demand that they create. It is therefore imperative to provide alternatives to A1A - multiple routes and access points to the goods and services along the corridor.



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Proposed Hammock Village center on A1A and 16th Street

1. Central Square
2. Mixed-use buildings along main street (2 to 3 story)
3. Green buffer
4. 28,000 sf grocery store
5. Single family homes
6. Existing development
7. Existing preserve
8. Traffic control without travel or turn-lanes - road remains two lanes.

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Red arrows indicate viewer's location of perspectives in pages that follow



Entering Hammock Village: a 28,000sf grocery store in the background is accessed through a main street lined with two to three-story mixed use buildings. These buildings are constructed under the existing tree canopy, preserving the natural landscaping and according to architectural types traditional to the area.

A central plaza acts as a gathering place and signals the presence of the village on A1A.



View of residential development in the Hammock

The proposed network of streets is such that residents do not have to drive on A1A to get to their daily needs. This network is also linked to Hammock Dunes Pky, an alternate route that runs parallel to A1A and connects this area to the Palm Coast bridge.

SR A1A - North of the City of Flagler Beach

Issues

- Turn lanes are constructed in conjunction with new developments in the Hammock area, resulting in overly-wide roadway.
- FP&L tree-trimming along the corridor is not sensitive to the canopy.
- "No Parking" signs clutter the dunes.
- Despite the numerous "No Parking" signs, beachgoers still park on the dunes.
- Commercial billboards.

Analysis

- FDOT allows turn lane construction to be dictated by the County in the Hammock area, possibly as a condition of a Development of Regional Impact (DRI) approval for new development dating from the mid 80's.
- Tree trimming must be accomplished to keep power lines clear of the tree canopy.
- Vehicular parking on the dunes speeds erosion.
- Large commercial billboards are invading the corridor's edge and damaging the natural setting.

Recommendations

- Work with the County to determine actual need for turn lanes commensurate with new development, and only construct them where accident data or turning volumes warrant (evaluate on a case-by-case basis). Additionally, as opportunities present themselves (such as a resurfacing or drainage project), evaluate the ability to remove unneeded turn lanes.
- Work with FP&L to ensure that trees are pruned selectively, even though the trimming may need to be done more often. This selective pruning preserves the canopy and enclosure of the roadway, slows traffic, and is consistent with the scenic designation of the road way.
- Landscaping can replace the "No Parking" signs and preclude vehicle parking on the dunes. Palmettos such as those growing along the dunes in northern Volusia County adjacent to the Flagler County line. These plantings would also aid in holding the dunes together and preventing further erosion.
- Large commercial billboards should be removed. Alternative advertising that is not disruptive to the natural appearance of the road should be explored.



SR A1A - Through Downtown Flagler Beach

Issues

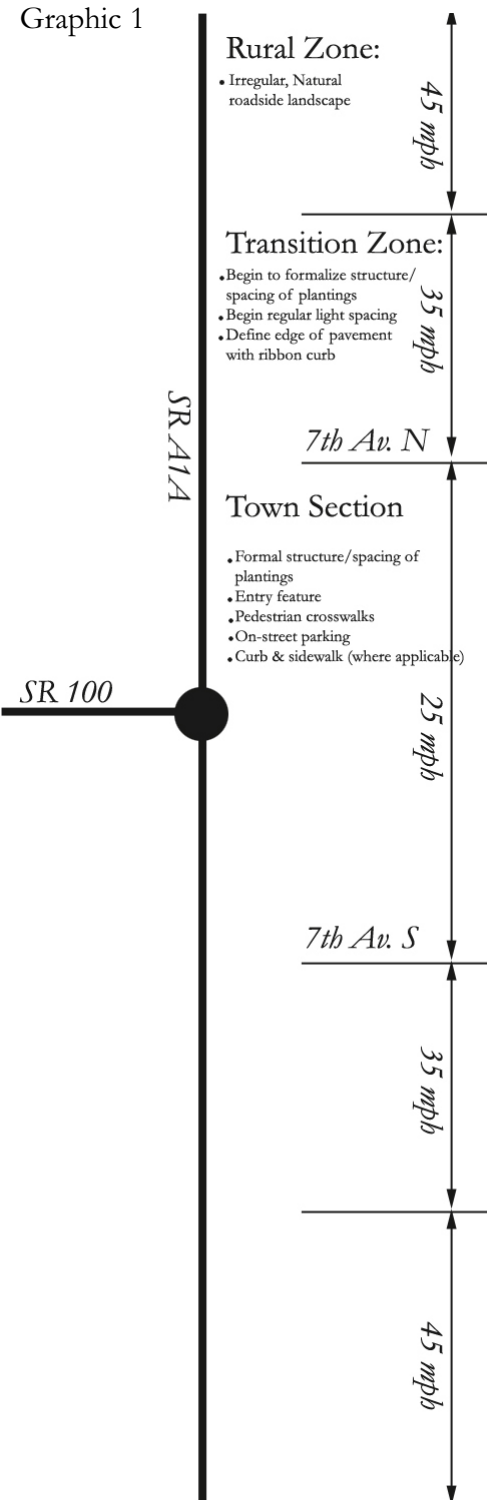
- High vehicular speeds through the business district becomes a safety issue for crossing pedestrians.
- Crosswalks are not marked adequately.
- No definition as to where the City actually begins or ends.
- Loss of the continuity of the bike path through the city.
- Beachgoers park on the dunes.
- Conflicts between pedestrians and bikes on multi-use path along the west side.

Analysis

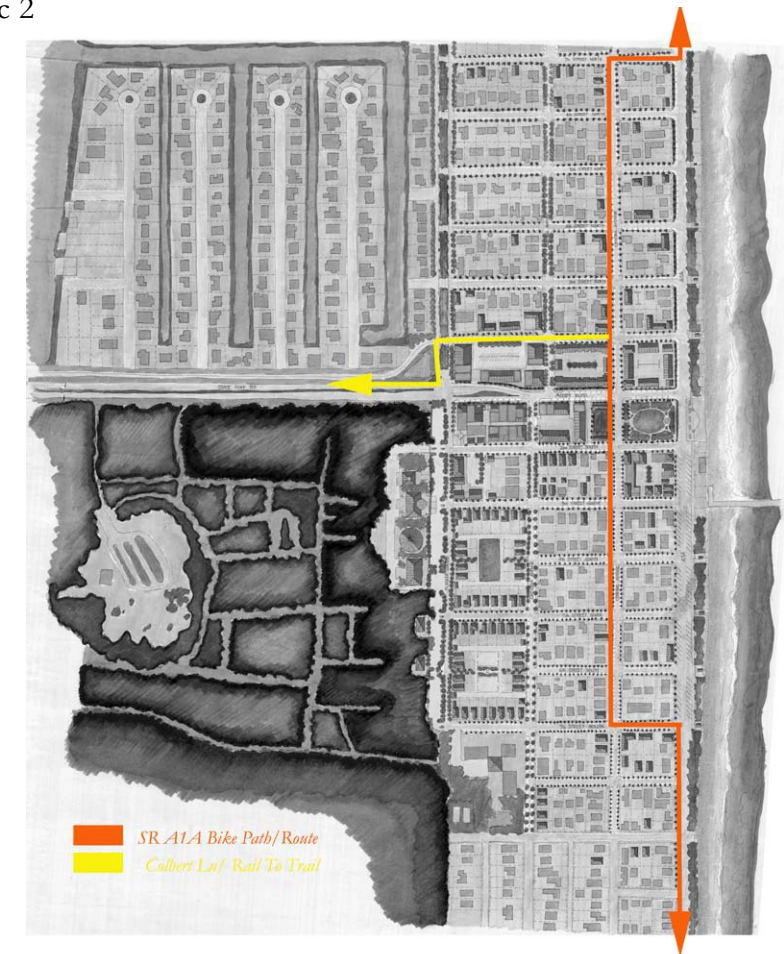
- No elements exist to self-enforce a desired travel speed of 25-30 mph.
- Motorists are not alerted properly to the presence of pedestrians, and crosswalks are mostly invisible from a vehicle.
- Contextual difference in this area is not communicated to the driver; no elements exist that reinforce driver expectations for a pedestrian district.

Recommendations

- Denote transition (35 mph) and downtown (25 mph) zones and reinforce through design elements such as entry features, on-street parking, landscaping, lighting, and definition of the pavement edge (see Graphic 1).
- Convert existing parking configuration (parallel on west side and angle on the east) to reverse angle parking on both sides within the existing pavement width (see parking section, page 40).
- Construct crosswalks of a different material at the terminus of each east-west street between 7th Street North and 7th Street South. One such material could be concrete with an exposed shell aggregate.
- Sign bike route to direct cyclists off of SR A1A at 7th Street North and 7th Street South. Continue bike route along reconstructed Central Avenue across Moody Avenue. Link to Colbert Lane Rail-to-Trail across SR 100 Bridge via 2nd Street/Flagler Avenue (Graphic 2).
- Replace "No Parking" signs with plantings that prohibit parking on the dunes.
- Relocate parking to the west side of SR A1A north of SR 100 and south of 7th Street South.
- Stripe multi-use path for bikes on one side and pedestrians on the other side.



Graphic 2



SR A1A - South of Downtown Flagler Beach

Issues

- "No Parking" sign clutter on the dunes.
- Speeding motorists/passing as they approach town

Analysis

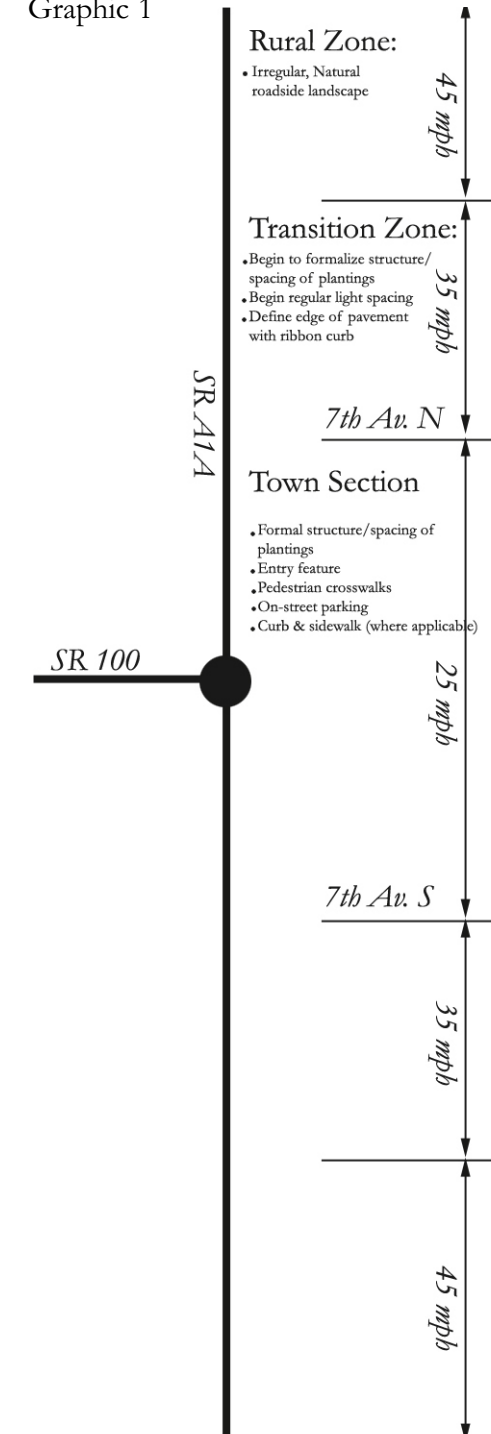
- Vehicular parking on the dunes speeds erosion.
- Motorists have no visual cues to indicate a change of environment from rural highway to town "Main Street."
- Despite the numerous "No Parking" signs, beachgoers still park on the dunes.

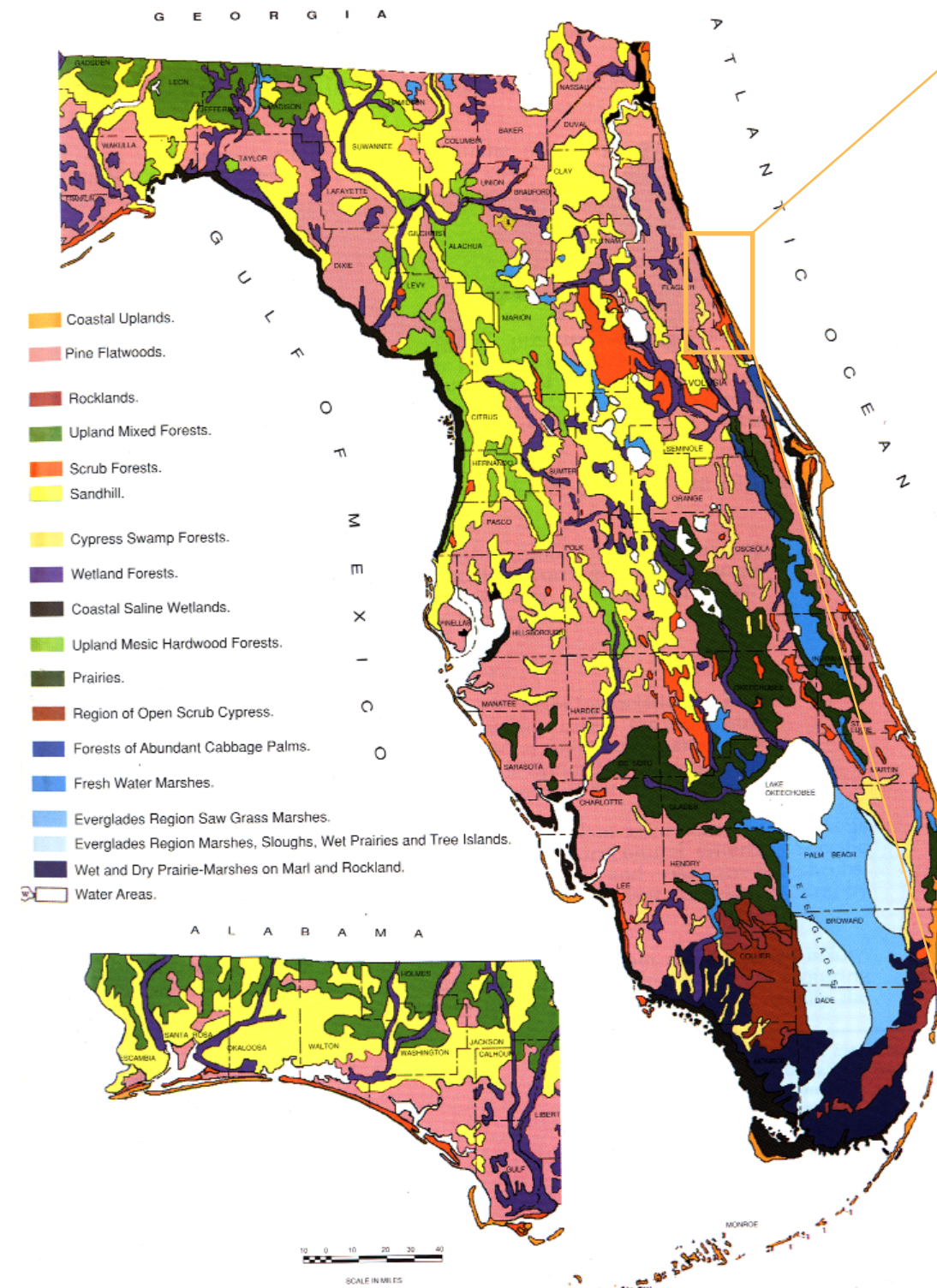
Recommendations

- Provide visual design elements such as formalized plantings that enclose the roadway as it approaches town. Define transition zones that step vehicular speeds down from 45 mph to 35 mph through design elements. (see Graphic 1)
- Landscaping can replace the "No Parking" signs and preclude vehicle parking on the dunes. Palmettos such as those growing along the dunes in northern Volusia County adjacent to the Flagler County line. These plantings would also aid in holding the dunes together and preventing further erosion.



Graphic 1





A1A's Natural Vegetation Designation

Flagler Beach and Flagler County are categorized as Coastal Upland areas. Within the Coastal Uplands, there are two kinds of environments:

- Beach Dune, and,
- Maritime Forests

Beach Dune areas are not conducive to canopy trees, nor understory trees. Shrubs, groundcovers, wildflowers and vines grow in this environment. A list of specific species is provided in this section. (page 19)

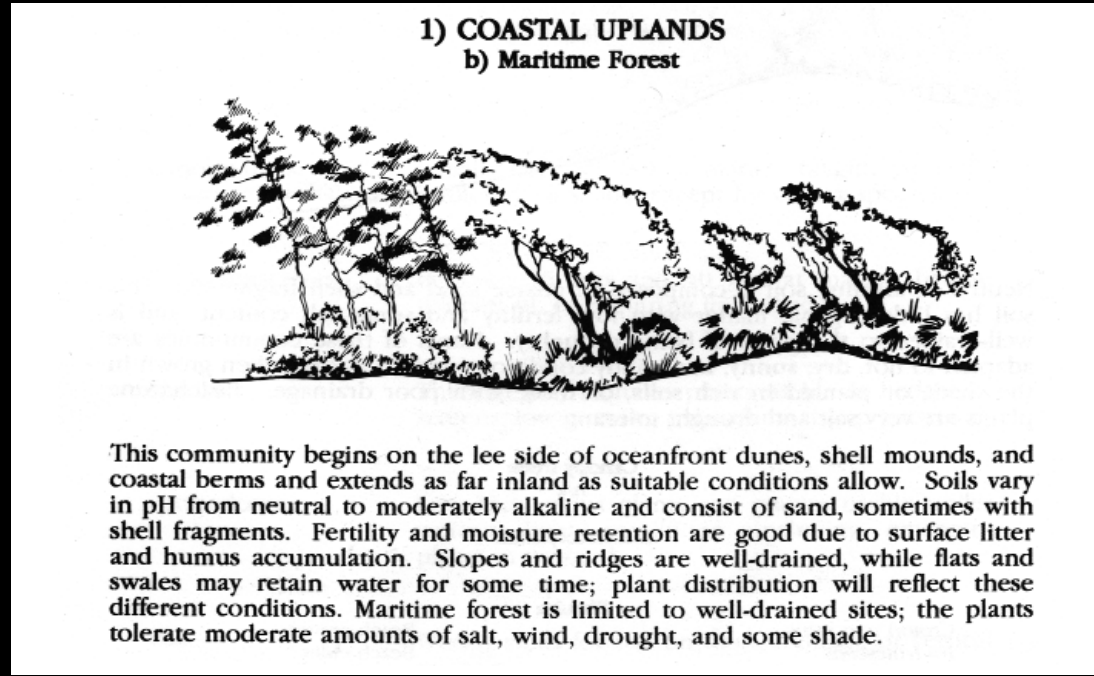
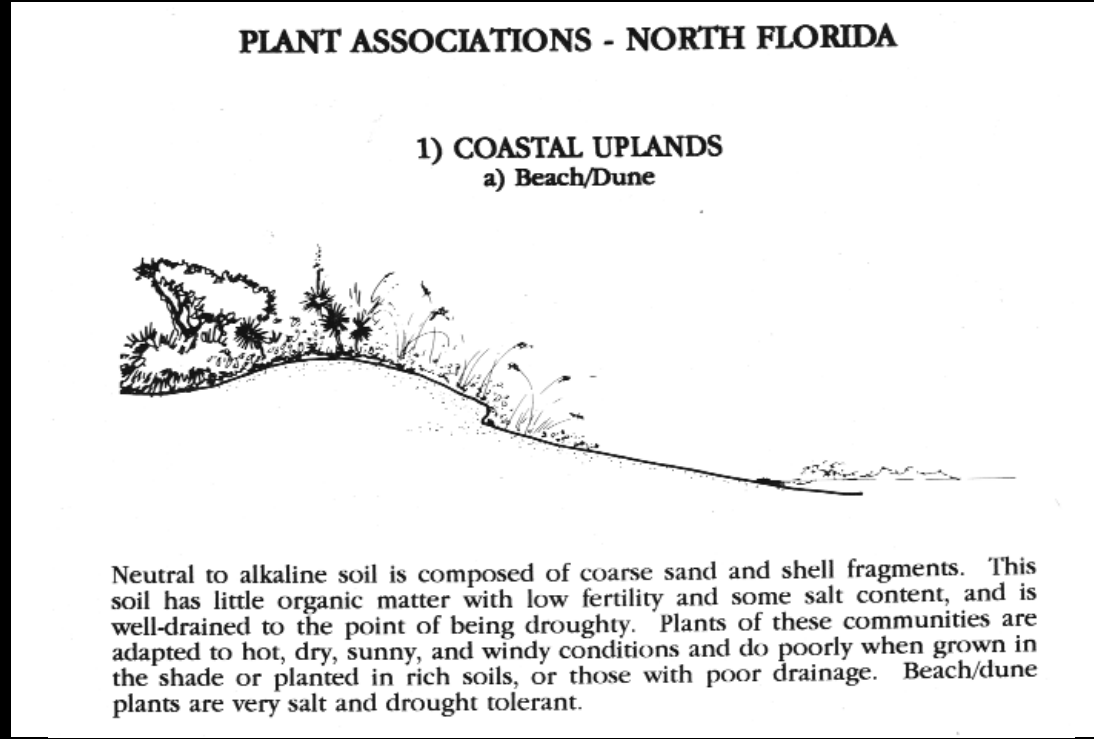
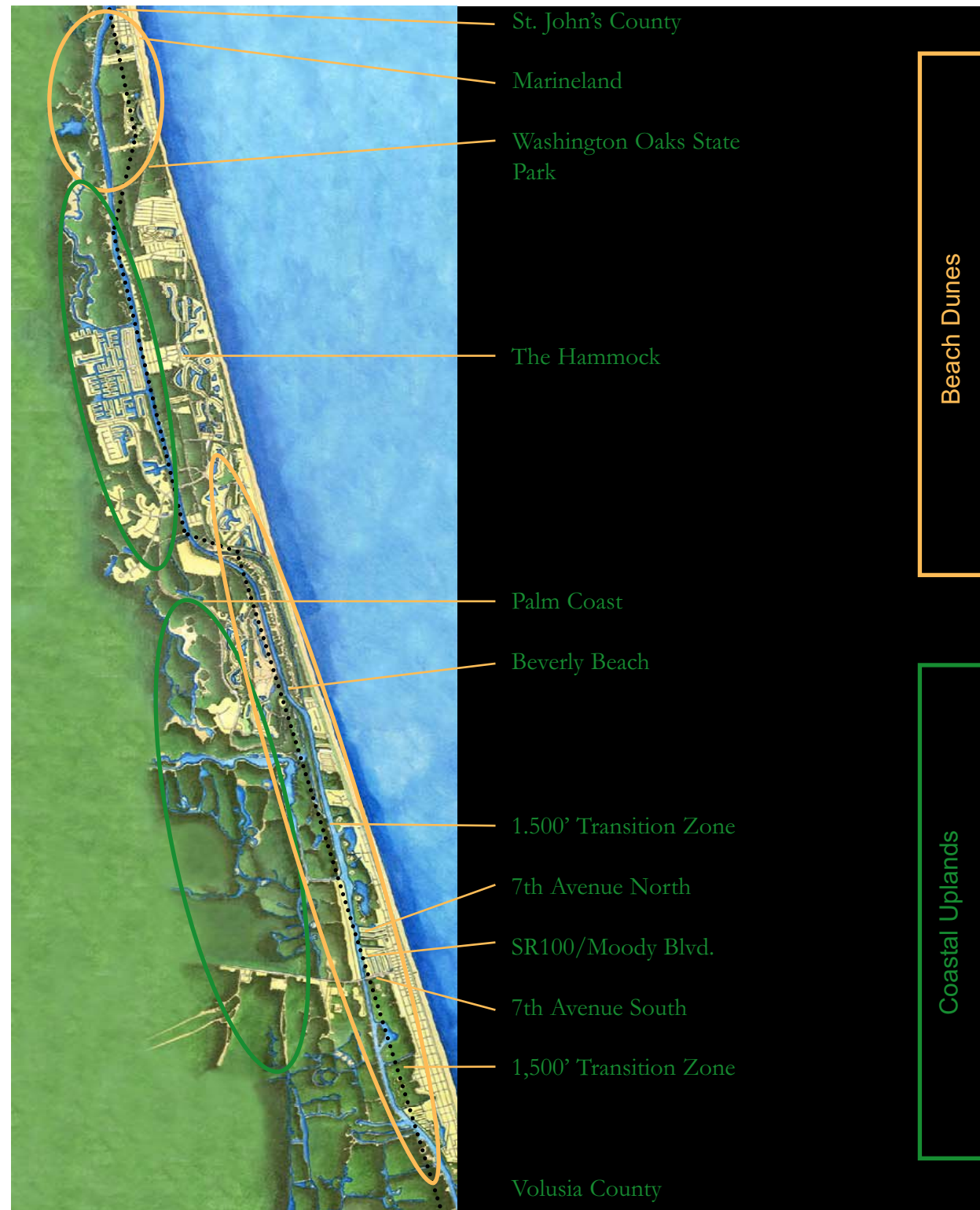
Maritime Forests on the other hand, can accommodate canopy trees, understory trees, shrubs, vines and wild flowers. A list of specific species is provided in this section. (page 19)

The master plan identifies the areas of beach dunes and maritime forests and details the landscaping requirements for each particular scenario along the A1A corridor.

In addition to the species that can grow in specific areas, attention needs to be focused on what is referred to as “clear zones”. Clear zones are areas that cannot be landscaped due to liability and safety concerns. What species (size) and how close to the road they can be planted is a determined by the FDOT. The master plan overlays the Department's requirements regarding clear zones and makes some specific recommendations.

“Respect the natural plant communities found within the ecosystems of Florida.”

The Citizens of Flagler Beach & Flagler County



CANOPY TREES
n/a

UNDERSTORY TREES
n/a

SHRUBS
Beach croton
Beach elder
Christmas berry
Prickly-pear cactus
Saw Palmetto
Spanish bayonet

GROUNDCOVERS:
Sea oxeye daisy
Saltgrass
Elliott lovegrass
Railroad vine
Beach elder
Muhly grass
Prickly-pear
Beach panic grass
Knotgrass
Seaside purslane
Smooth cordgrass
Saltmeadow cordgrass
Seashore dropseed
Sea oats



VINES
Railroad Vine

WILDFLOWERS
Blanket flower
Beach dune sunflower
Camhorweed
Standing cypress
Horsemint
Seaside evening primrose
Seaside goldenrod



Coastal Uplands-Beach/Dune
Native Planting Palette



Coastal Uplands-Maritime Forest
Native Planting Palette

CANOPY TREES
Southern redcedar
Southern magnolia
Redbay
Sand live Oak
Laurel oak
Live oak
Cabbage palm
Soapberry

UNDERSTORY TREES
Gum bumelia
Persimmon
American holly
Devilwood
Chapman oak
Myrtle oak
Hercules club

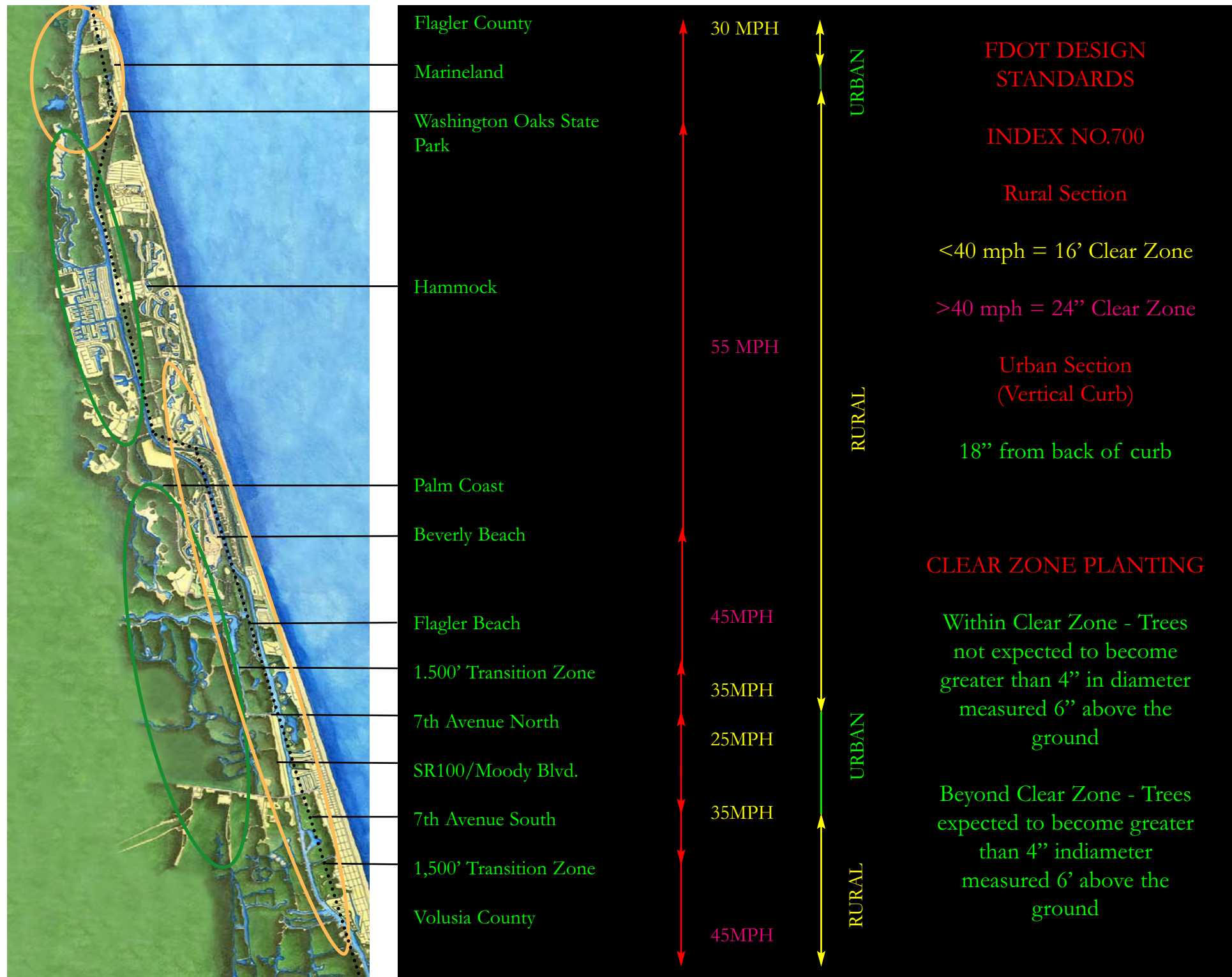
GROUNDCOVERS:
Coontie

SHRUBS
Wild indigo
Saltbush
Beautyberry
Beachcroton
Coral bean
Sand holly
Yapon holly
Gallberry
Wax myrtle
Saw palmetto
Sparkleberry

VINES
Woodbine
Virginia creeper
grape

WILDFLOWER S





"Urban" VS "Rural"

The FDOT designates roads as either "Urban" or "Rural". Rural roads, generally occurring through less populated areas, are designed to accommodate higher speeds. These road sections do not have curbs and gutters, on-street parking, have few traffic lights or required stops. Along rural sections, landscaping and plantings need to be further away from the travel lanes. Plantings need to be at least 24' away from the edge of the travel lane.

Urban roadways are designed to carry traffic moving at slower speeds. They have curb & gutter, occasionally on-street parking, and landscaping and plantings are permitted closer to the edge of pavement. Landscaping in these urban conditions can occur within 18" of the edge of the travel lane

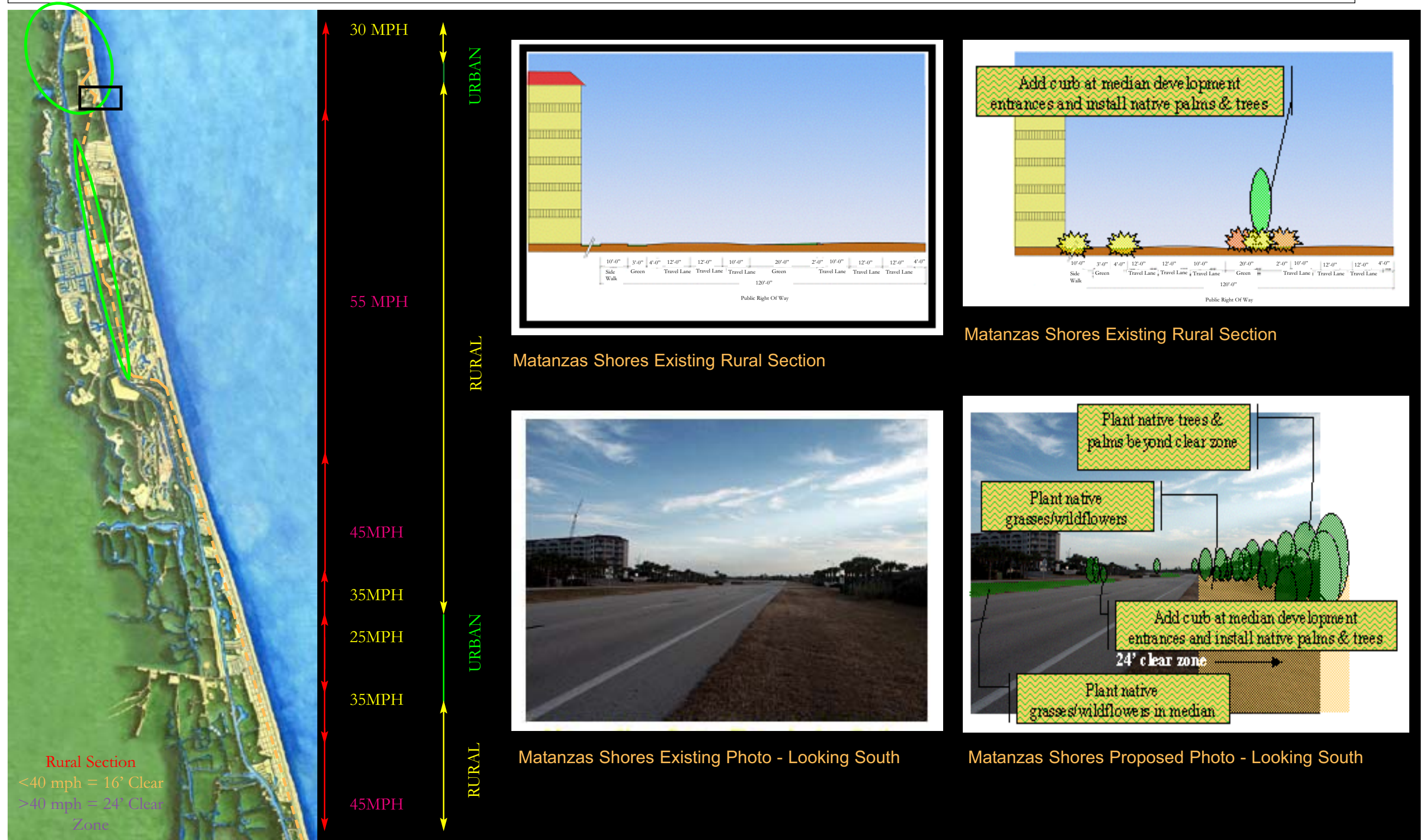
Most of the A1A corridor is today designated as a rural roadway with a 55mph speed limit. Posted speed is reduced to 45mph approaching the City of Flagler Beach. Clear zones along the A1A corridor vary anywhere from 18" to 150', at times, for no apparent or logical reason.

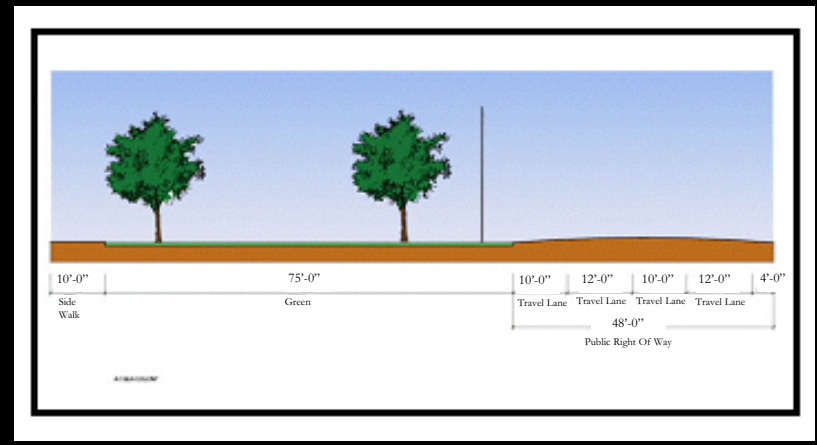
The master plan recommends the following:

- Reduce travel speeds through urban areas (Marineland, City of Flagler Beach, Town of Beverly Beach) from 35mph to 25mph.
- Establish consistent clear zones throughout the corridor, no larger than 24' through rural areas, and as close to the travel lane as possible through urban areas.
- Analyze landscaping along the corridor on a case by case basis as proposed by the examples in this section of the report.

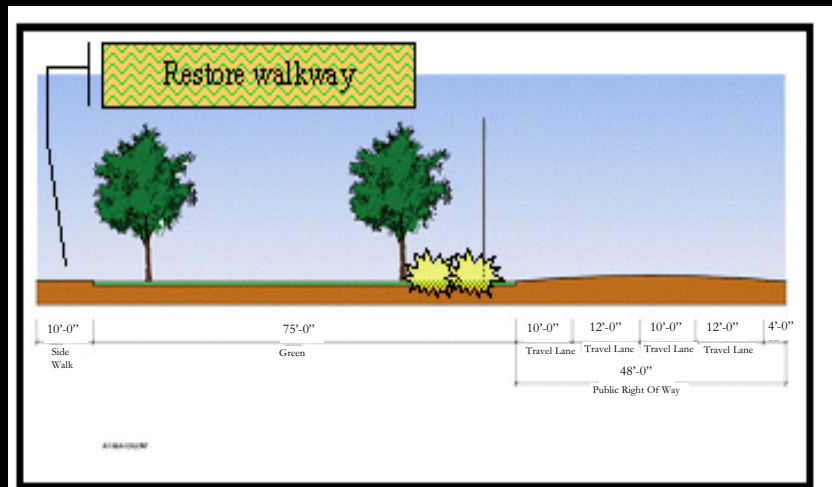








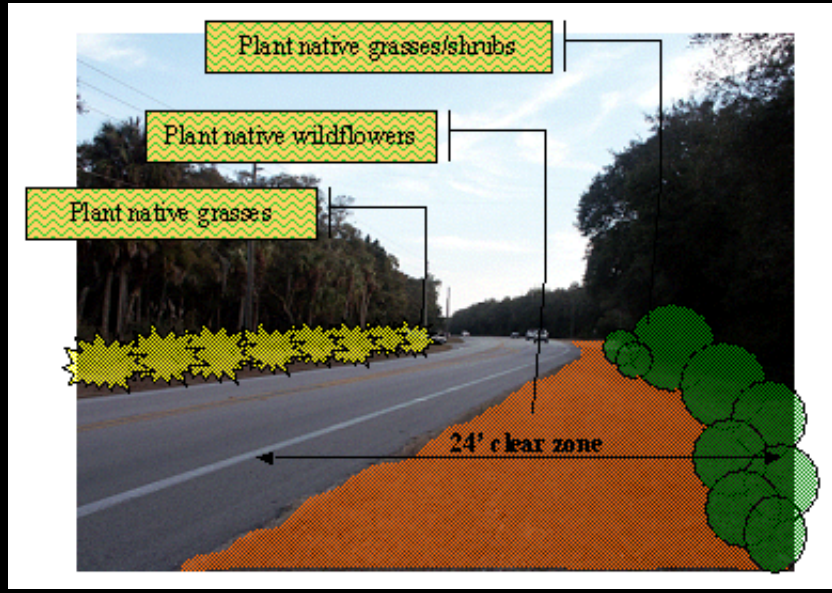
Sea Colony Existing Rural Section



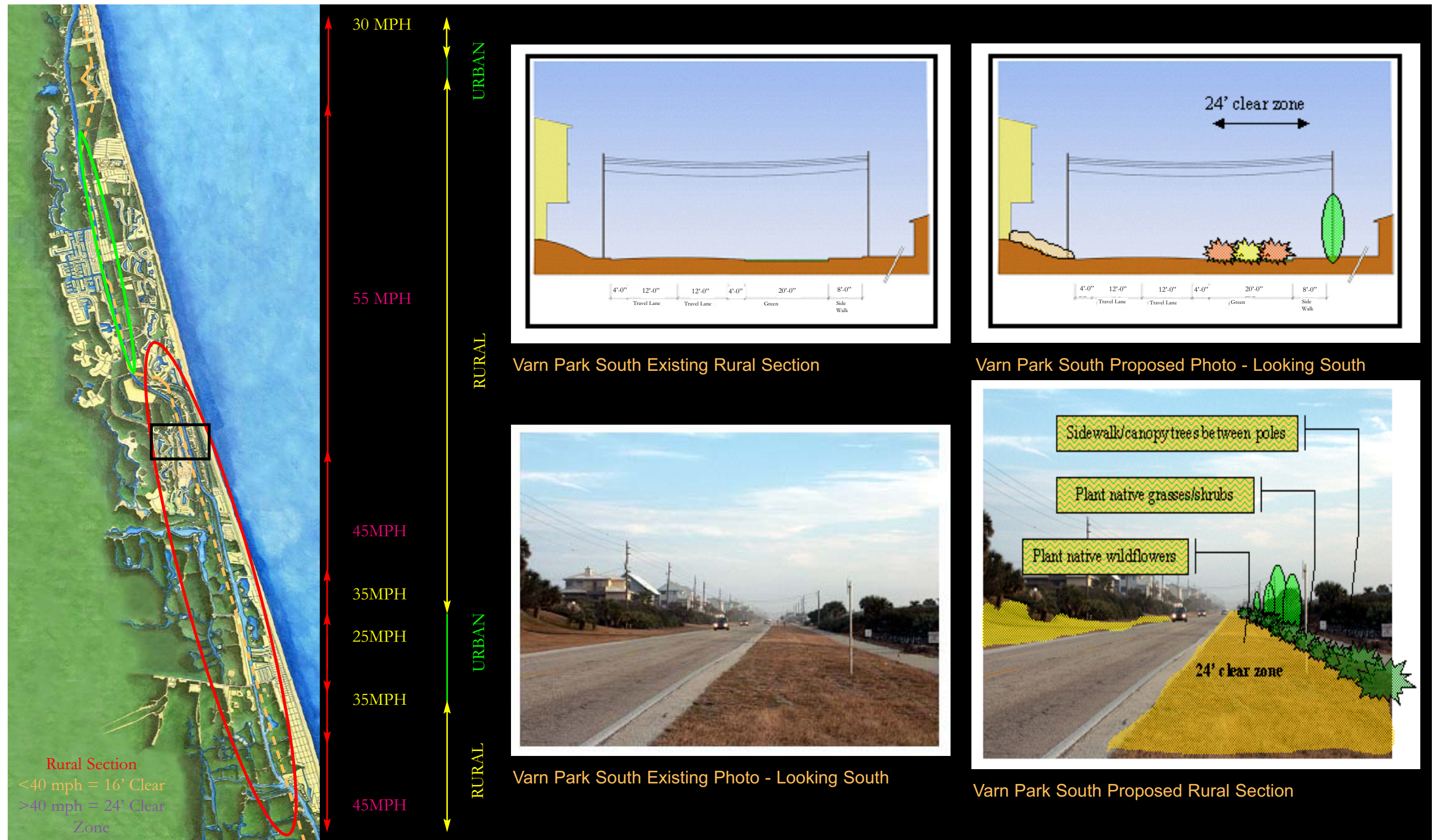
Sea Colony Proposed Rural Section

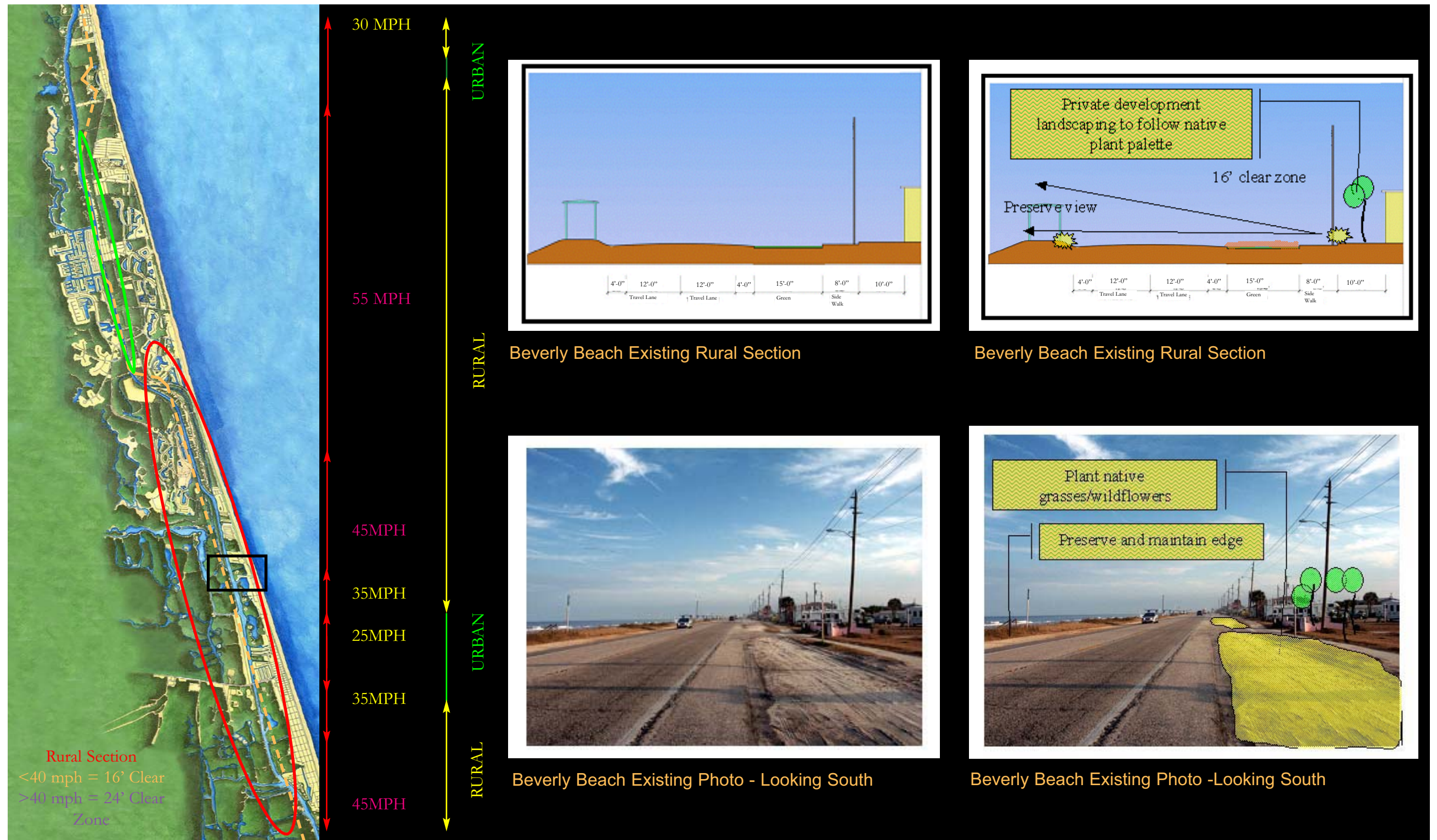


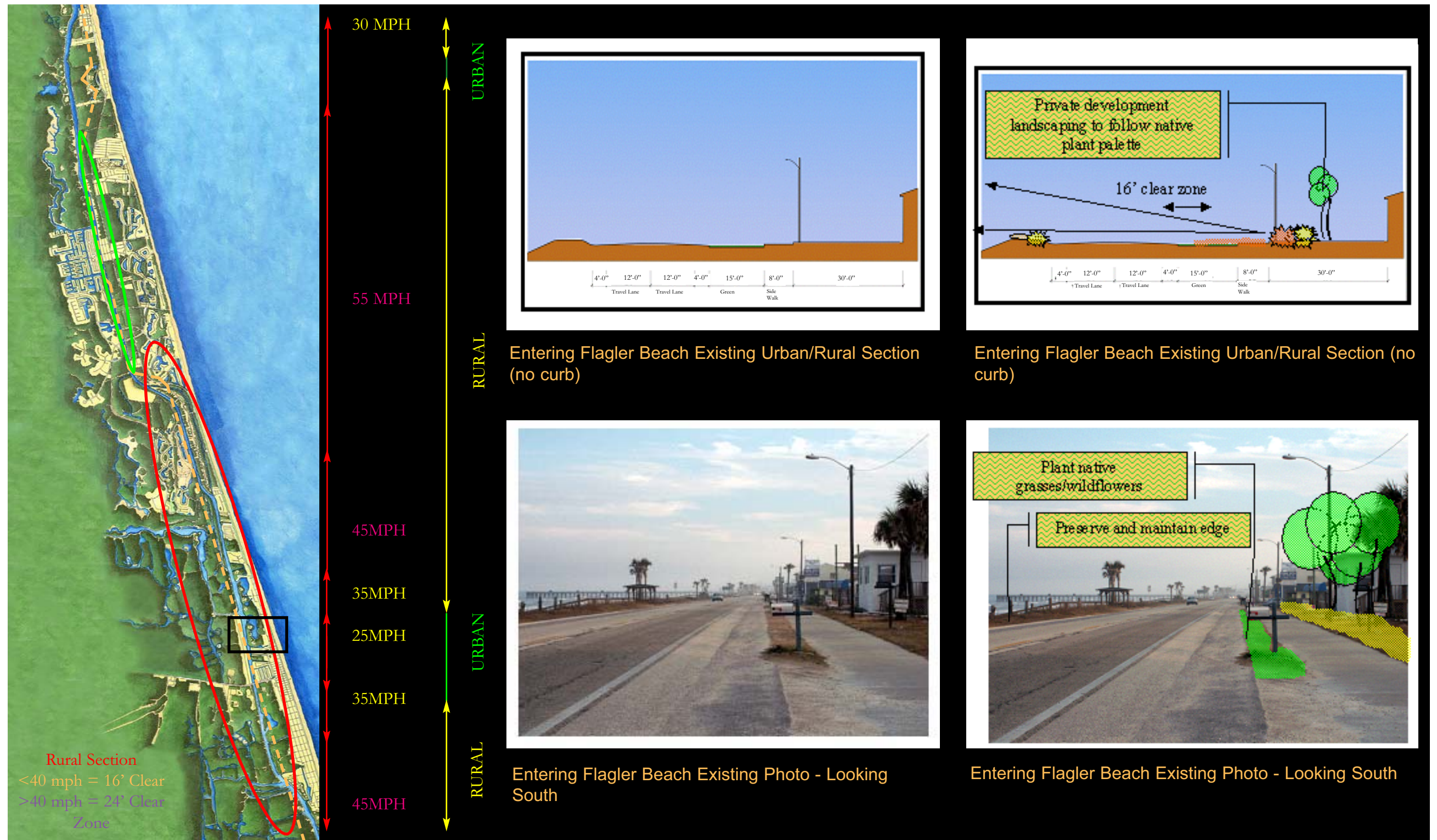
Sea Colony Existing Photo - Looking South

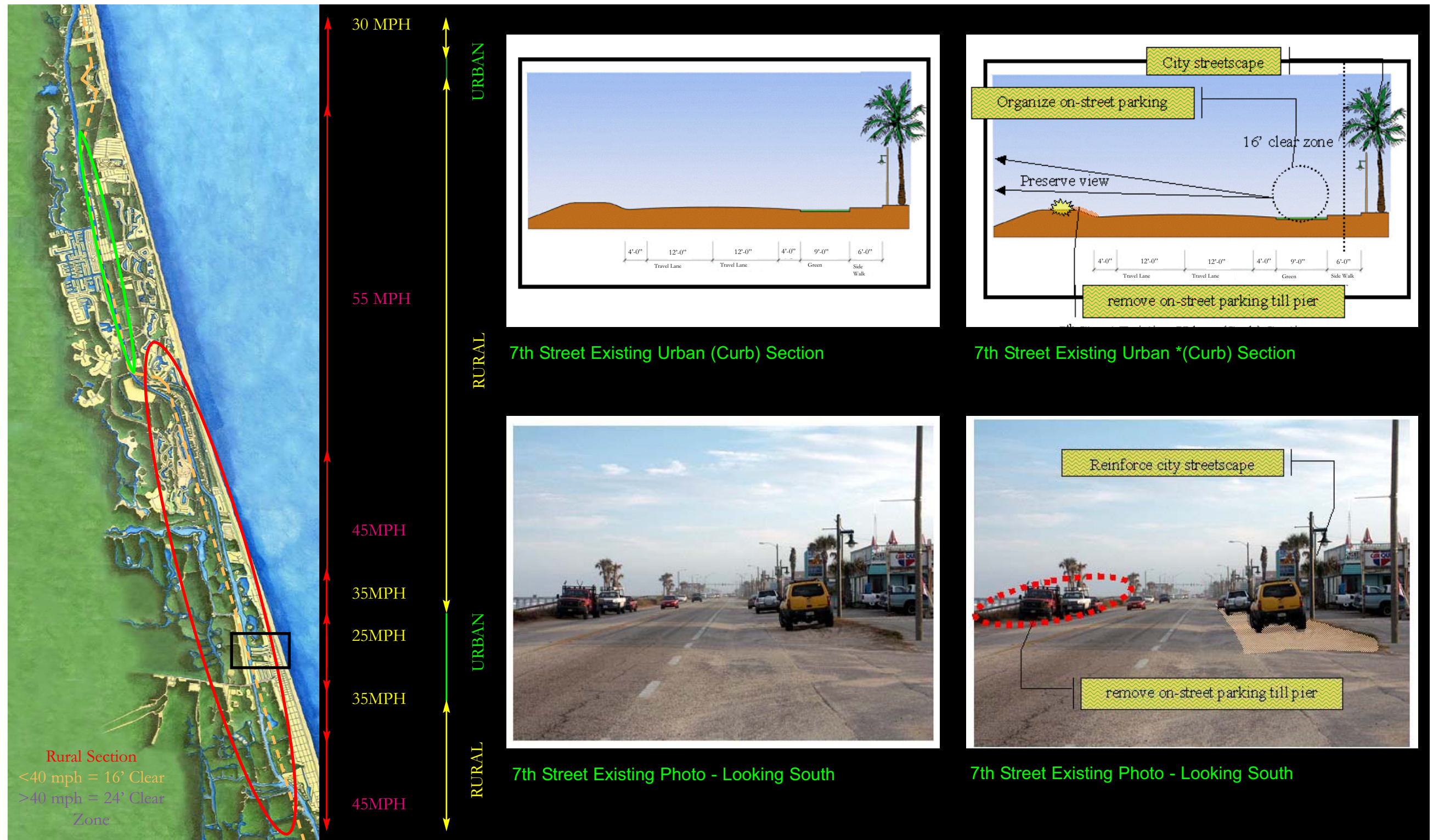


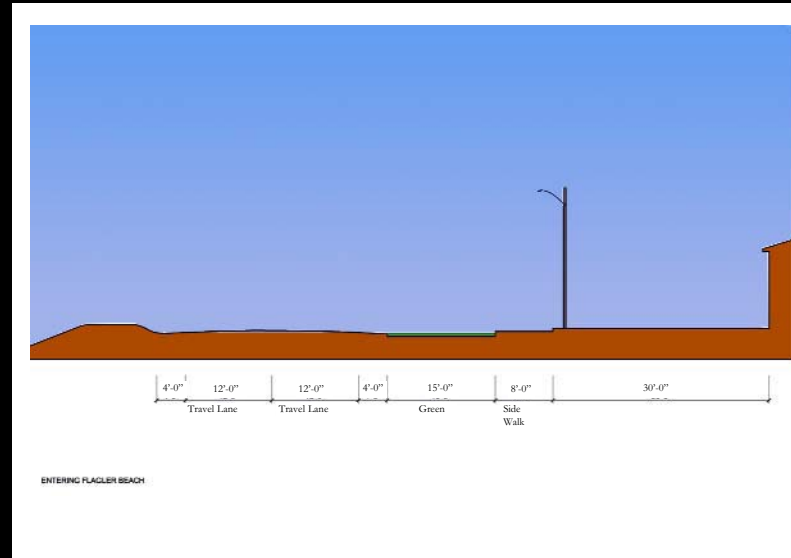
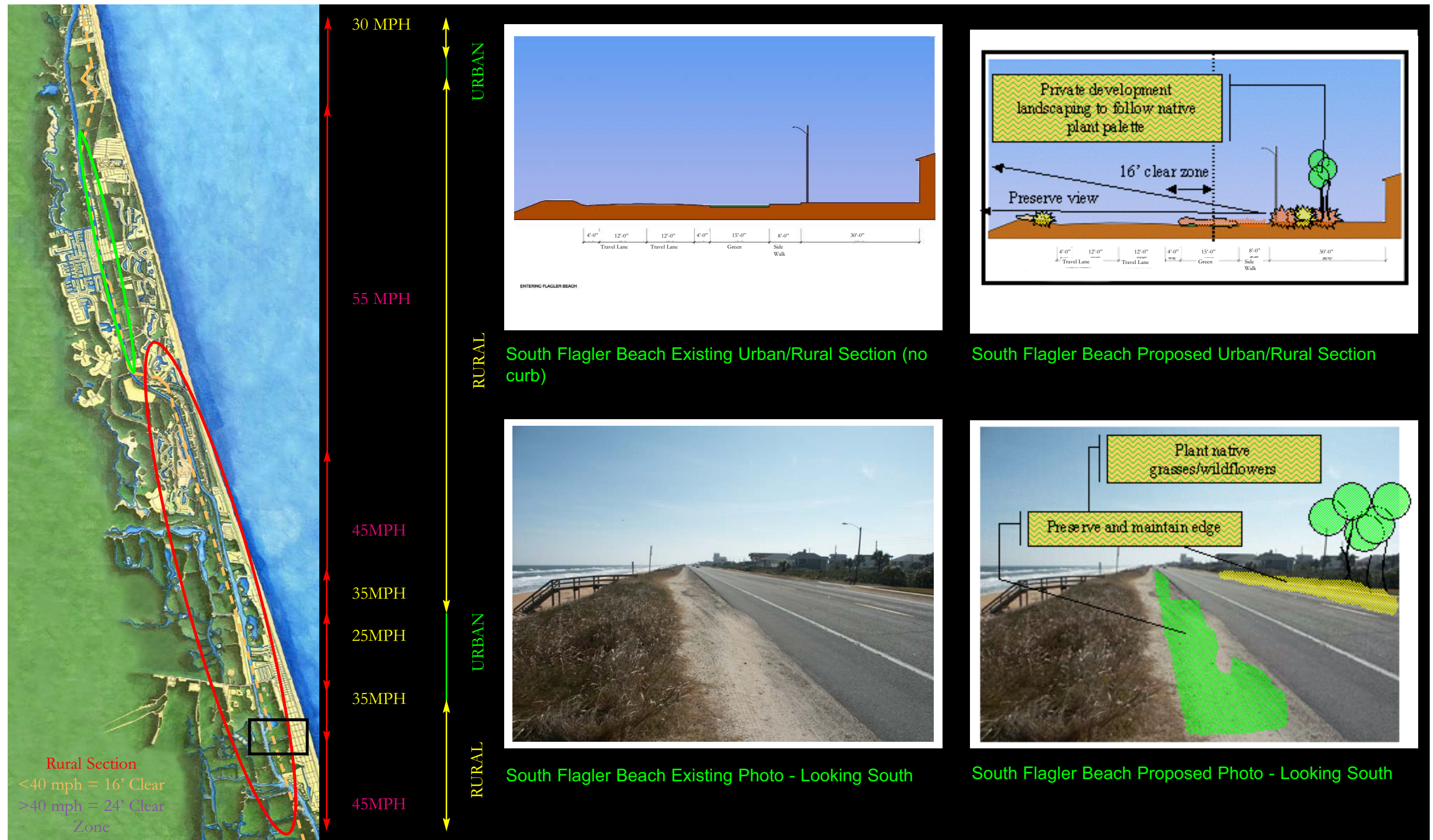
Sea Colony Proposed Photo - Looking South



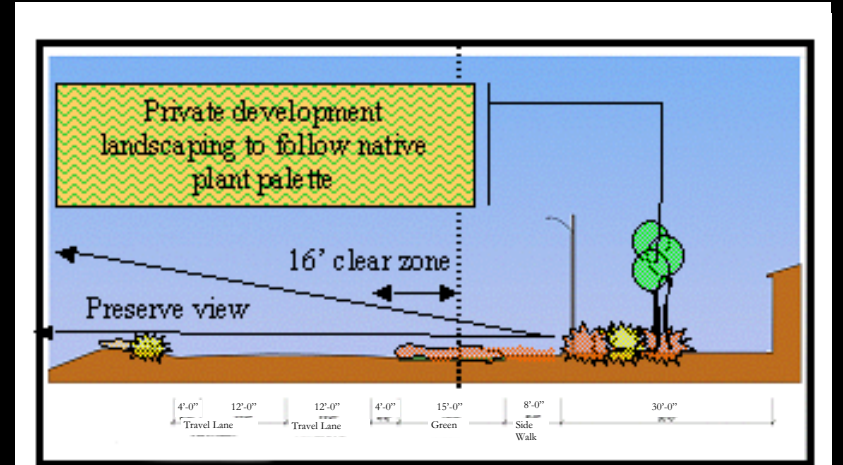








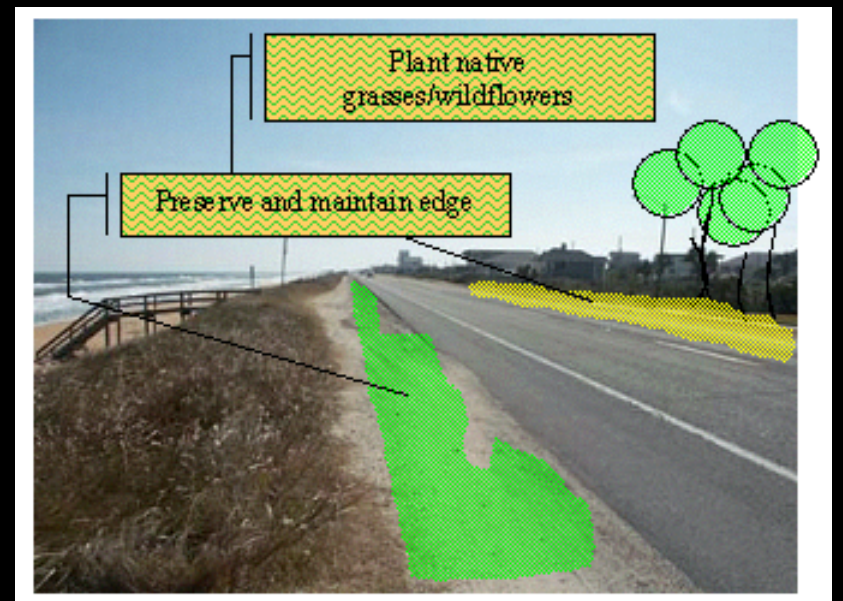
South Flagler Beach Existing Urban/Rural Section (no curb)



South Flagler Beach Proposed Urban/Rural Section



South Flagler Beach Existing Photo - Looking South



South Flagler Beach Proposed Photo - Looking South

Entrance Gateways

The scenic highway designation, historic character, and uniqueness of this corridor through Flagler County should be clearly announced. A sign and logo like the one designed by the A1A scenic highway committee is a positive element, but it is lost amidst other signs indicating speed limit, political boundaries, storm awareness, and various other traffic indications.

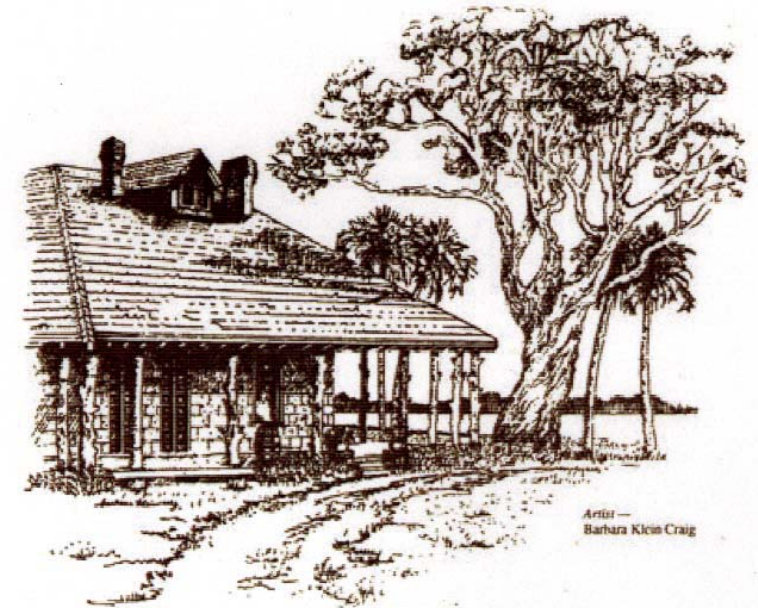
The citizens wanted to embrace the tradition of erecting special gateways to announce the arrival to the corridor, state its uniqueness, and signal the entrance to the County and City of Flagler Beach. These gateways are intended to commemorate the corridor and community’s history, and boast its important designation.

The master plan proposes that the marking of the entrances to the corridor, both north and south, be controlled by special architectural features. The aesthetic urge proposed by the residents is complemented by ornamental additions to the corridor, among them gazebos, benches, rest areas or monuments of various sorts.

Entrance Pavilion

Flagler County owns approximately one acre of land in St. John’s County, directly adjacent to the County line. This site is the perfect stage for an entrance gateway and pavilion. An existing pier at this location is connected to the proposed pavilion.

The pavilion, inspired by the Princess Place Preserve, will serve the double purpose of informational booth and trailhead for the 19 mile scenic corridor (see page 32).

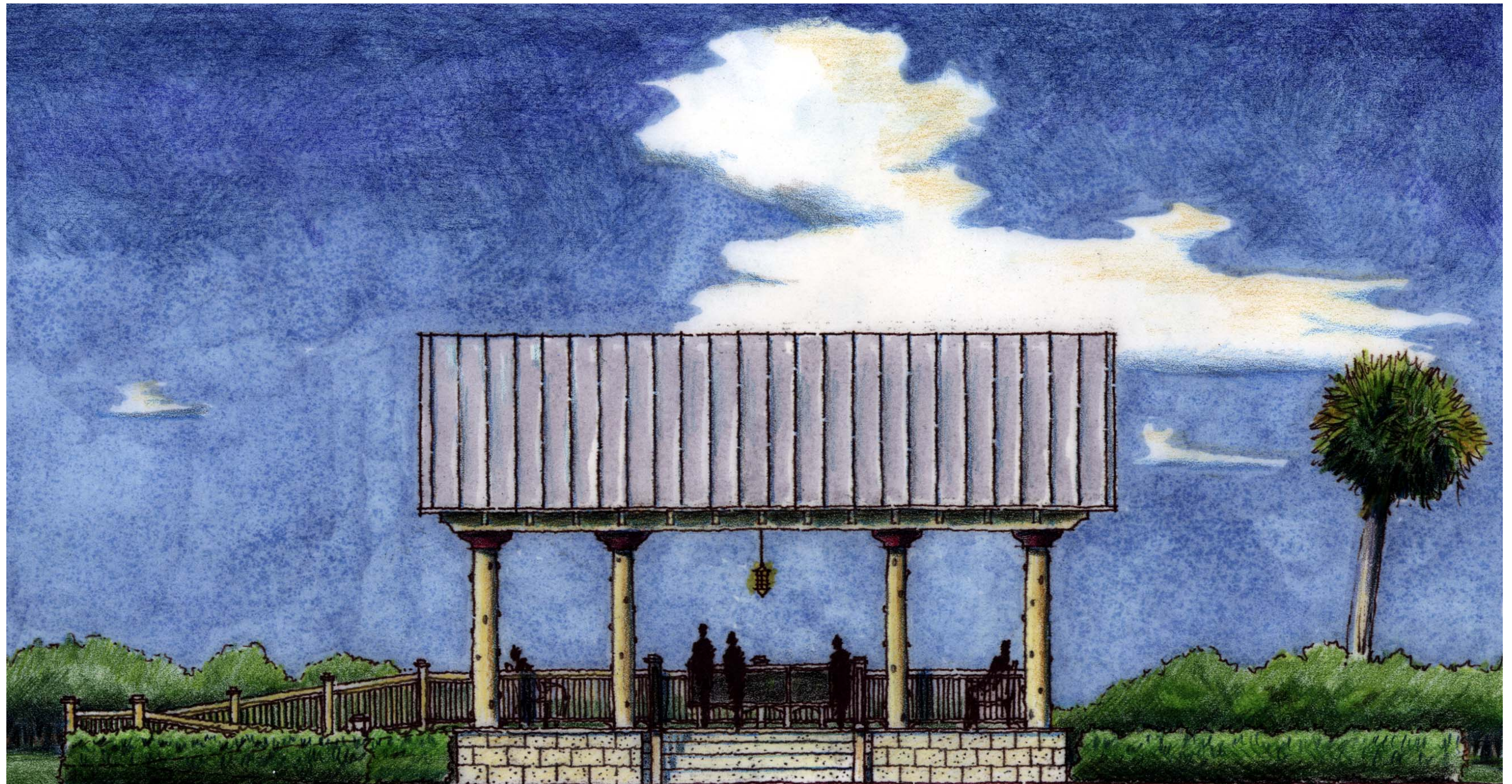


Princess Place Preserve: Details of columns inspired the design for the entrance pavilion



Looking South along A1A at the St. John's/Flagler County line.

©TCRPC/2003/Barry Mahaffey



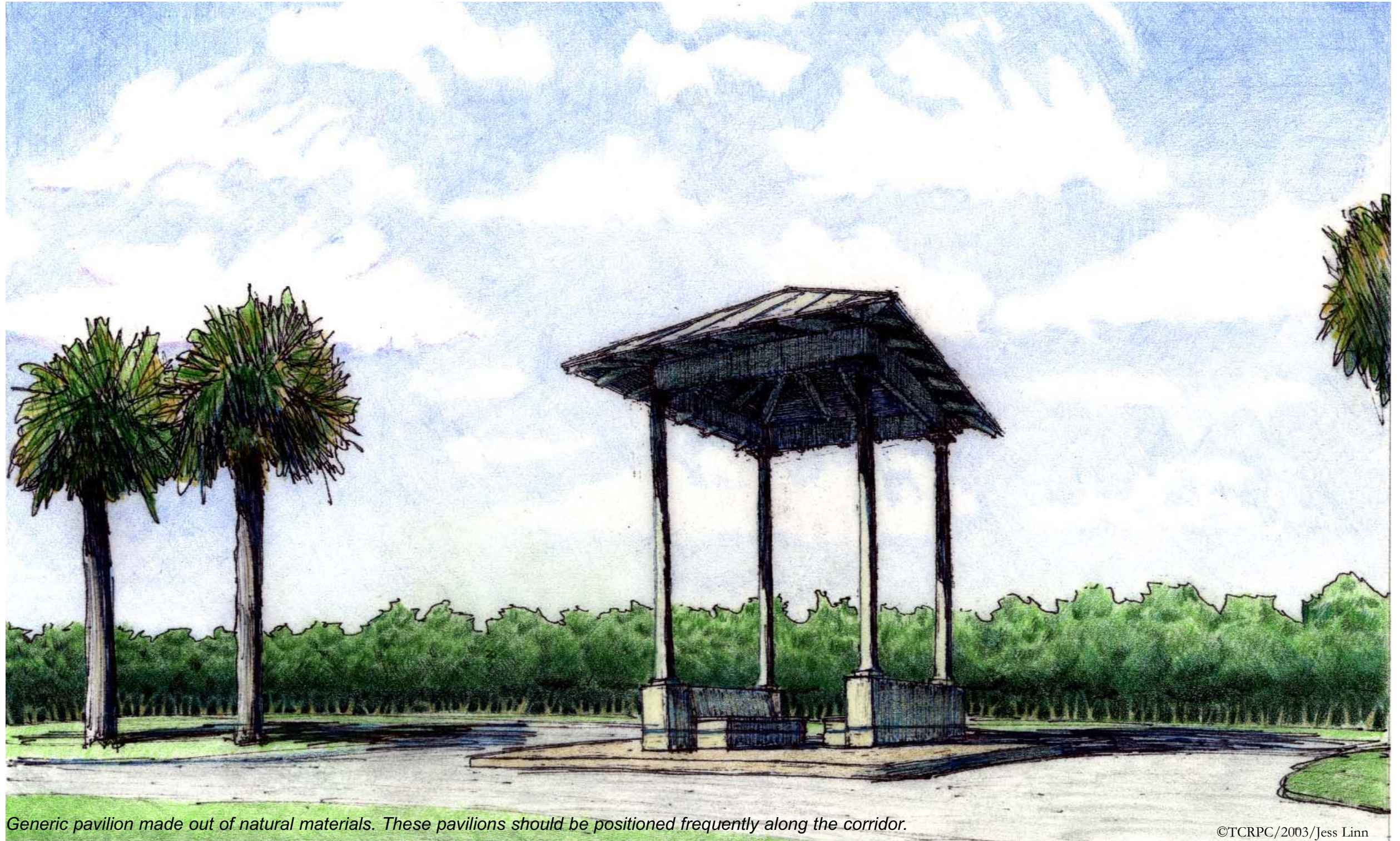
The design of the pavilion was inspired by the Princess Place Preserve

©TCRPC/2003/Barry Mahaffey



©TCRPC/2003/Dan Cary

Looking south along A1A at the Flagler/Volusia County line: A coquina rock monument commemorating the area fauna and its first settlers. This vertical element is complemented by a change in the pavement (stamped concrete, concrete with crushed shells or other similar treatment). This change in pavement makes drivers aware that they are entering or leaving a special place. It is a simple but powerful addition to the environment. A plaque containing information on the corridor, a poetical inscription or historical allusion, should complement this gateway.

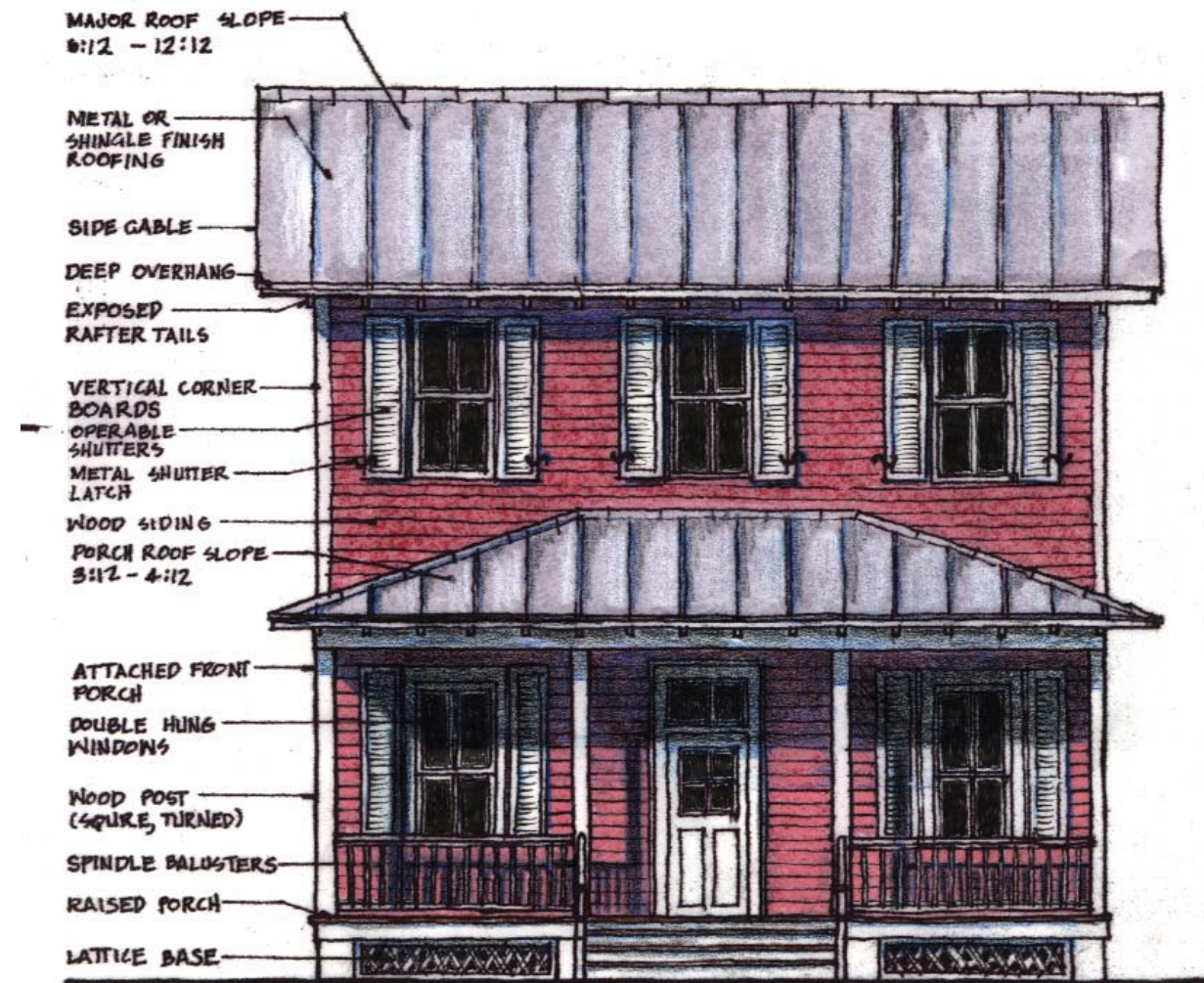
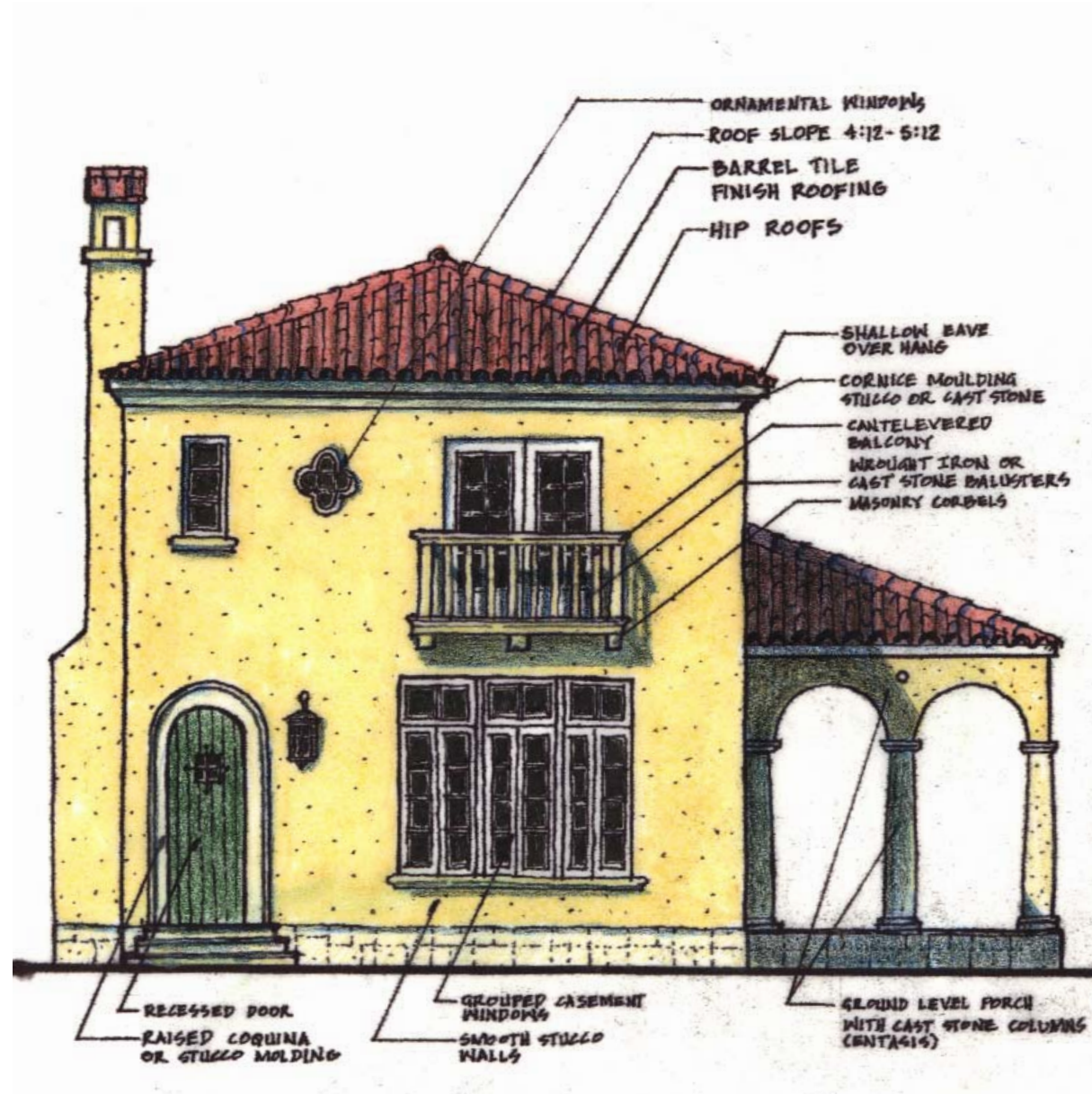


Generic pavilion made out of natural materials. These pavilions should be positioned frequently along the corridor.

©TCRPC/2003/Jess Linn

Architectural Design Guidelines

The scenic highway designation of A1A requires that its "scenic" appearance be kept throughout its entire length preserving its actual width, but also, and most importantly, in the appearance of the elements that line it. A1A is in the process of becoming completely flanked by commercial buildings and multi-family developments. Elected officials, residents, property and business owners need to make a commitment to the principle of character preservation. To this end, Flagler County should develop and adopt architectural design guidelines for commercial and residential buildings along the corridor.



©TCRPC/2003/Derrick Smith



DOWNTOWN FLAGLER

BEACH:

“THE WAY FLORIDA USED TO BE”

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH



POINTS OF INTEREST

1. Veteran's Park
2. Veteran's Park Extension/Farmer's Market
3. Proposed New Development
4. City Hall Expanded
5. Redeveloped Trailer Park
6. Public Parking
7. Moody Drive Reconfigured
8. A1A Reconfigured



A Unique Beachfront Community

The City of Flagler Beach is one of Florida's unique, small but bustling oceanfront cities. It lies on a barrier island between the Intracoastal Waterway and the Atlantic Ocean. It is one of few waterfront cities in Florida that has managed to preserve a "beach-town" atmosphere.

This small scale "beach town" is surrounded by highly populated cities like Orlando, Jacksonville and Daytona Beach. It is strategically positioned along the one-of-a-kind, A1A Scenic Highway. It is also in Flagler County, now the fastest growing county in the State of Florida. With a population of over 3,000,000 in these neighboring cities, and the proximity to St. Augustine, an international tourist destination, development pressure in the area is high. The risk of losing the uniqueness and character to growth is also high.

New development is rising. Growth is impacting this community. The City of Flagler Beach and its residents are still in a position to guide and control this growth, so that it does not render the community unrecognizable. During the charrette, in an effort to protect and restore the city's character while allowing for controlled growth, the residents developed a list of tasks and priorities to be implemented in years to come:

- Announce arrival to the City and to the downtown area
- Preserve the City's eclectic character, it's historic buildings and heritage
- Create a pedestrian friendly environment
- Bury utilities (phased approach) in the downtown district and along A1A
- Create architectural design guidelines that foster authentic architecture and diversity.
- Solve overall parking problems and eliminate parking along the east side of A1A (parking on dunes)
- Calm traffic speed along A1A
- Reconnect the North and South sectors of downtown by narrowing Moody Blvd
- Keep City Hall downtown
- Reinforce Central Avenue as a traditional Main Street
- Turn one-way streets back to two-way streets
- Preserve the view of the Ocean from the top of the bridge while approaching town
- Upgrade obsolete buildings
- Enhance landscaping, improve sidewalks & boardwalk, add street furniture (trash cans, benches), and improve existing street lighting (turtle friendly) and signage
- Solve drainage problems wherever necessary
- Incorporate way finding directories at strategic locations in downtown
- Stop and prevent future beach erosion
- Upgrade and maintain parks
- Enhance the pier and beach access

Change is inevitable. In a progressive country, change is a constant.

Benjamin Diraeli, 1867

Entering City of Flagler Beach

The A1A corridor serves as a spine that runs through and connects the entire City of Flagler Beach. A small sign indicates the city limits. As drivers approach Moody Drive, buildings change in type and use, from residential to commercial or mixed-use. An increase in traffic is evident, while parked cars line A1A. Yet nothing clearly announces the arrival to the City or its center.

The city has established a community redevelopment area (CRA) for its downtown district. A traditional main street (with a Florida Main Street designation application to be filed), runs parallel to A1A. However, there is no clear sign of either in order to draw the attention of visitors and passersby's.





City Center

During the charrette, the residents identified veteran's park as the center of town. This central, waterfront square is fronted by city hall, a vacant block that houses the local farmer's market once a week, and a series of one-story commercial buildings.

Several alternatives were proposed by the residents to enhance the city's center. All of them proposed expanding veteran's park into the farmers market. Some added buildings (mixed-use, residential, a hotel, and even city hall) on the vacant lot.

The farmers market vacant parcel is one of the most valuable properties in Flagler Beach. Its location, size, and the fact that it is stripped of development, make it very attractive for investors. What gets built on this site will have a great impact on the character of the City's downtown.

Based on the resident's input, the master plan proposes to reconfigure this vacant block as follows:

Create a plaza in the front 100' of the vacant block. A 20' street separates this new plaza from the western portion of the block. Two to three-story mixed-use buildings, or a two to three-story hotel should line the sides of the western remaining block where the old Flagler Beach hotel used to be. Parking for these uses should be confined to the center of the block, shielded from the street and pedestrians.

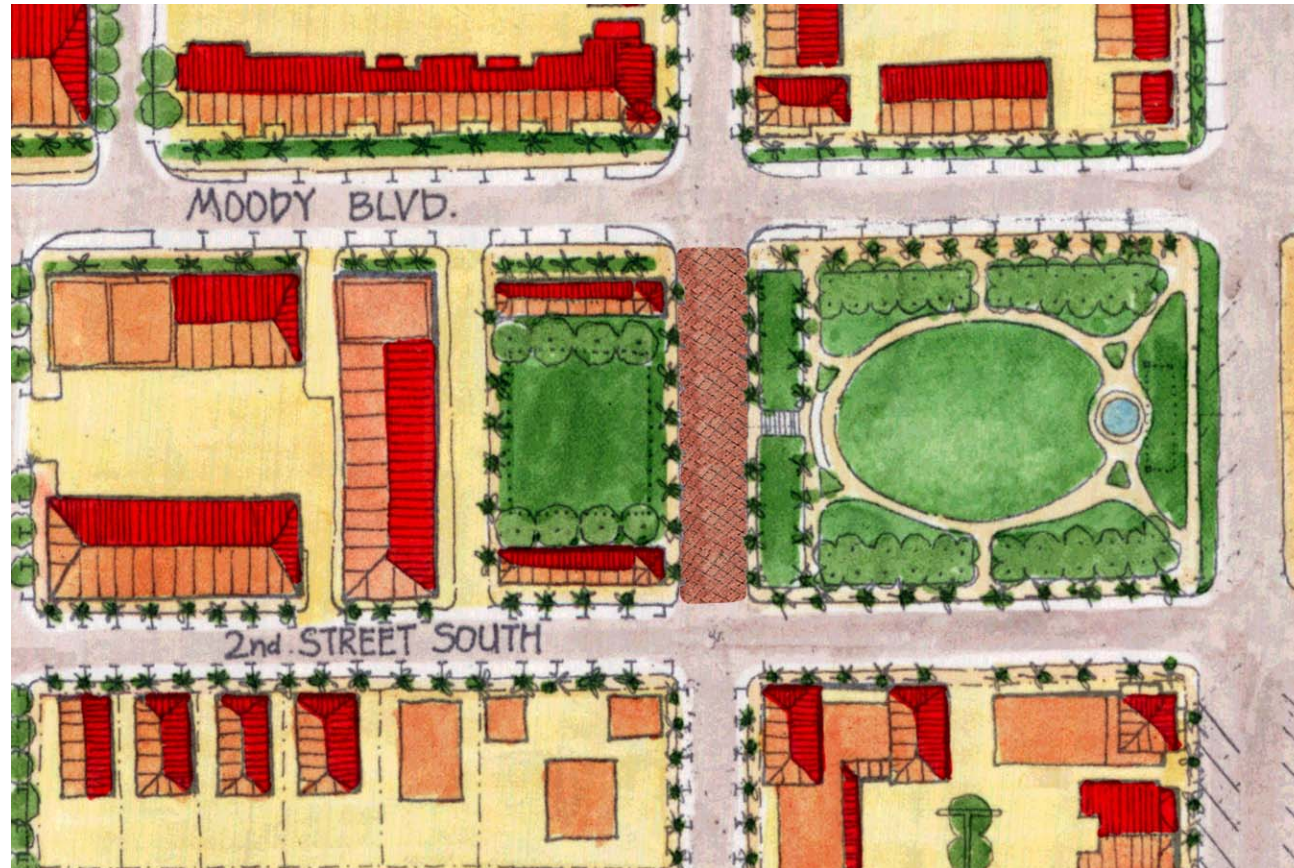
The proposed architecture should respond to the scale, proportions and character of surrounding structures. Building placement should allow for walkways and passages. Building height should be such that the view from the top of the bridge to the ocean remains uninterrupted.

Two open arcades line the new park and double up as structures to house the stands for the farmers market.

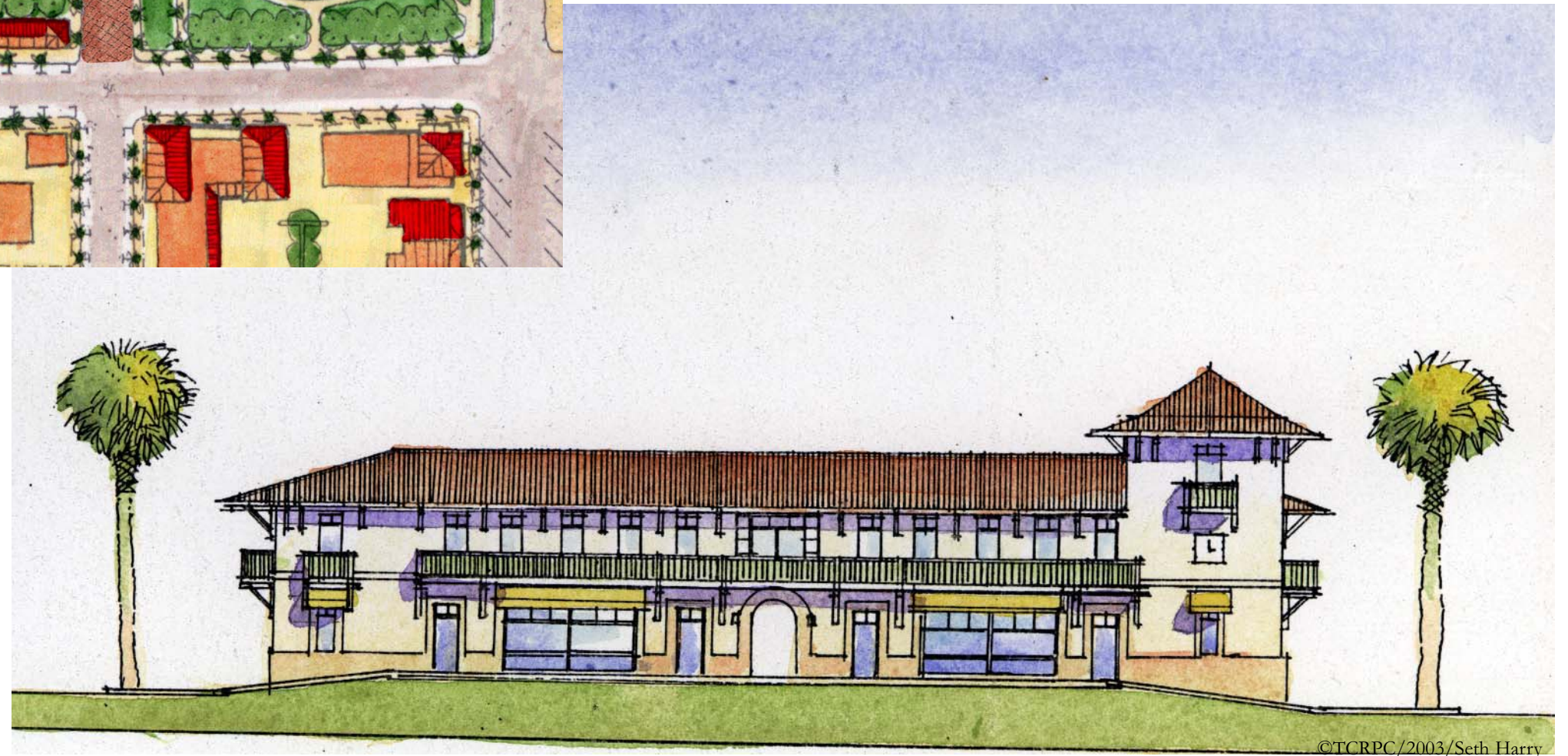
The street between the new plaza and Veterans Park should have a surface that differentiates it from the rest of the streets - pavers, stamped concrete, or tinted concrete. The purpose of this different finish is to allow, on special occasions, for the street to be closed off, integrating the new plaza to veterans' park. This way, it's not just a street that gets closed off, it feels like a part of a larger central plaza. A monument, statue, fountain or small vertical element or gazebo should be placed in the center of Central Avenue, between the two plazas. Motorists will have to drive around this device. This device will serve as a traffic calming element and a powerful entrance feature. It will also be a much needed structure that, since it sits on public right-of-way, does not affect the height restriction covenant that is attached to Veteran's park.



Looking South down Central Avenue from Veterans Park. The change in street texture and a central monument will act as an effective traffic calming device while announcing the center of town and the beginning of main street. This central element can be either a monument or a small gazebo.



The new central plaza is fronted by a two to three-story building. The building can house either a hotel, as shown in the image below, or a series of mixed-use buildings. Regardless of the use, the buildings fronting the plaza need to respect the scale and architectural character of downtown Flagler Beach.





©TCRPC/2003/Barry Mahaffey



©TCRPC/2003/Barry Mahaffey

There are a several vacant parcels around the farmers market. The master plan shows detailed proposals of buildings that could potentially occupy these vacant sites, and even replace existing obsolete buildings.

In an effort to preserve the eclectic character of Flagler Beach, all proposed buildings have been designed according to different architectural styles. What is consistent among them is that, no matter what the style selected, the architecture is authentic. Proportions and elements respect the principles of each particular style. No architectural style should be forbidden in Flagler Beach. But great emphasis should be placed in the excellence of design. Building with the appropriate proportions and materials does not make construction more expensive. The City and the County should adopt architectural design guidelines for this purpose. A few examples of different architectural styles and proper design are included in this report.



©TCRPC/2003/Doug Luke

Proposed elevation: Daytona Avenue between Moody Blvd. and 2nd Street South (West side)



©TCRPC/2003/Doug Luke

Proposed elevation: Moody Blvd between Daytona Avenue and Flagler Avenue (South side)



Proposed elevation: Central Avenue between Moody Blvd. and 2nd Street North (East side)

©TCRPC/2003/Doug Luke



Proposed elevation: Moody Blvd. between Flagler Avenue and Central Avenue (North side)

©TCRPC/2003/Doug Luke



Proposed elevation: A1A between Moody Blvd. 2nd Street North

©TCRPC/2003/Doug Luke



Proposed elevation: A1A between 2nd Street South and 3rd Street South

©TCRPC/2003/Doug Luke



Should City Hall Be Relocated?

This seems to be the question that has created the largest debate of the last few months in Flagler Beach.

City hall has recently undergone extensive renovation. This renovation included façade and interior improvements. The understanding that at some point in time additional office space will be needed, together with redevelopment pressure in downtown, triggered the relocation debate.

Civic buildings have traditionally occupied distinctive locations within cities. They either front or occupy major public open spaces. Flagler Beach's City Hall has one of the most prominent and civic-oriented locations in town. Relocating City hall to Flagler Avenue would strip the downtown of its sole civic institution. Relocating city hall to the farmer's market site would be a very expensive endeavor that, in the end, would provide this civic building with a location equal to the one it has today. Finally, expanding city hall in its current location is feasible. The employee parking lot on 2nd Street South is a great land bank that will serve for the expansion of city hall when the expansion need becomes inevitable. Parking for this new expanded facility should be accommodated according to the parking analysis described further in this report.

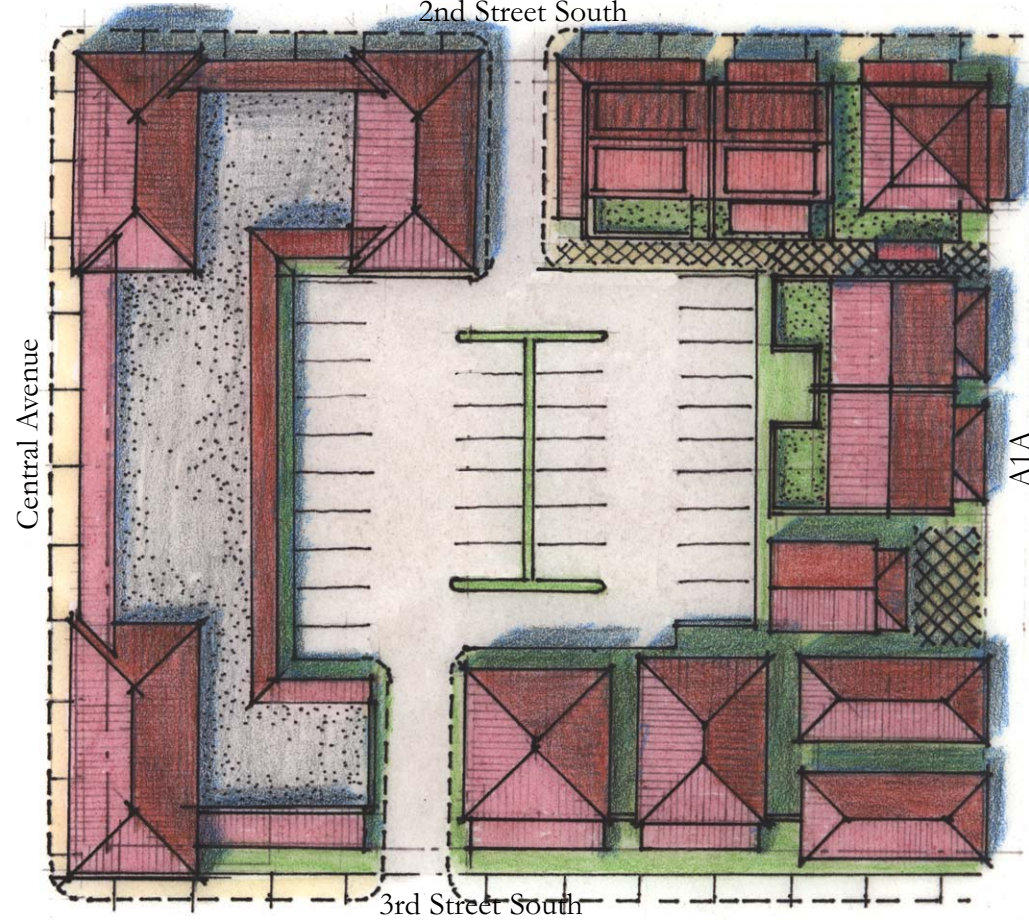
Additionally, the building's current structure could support a second story. The images on the pages that follow show what the existing one-story building would look like with the added second story.



©TCRPC/2003/Doug Luke

2nd Street South

Proposed elevation: 2nd Street South between A1A and Central Avenue (South side)



Central Avenue

A1A

3rd Street South

Existing



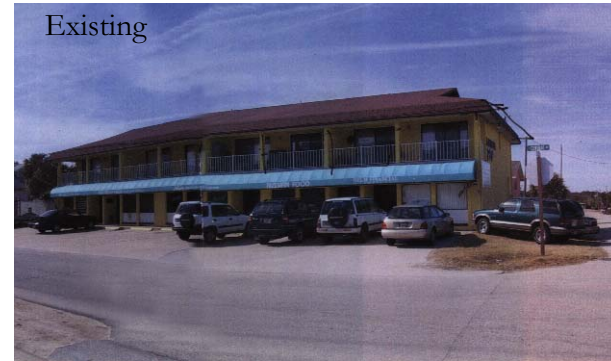
Proposed



Main Street

Arrival to special destinations needs to be announced. This announcement promotes healthy business, but above all, it defines the edge of, in the case of main street, commercial areas. This clear differentiation of permitted uses creates predictability, fundamental to any healthy urban condition.

The image above shows small gateways at the intersection of Central Av. and 3rd Street North. These gateways announce the beginning of Flagler Beach's main street. The exact location of these gateways should be defined based on the proposed Florida Main Street designated boundaries for Central Avenue, while keeping in mind that traditional and successful main streets have historically been no longer than 1200 feet.



Existing

La Bella Plaza

New construction along main street should be in the form of buildings close to the sidewalk, with customer and employee parking in rear. In the case of existing buildings with parking in front, like the case of the Bella Plaza mixed-use building, the master plan proposes some slight modifications that will contribute to improve the definition of the street and promote a more pedestrian-oriented environment.

The image to the right shows a low wall defining the parking area and separating the public and private realm. The sidewalk is defined beyond the parking area using a material that clearly differentiates it from the asphalt used in the parking condition, thus the sidewalk prevails over the driveway. Bahama shutters and an extension of the side overhang of the existing roof transform this building into one that better responds to a vernacular architectural style.



Proposed

©TCRPC/2003/Seth Harry



Reconnecting Downtown:

In order to "accommodate" traffic growth and create a reliable evacuation route, a 65-foot bridge replaced the old drawbridge, and Moody Boulevard (SR 100) was widened from a two-lane road with on-street parking on both sides, to a four-lane highway with a central turn lane and no on-street parking.

This widening overly satisfied traffic count and level of service demands, but at the same time it ruptured the city's downtown. This four-lane highway has divided the downtown area in two, making it very hard for pedestrians and even vehicles to cross this road. This division has affected retailers and residents alike.

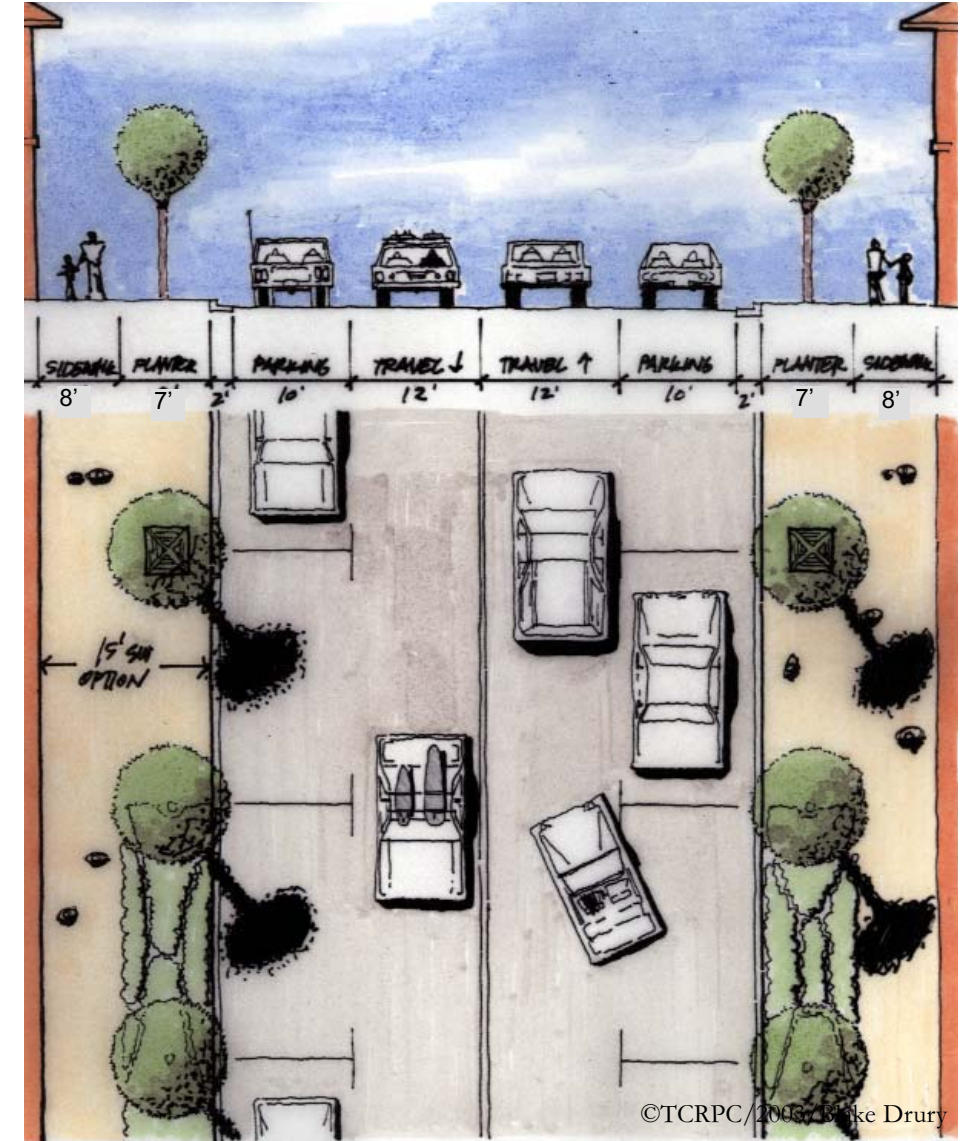
In an effort to reconnect the downtown area, the residents proposed narrowing Moody Boulevard and reinstating on-street parking along this road, if possible, without affecting the evacuation role of this route.

The master plan proposes a creative alternative that will turn Moody Boulevard into a two-lane road with on-street parking on both sides, without affecting the four-lane capacity of the road, necessary in case of an emergency evacuation as follows:

- No central turn lane
- Two 12' travel lanes
- Two 10' parking lanes: normally, parking lanes are no wider than 8', but in this particular condition, these parking lanes will act as travel lanes should there be need for an emergency evacuation. Parking spaces are only signaled by strips of paint. There are no bump-outs or physical elements constraining the road.
- Two 7' planting strips on both sides
- Two 8' sidewalks on both sides, shielding pedestrians from moving traffic with the strip of landscaping and a row of parked cars.

This proposal will serve several purposes:

- It will re-connect the downtown area, an important step towards the revitalization of the center as a whole,
- It will add additional parking opportunities for beach goers and locals
- It will slow speed along Moody Blvd., making it a more pedestrian oriented environment,



- It will create a roadway that is more in tune with the small town atmosphere that residents intend to preserve.

Additionally, the residents proposed the burying of power lines along this road. This is an important issue that, although very costly, will have a great impact on the overall appearance of the town. A phased approach over several years will be necessary to get this issue accomplished. The stretch of A1A between 3rd St. N, and 3rd St. S, and Moody Blvd. Between A1A and the bridge should be part of the first phase of the burying of utilities.



MOODY EXISTING

©TCRPC/2003/Shirley H. Monroe



MOODY PHASE I

©TCRPC/2003/Shirley H. Monroe



MOODY PHASE II

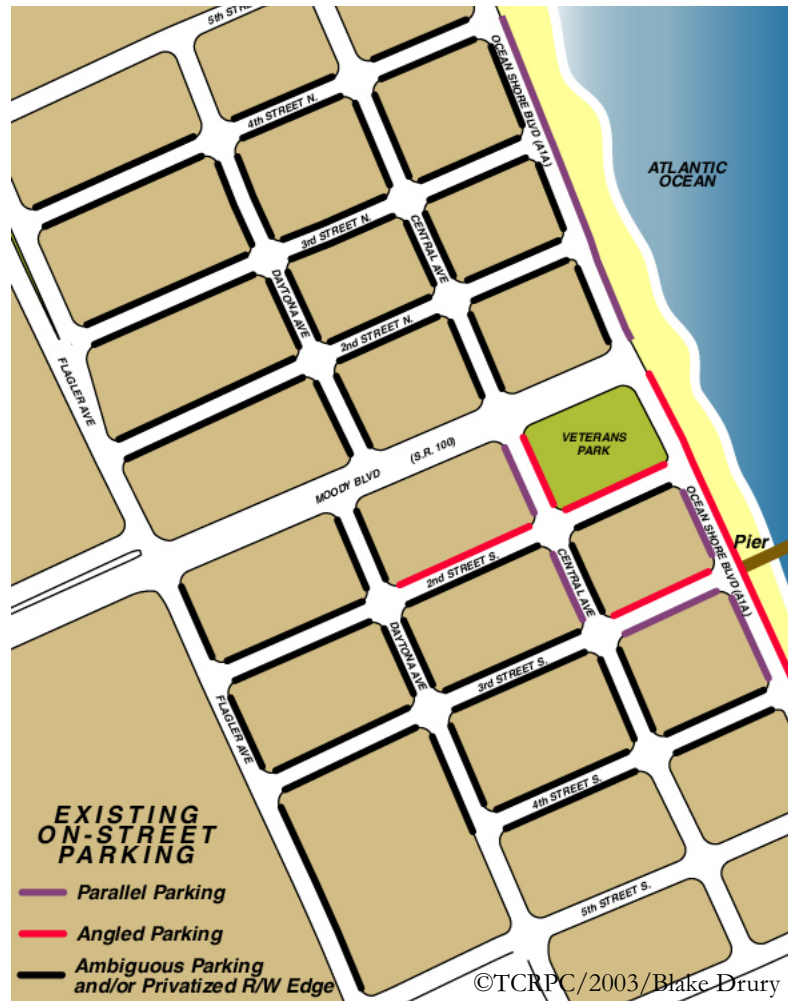
©TCRPC/2003/Shirley H. Monroe



MOODY ULTIMATE BUILDOUT

©TCRPC/2003/Shirley H. Monroe

Phased approach to the reconfiguration of Moody Blvd.



DEALING WITH PARKING

Flagler Beach's downtown and its neighborhoods are one of a kind. In them one experiences a unique sense of place. This, together with the City's great location, scenic views, shade, comfort, feeling of local importance and natural environment, are all contributing factors that will keep attracting new visitors and residents. This in turn, and given the lack of public transportation in our region, translates into more and more cars coming into town. It is important to prepare Flagler Beach for that growth so that when it happens, it doesn't render the community unrecognizable.

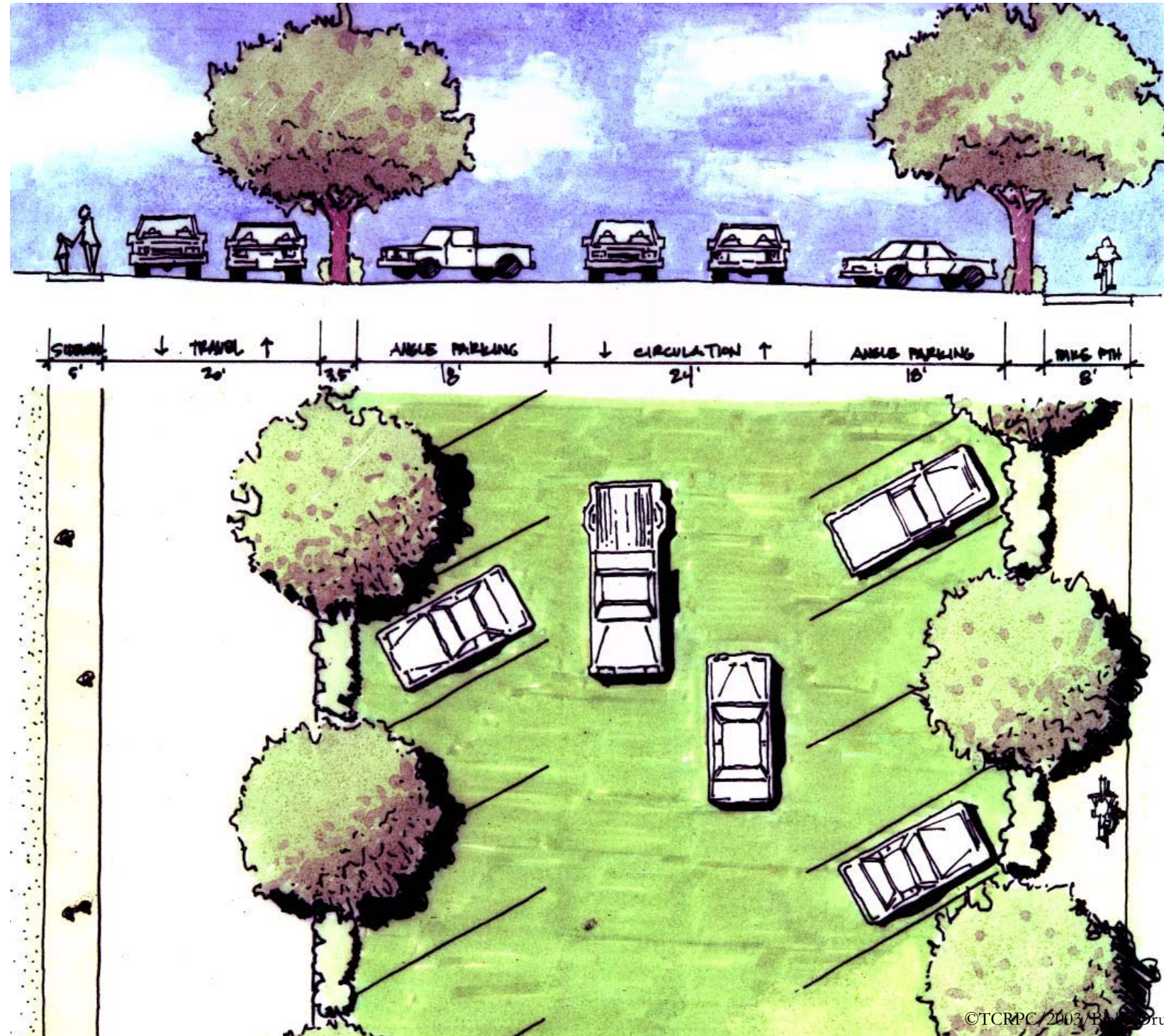
Up until today, Flagler Beach seems to have been dealing with parking as a secondary issue. Businesses in the downtown didtrict are exempt from providing parking spaces and the city provides public parking lots. This is positive and is a step in the right direction. Who needs to provide parking and in what manner seems to be still unclear. Some business owners choose to offer customer parking despite the parking exemption. Some property owners have excessively wide driveways and individually determine to prohibit public on-street parking. Each property owner in the downtown seems to be able to determine the orientation of parking fronting their property. The result is confusion and underutilization of available parking space, both private and public. A few streets have been turned from two-way to one one-way streets to allow for angled parking on both sides. These streets, satisfy the actual parking demand, but render the local streets into continuous parking lots. This projects the image of a fabric that is being consumed by parking.

Dealing with parking in a very systematic and clearly identified way will help preserve the following:

- Character of the City's setting
- Locality and sense of place
- Internal proportions and relations
- Style and design

The Master Plan proposes the following:

- Convert all one-way streets back to two-way roads with parallel, on-street parking on both sides as seen in computer generated image in this chapter
- Convert all angled and head-in parking into on-street parallel parking on roads marked in purple on parking diagram.
- Create public parking lots on City-owned property along Flagler Avenue fronting the City's public buildings. These parking lots should have pervious surfaces (i.e. turf blocks or Grasspave2), and be landscaped as a greenway (see master plan). These parking lots three blocks



Detail of public parking greenway along Flagler Avenue.

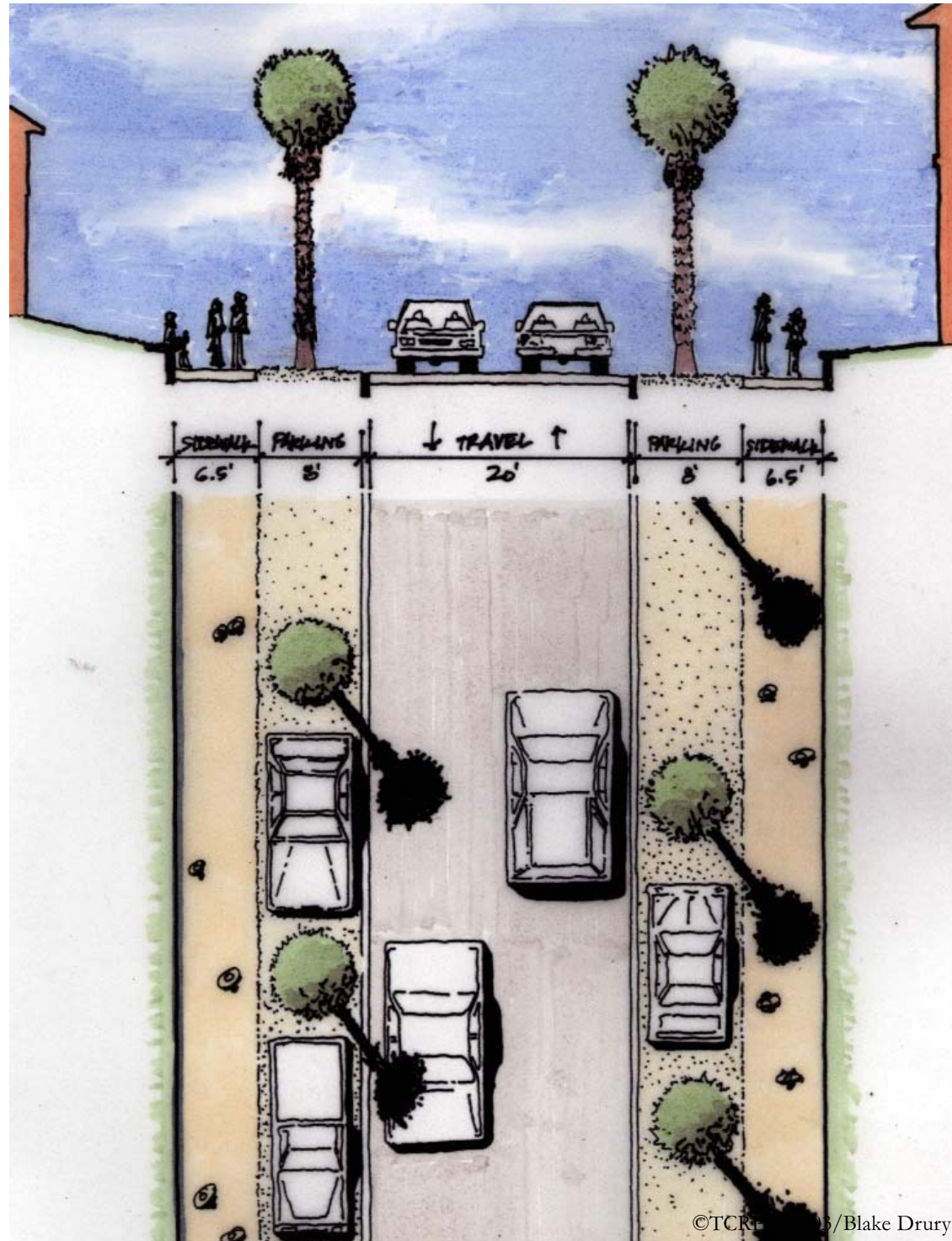
away from the beach will put visitors "on foot" through the downtown area. This will minimize parking and traffic congestion while benefiting local retailers.

- In order to preserve the beach town atmosphere, parallel-parking lanes should not be paved. Travel lanes should be defined and contained with a 1½' concrete strip to prevent asphalt from crumbling. Parking strip should be crushed shell or gravel.
- Eliminate the waterfront public parking lot on fourth street south The City should develop, lease or sell that property to an individual with the covenant of development, and use the proceeds towards a general parking fund. There is a good continuous alignment of buildings along Oceanshore Blvd. throughout most of the downtown district.

At the same time, parking along A1A should be addressed. The concept of unlimited, free parking is a myth: it is only free for those who will not stop coming to Flagler Beach if you charge them a dollar or two to park. It is not free for the locals: land cost, maintenance costs and lack of potential revenue, are a price too high to pay to provide a service to visitors that are not always contributing to the economy of the town.

Not Every Parking Space Is Created Equal:

Parking along A1A between 3rd Ave. N and 3rd Ave. S is highly desirable and should be available to those who want to visit the downtown area and its shops and restaurants. Today these desirable parking spaces are mostly occupied by fishermen, surfers, beachgoers, and even local retail and office owners and employees for several hours at a time (at times all day and even overnight). Parking in this location should be time limited. This will "free up" parking in the area. In a healthy downtown, it is important to allow two to three hours of free parking to people going to downtown businesses, shops and restaurants, while forcing those that will park for prolonged periods of time to park in one of the free municipal parking lots and get them to walk through the downtown area. This will improve traffic and parking congestion along A1A, as well as entice more business for the locals.



Detail of Public parking along Central Avenue

Time limited parking is not effective unless it is controlled and enforced. This will put law enforcement on foot in the town's most active area, providing an added sense of security; and it will generate revenue for the City.

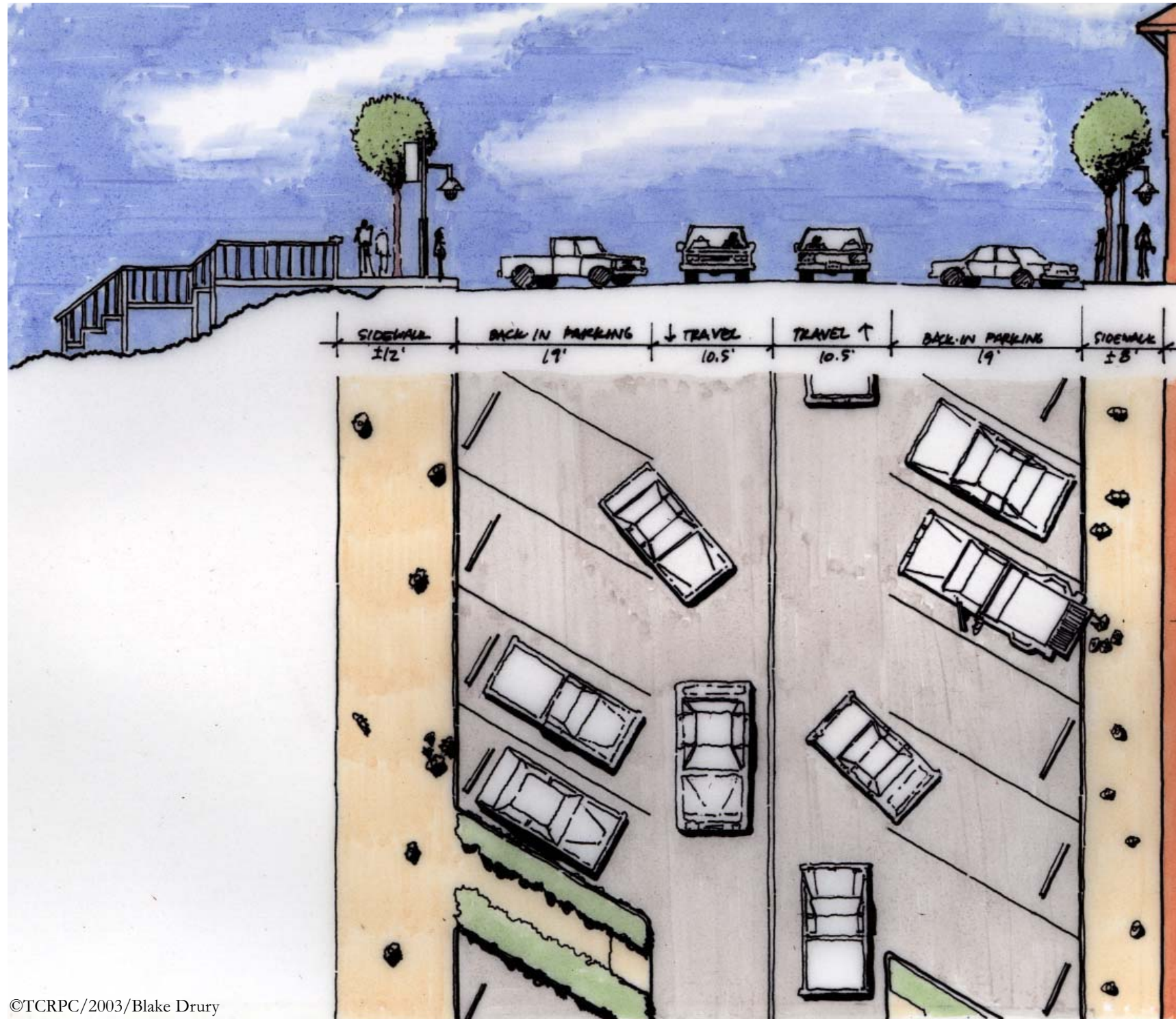
Over time (and only over time), the City could opt to turn time-limited parking into metered parking. This is only feasible once the community has gotten used to an orderly form of parking. If or when the City decides it is appropriate to switch to a form of metered parking, the option of a central meter (ticketing machine) should be the preferred option for several reasons:

- Parking meters are costly to acquire, service and are not appropriate in a beach-like setting
- Ticketing machines are less costly, easier to maintain, do not impact the town's character, and require drivers to walk a few hundred feet to buy a parking ticket. This again encourages pedestrian activity in the downtown area.

Finally, the master plan proposes an innovative form of parking in the six-block stretch of A1A between 3rd Ave. N and 3rd Ave. S: Reversed Angled Parking. The concept is simple, inexpensive, and easily reversible. Cars park at an angle backing in to the parking space, rather than head in. This accomplishes the following:

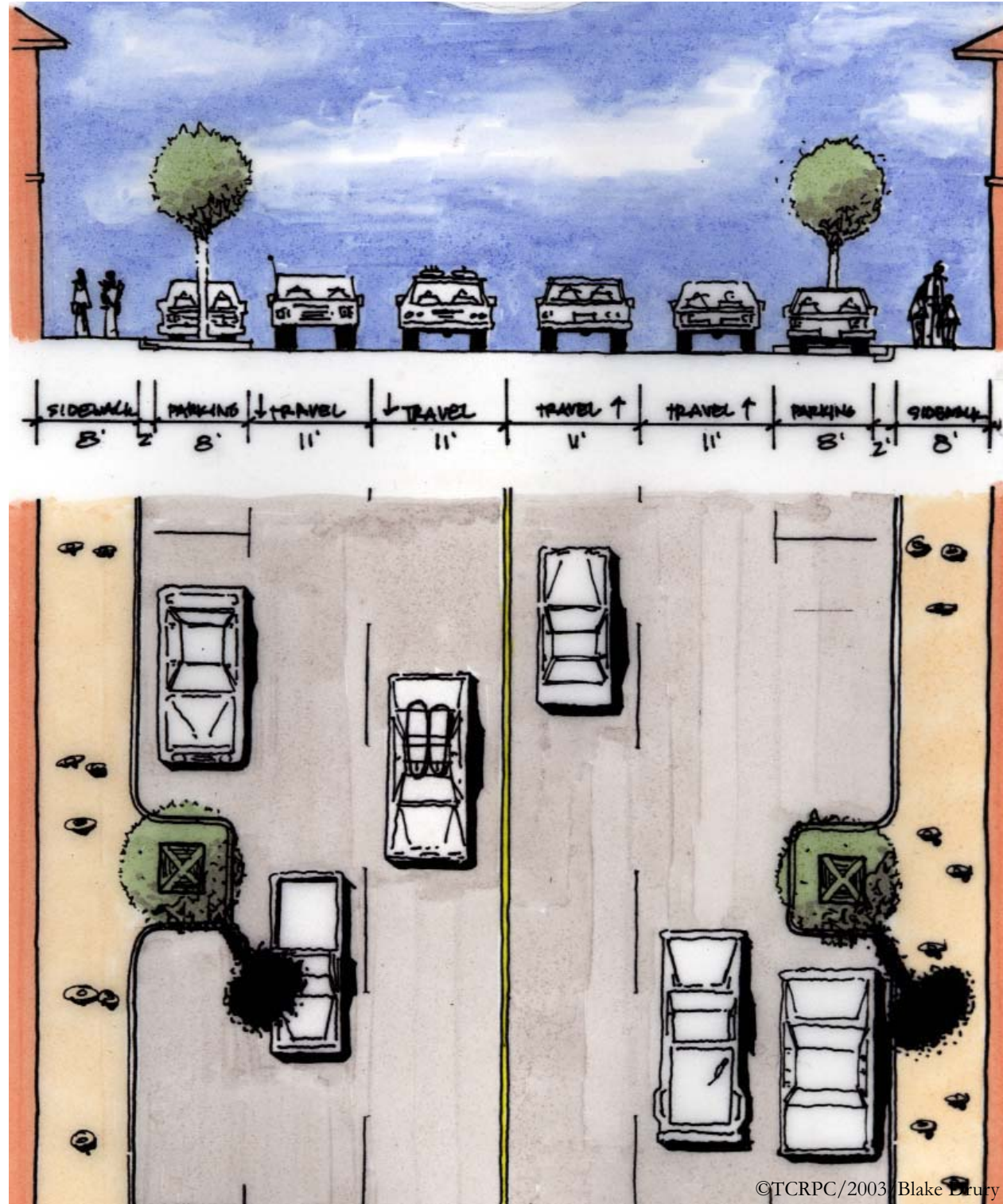
- It reduces the area required to park at an angle, since the space necessary for pedestrians to be loading in the rear of vehicles is eliminated. This space is excessive in Flagler Beach
- It places pedestrians loading and unloading items from their cars on the sidewalk, the naturally safe locations for pedestrians
- It directs pedestrian traffic coming out of cars when the doors open (especially children) directly onto the sidewalk area
- It allows for immediate visibility while pulling out of the parking space, thus reducing accident rates
- It is just as easy to pull in to the parking space backwards as it is to pull backwards on to traffic from a conventional parking situation, with the added security of not pulling into traffic while the most complicated maneuver of parking is being performed.

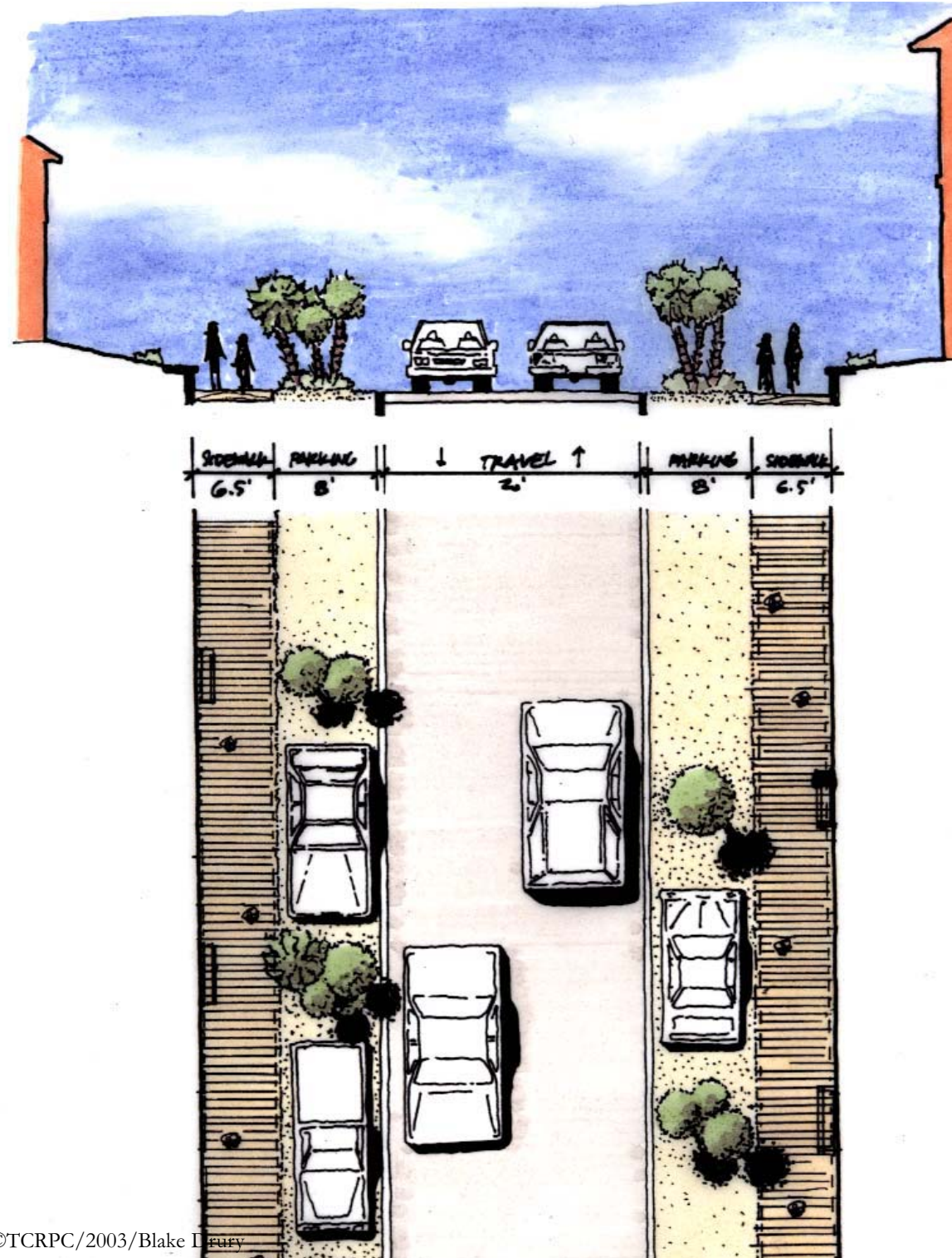
For reverse angled parking, proper signage and education is necessary. Implementing it simply requires re-striping the road. No additional right of way is necessary to implement this condition on both sides of A1A. Should the citizens not get used to this condition, the road gets re-striped to allow for angled parking on the east side of the road, and parallel parking on the west side.



Detail of parallel parking along Central Avenue.

Detail of public parking greenway along Flagler Avenue





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©TCRPC/2003/Blake Drury

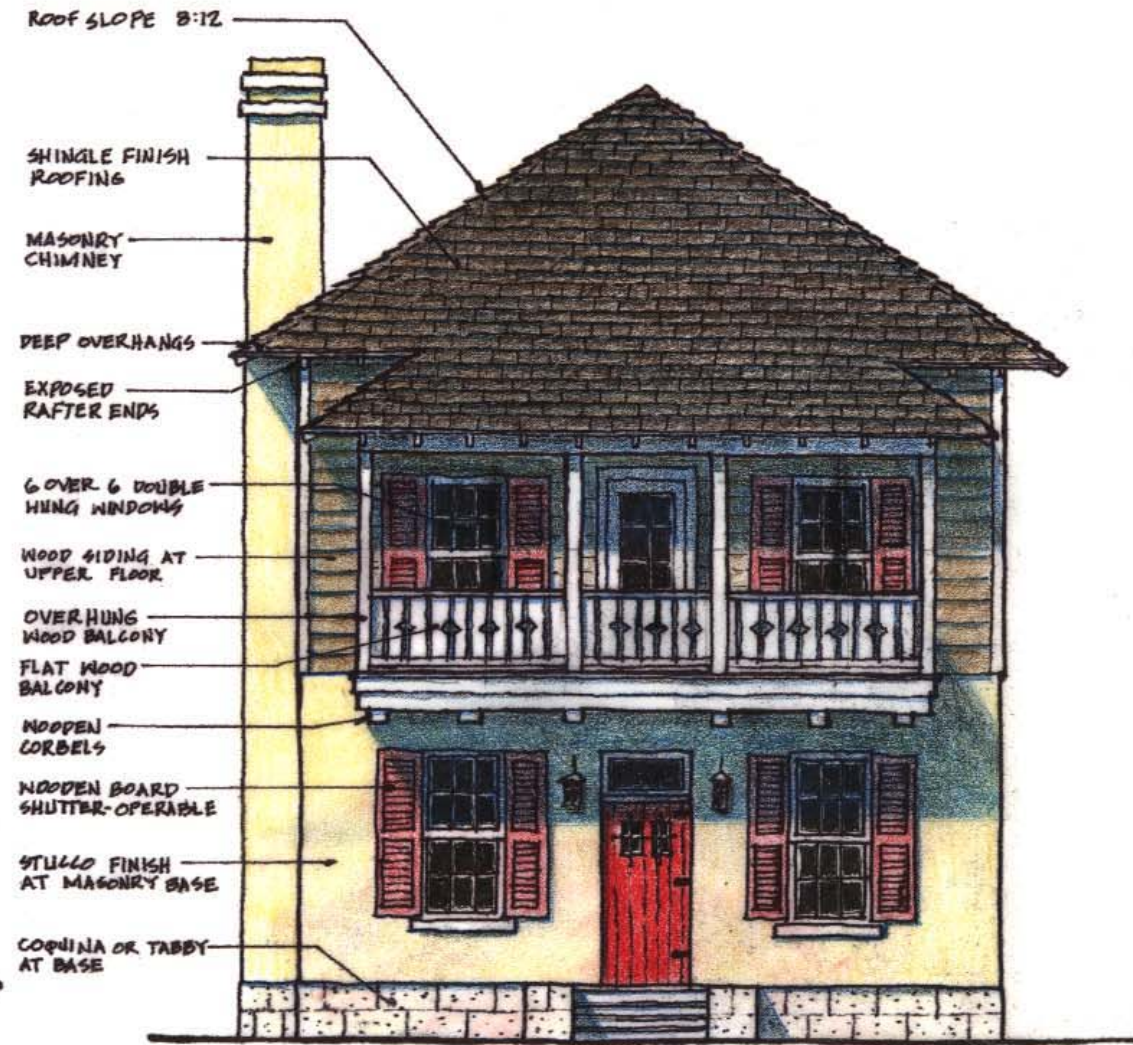


Detail of parallel parking on side streets.

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FLAGLER BEACH

ARCHITECTURAL STYLES • RESIDENTIAL • ST AUGUSTINE/ANGLO CARIBBEAN



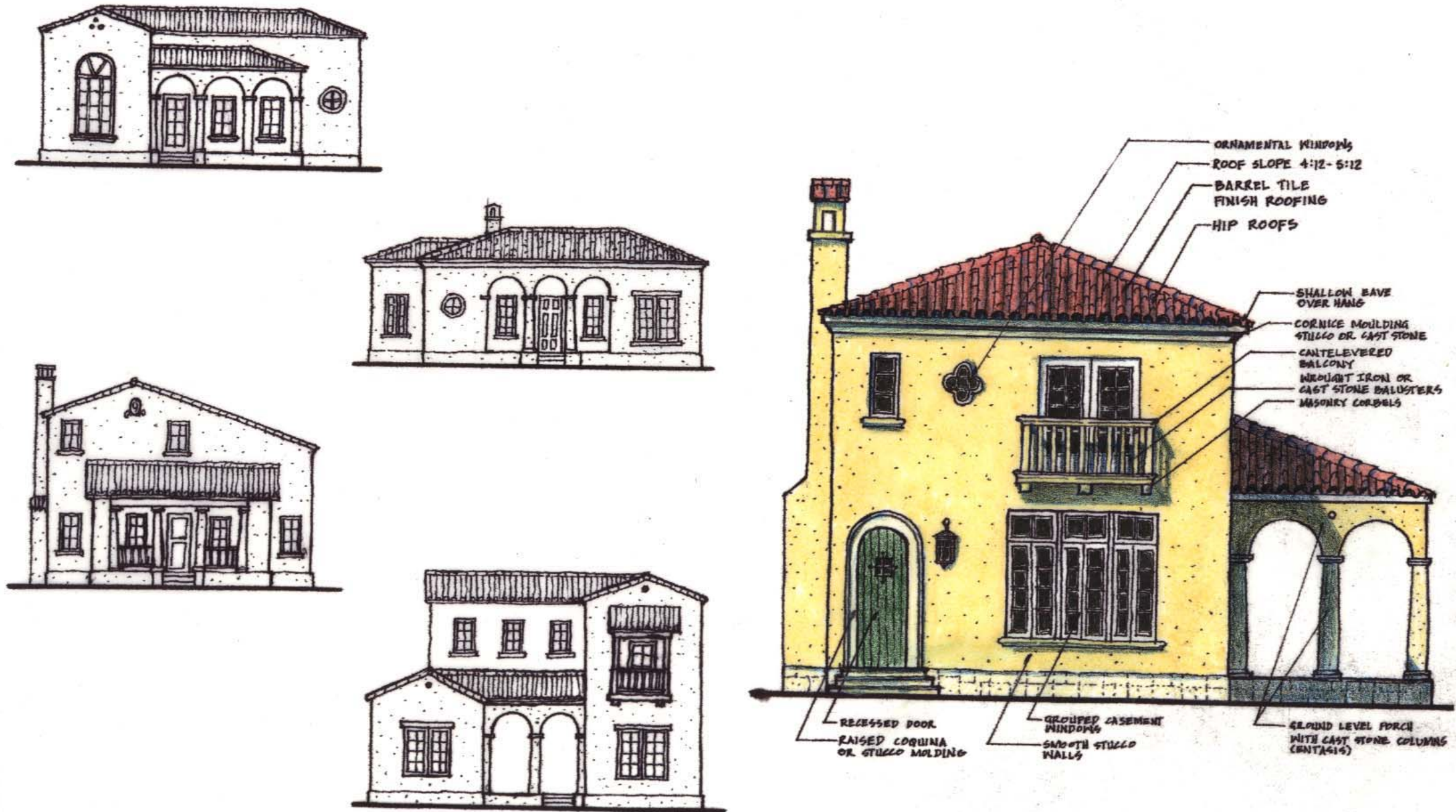
- ROOF SLOPE 8:12
- SHINGLE FINISH ROOFING
- MASONRY CHIMNEY
- DEEP OVERHANGS
- EXPOSED RAFTER ENDS
- 6 OVER 6 DOUBLE HUNG WINDOWS
- WOOD SIDING AT UPPER FLOOR
- OVERHUNG WOOD BALCONY
- FLAT WOOD BALCONY
- WOODEN CORBELS
- WOODEN BOARD SHUTTER-OPERABLE
- STUCCO FINISH AT MASONRY BASE
- COQUINA OR TABBY AT BASE

These pages contain examples of a few of the architectural styles that should be encouraged in Flagler Beach. The City should develop complete and specific architectural design guidelines for the downtown area and all of the city's neighborhoods.

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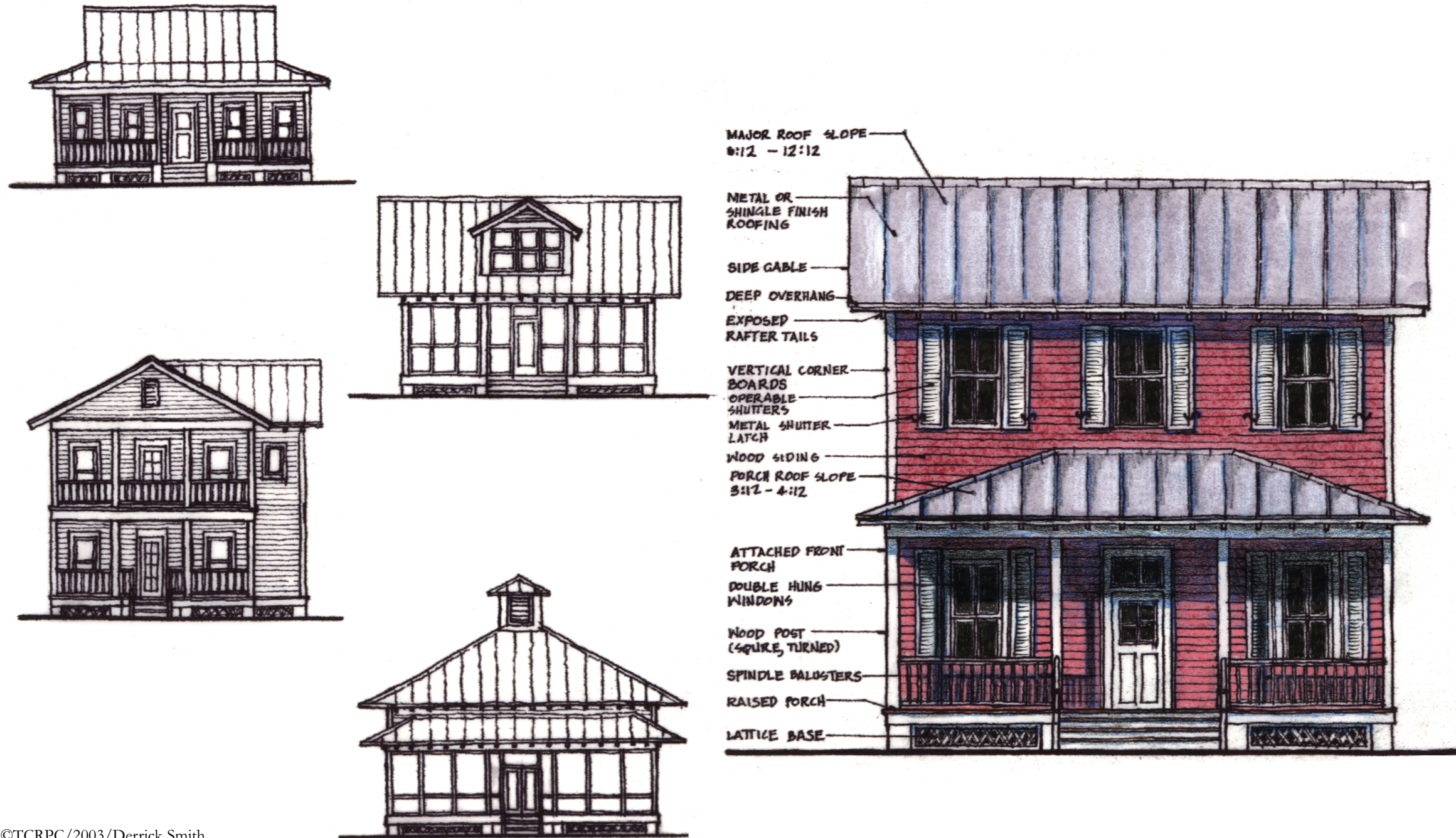
FLAGLER BEACH

ARCHITECTURAL STYLES • RESIDENTIAL • MEDITERRANEAN



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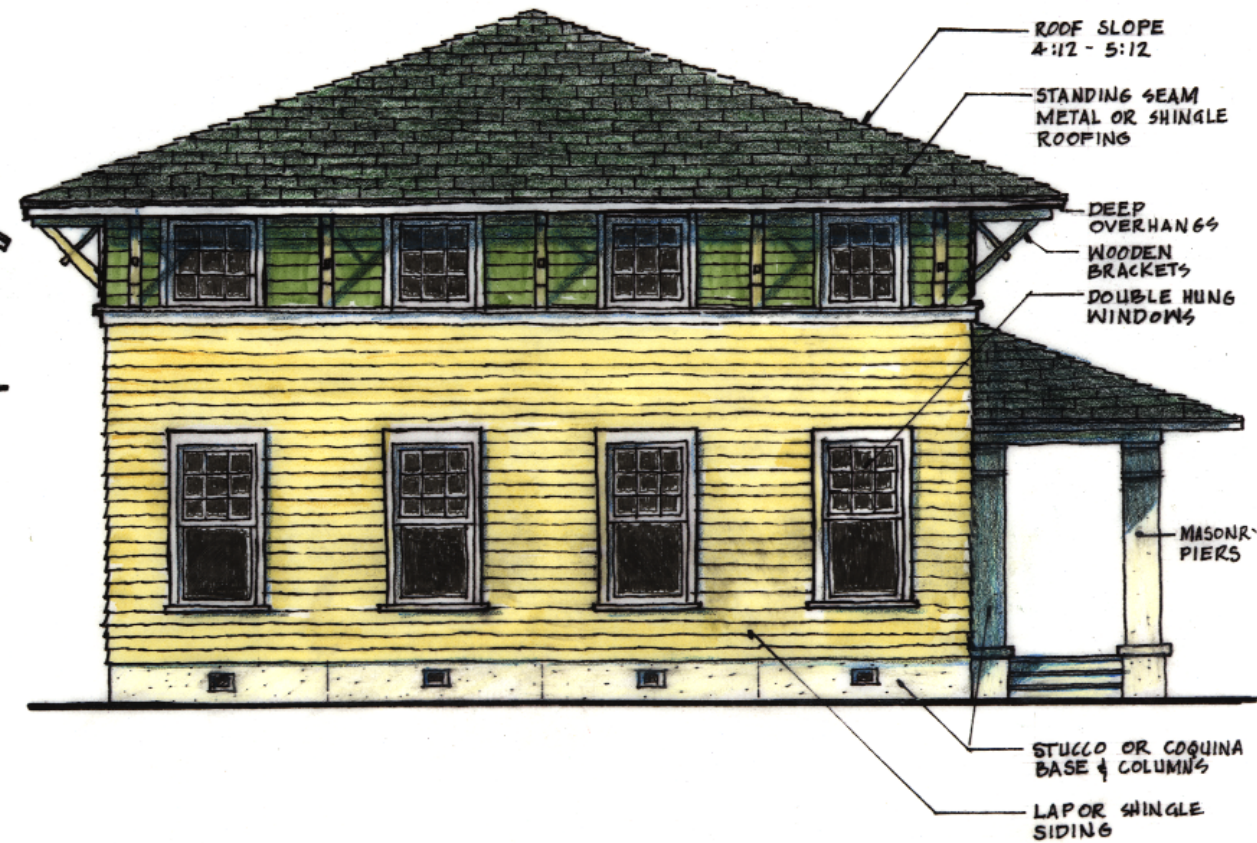
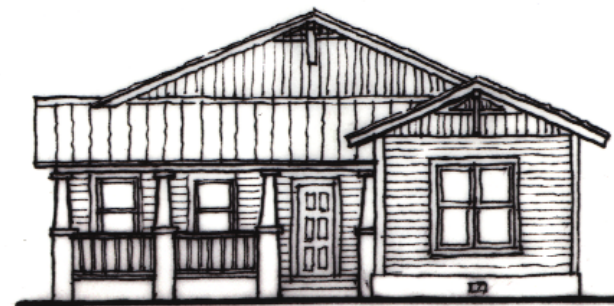
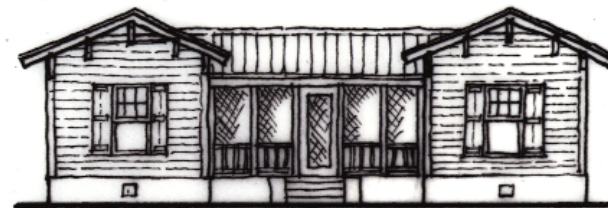
FLAGLER BEACH
ARCHITECTURAL STYLES • RESIDENTIAL • FLORIDA VERNACULAR



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FLAGLER BEACH

ARCHITECTURAL STYLES · RESIDENTIAL · BUNGALOW/SHINGLE STYLE

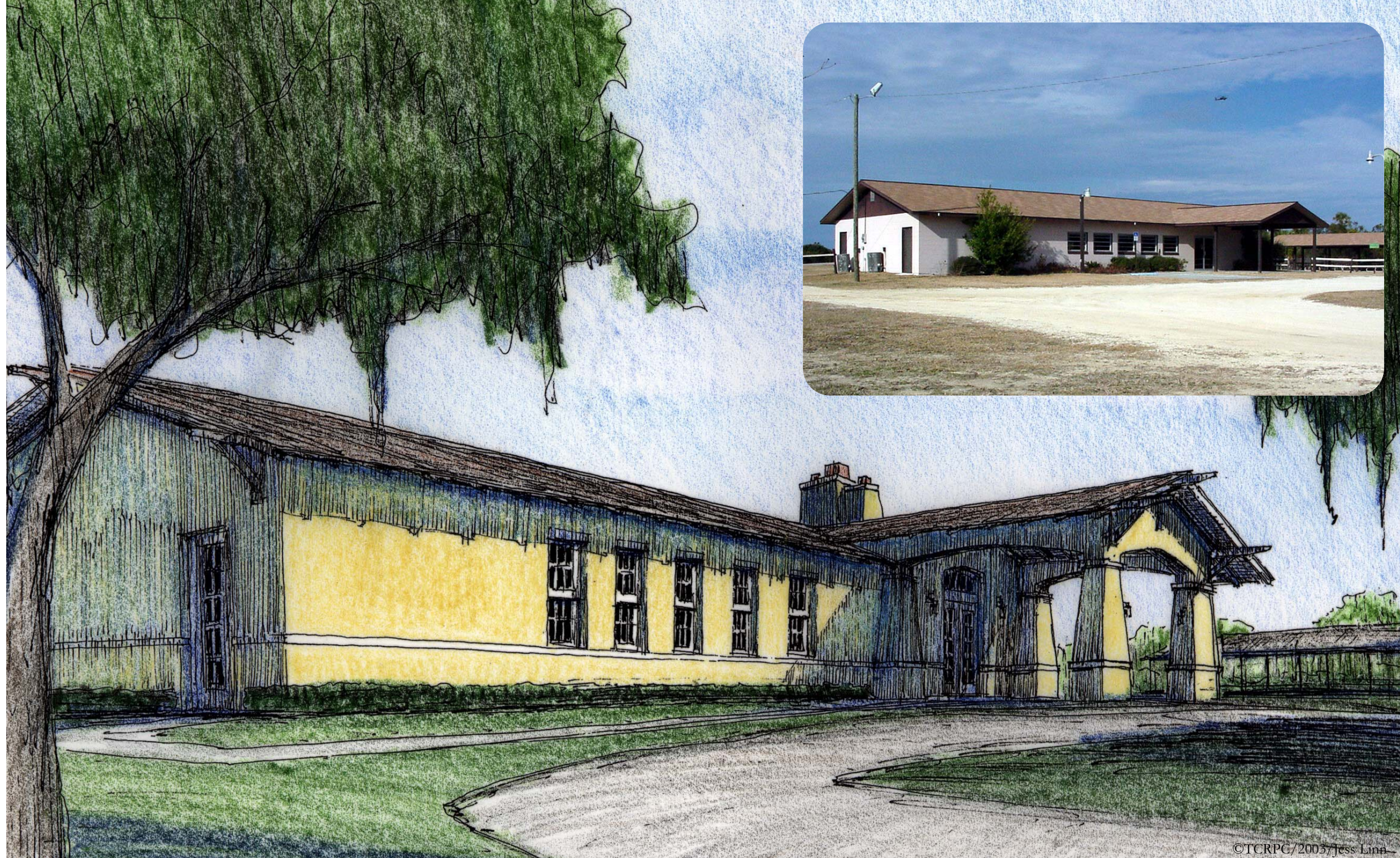


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SPECIAL PROJECTS

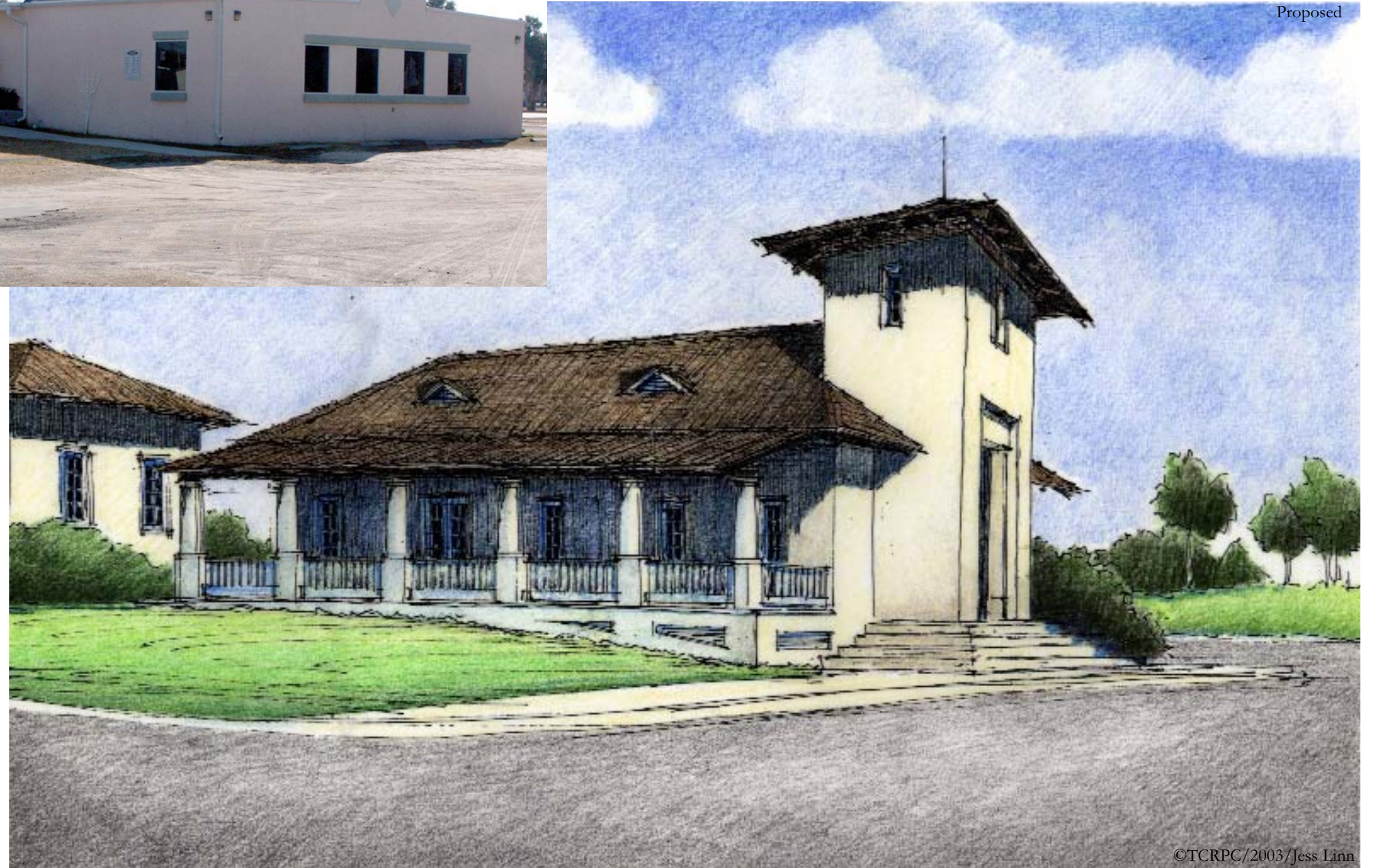
TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH



Existing



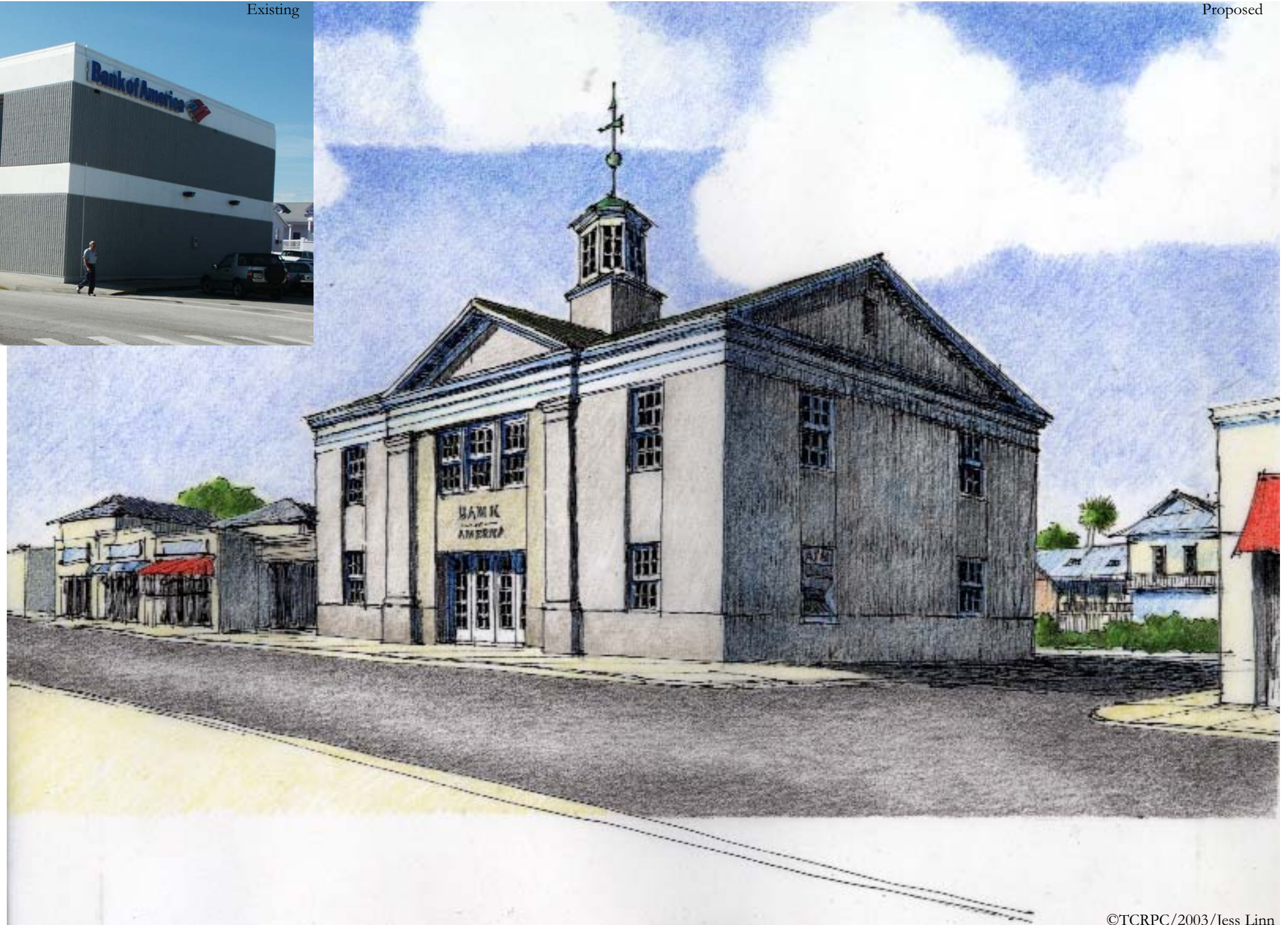
Proposed



©TCRPC/2003/Jess Linn



Existing



Proposed

©TCRPC/2003/Jess Linn





©TCRPC/2003/Seth Harry





©TCRPC/2003/Barry Mahaffey



If the trailer park on Flagler Avenue ever gets redeveloped, affordable housing should be included in the same location. This is the only area in Flagler Beach where housing is still truly affordable, and it is important to maintain affordability in town.

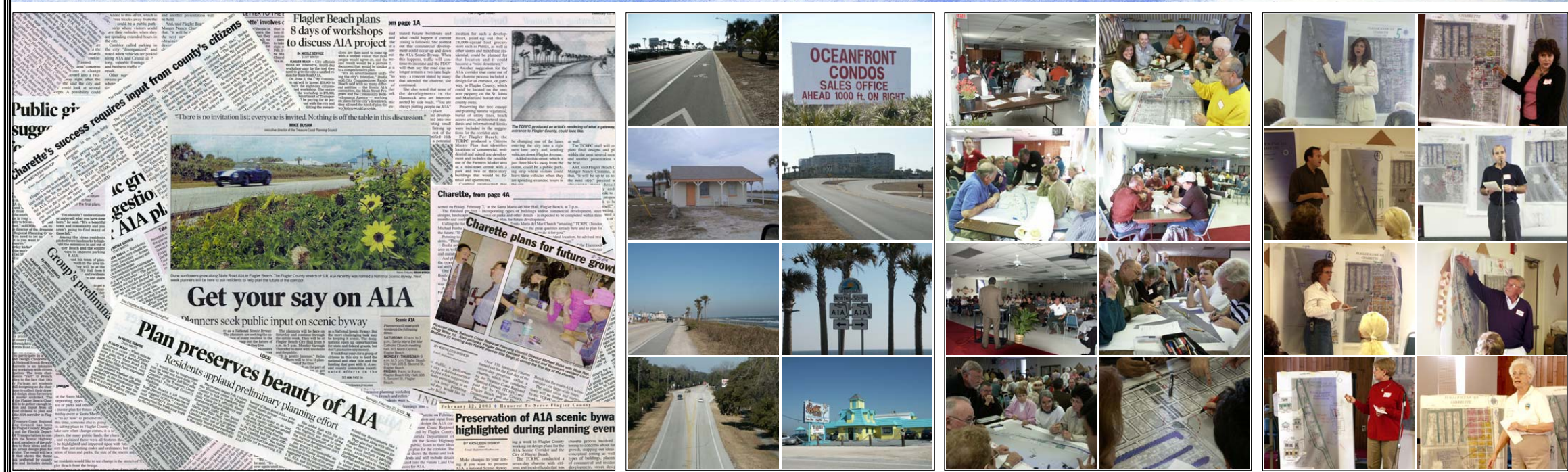


Photos by, Al "Mike" Ferver

T R E A S U R E C O A S T R E G I O N A L P L A N N I N G C O U N C I L
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M B E A C H

COMMUNITY VISIONING BY CHARRETTE

A1A SCENIC & HISTORIC COASTAL HIGHWAY



Advertisement For Charrette

Existing Conditions

Charrette Day - The Public Planning Process

Charrette Day - The Public Planning Process



Existing Condition Of A1A - Through Flagler Beach



Proposed Improvements Of A1A - Through Flagler Beach



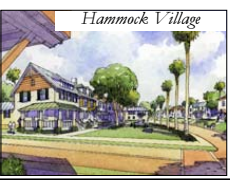
Entrance to A1A Scenic Highway



Proposed Buildings Along Scenic A1A

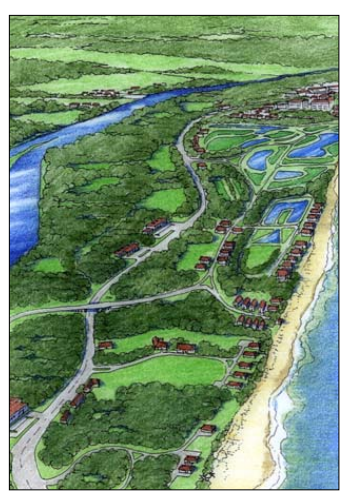


Improve Parking Along Beach



Hammock Village

- The Citizens Request
- Preserve the natural vegetation and environment
 - Bury utility lines (phased approach)
 - Enforce two lanes throughout the entire corridor
 - Additional planting along the bike trail
 - Entrance gateways using native materials
 - Buffer construction along A1A
 - Bike paths rest-stop with parking
 - Preserve and increase beach access
 - Replace or remove obsolete buildings
 - Architectural Standards
 - Information Kiosks
 - Zoning - Cluster shops - Parking should not be visible
- Identify historical sites
 - Eliminate billboards
 - Reduce speed
 - Develop an interconnected grid pattern, not in isolated subdivisions
 - No on-street parking on A1A
 - Acquire land for preservation
 - Preserve, improve and build new "palms"
 - Encourage eco-tourism
 - Eliminate billboards
 - Preserve wetlands
 - Drainage
 - Beach erosion



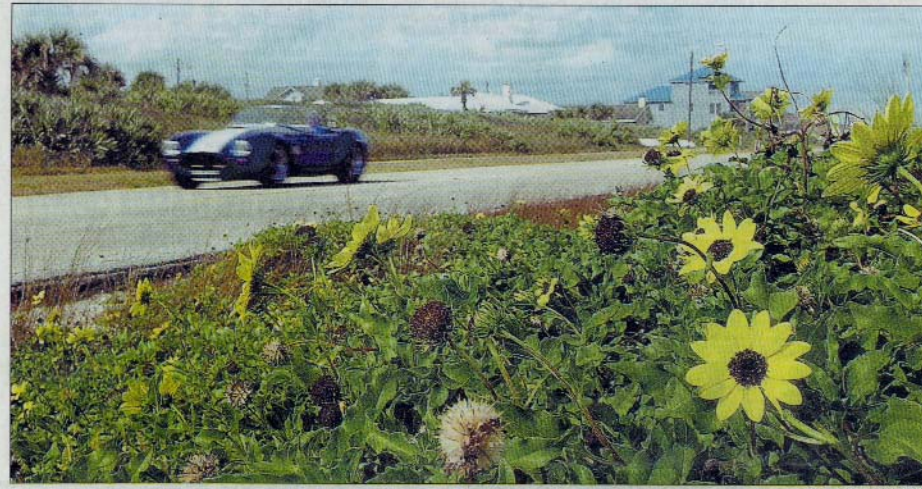
Scenic Highway Development Under Current Zoning Regulations



Scenic Highway Development Under Proposed Re-Zoning Regulations

"There is no invitation list; everyone is invited. Nothing is off the table in this discussion."

MIKE BUSHA executive director of the Treasure Coast Planning Council



Dune sunflowers grow along State Road AIA in Flagler Beach. The Flagler County stretch of S.R. AIA recently was named a National Scenic Byway. Next week planners will be here to ask residents to help plan the future of the corridor.

Get your say on AIA

Planners seek public input on scenic byway

By CARL LAUNDRIE STAFF WRITER

FLAGLER BEACH — Flagler County residents have a rare chance to take part in shaping the community in which they live. Next week a group of planning experts will be in town to map out the future of the corridor formed by the ocean and the Intracoastal Waterway from the north county line to the south county line.

The planners will be here on Saturday and continue through the end of the week. They will be at Flagler Beach City Hall from 9 a.m. to 5 p.m. Monday through Thursday to meet with residents and the public. "It is pretty intense," Helm said. "There will be 10 to 12 planners here most of the time."

It took four years for a group of citizens in this city to land the national and state title and the funding that goes with it. A second county committee coordinated efforts in the area.

as a National Scenic Byway. But the more challenging task may be keeping it scenic. The designations open up opportunities for state and federal grants, but don't guarantee any money.

It took four years for a group of citizens in this city to land the national and state title and the funding that goes with it. A second county committee coordinated efforts in the area.

Scenic AIA

Planners will meet with residents the following times: SATURDAY: 10 a.m. to 3 p.m., Santa Maria Del Mar Catholic Church meeting hall, 915 North Central, Flagler Beach. MONDAY-THURSDAY: 9 a.m. to 5 p.m., Flagler Beach City Hall, 105 S. Second St., Flagler Beach. FRIDAY: 9 a.m. to 3 p.m., Flagler Beach City Hall, 105 S. Second St., Flagler Beach.

SEE AIA PAGE 5A

carl.laundrie@news-jrn.com

Charette, from page 4A

sent on Friday, February 7, at the Santa Maria del Mar Hall, Flagler Beach, at 7 p.m. The finished product — incorporating types of buildings and/or commercial development, street designs, landscaping, open space or parks and other details — is expected to be completed within three months and could be used as a master plan for future development.

Calling the turnout at the Saturday event at Santa Maria del Mar Church "amazing," TCRCPC Director Michael Busha urged attendees "to act now" to preserve the great qualities already here and to plan for the future. "If you don't do it this time, someone else is going to do it for you."

Pointing to the growth that is taking place in Flagler County and its ideal location, he advised residents, "Things will change. Make sure when change comes, it is to your advantage."

Busha noted the historical places, the many public lands, the character and charm of the Hammock area as well as Flagler Beach, and explained these were all features that should not only be protected and maintained, but could also be highlighted and improved upon with future planning.

And planning, he said, is more than just zoning codes and ordinance, but must be clearly defined as the types of buildings, the location of trees and parks, the size of the streets and highways — the physical attributes that define an area.

One area that it was clear that residents would like to see change is the stretch of S.R. 100, or Moody Boulevard, that leads into Flagler Beach from the bridge.

Narrowing this highway into two lanes or in some other way to slow down traffic as it enters the town was mentioned by many of the members of the planning teams.

Also, while many residents said they liked Flagler Beach City Hall where it is, they mentioned the Farmers Market area as well as the immediate vicinity should become a more visible town center.

Other concerns for Flagler Beach included the location of commercial development, the need for more parking, burial of utility lines and downtown beautification.

The burial of utility lines was particularly important to residents of the Hammock area, not only for beautification purposes but to preserve the tree canopies along the AIA corridor.

Also important was the elimination of billboards, the restoration of native vegetation along the highway, neighborhood-scale commercial development, keeping the corridor two lanes, a defined gateway to Flagler County and for the Hammock and use of unique signage in the area.

LETTER TO THE EDITOR

'Charrette' involves citizen input

What is a charrette? People in Flagler County will learn the meaning of the word when they converge on Flagler Beach on Feb. 1 to participate in a Planning and Design Charrette for the AIA National Scenic Byway. A charrette is an intensive planning workshop with citizen participation. The term charrette means "cart" in French and refers to the fact that 19th century Parisian art students were still designing as the charrette came to collect their drawings and design ideas for review by the master architect.

Here is a chance for the public to take an active part in the design of their community. The Feb. 1 charrette will be the Santa Maria Del Mar Catholic Church Hall in Flagler Beach at 10 a.m.

GEORGE HARNDEN Palm Coast

Charette plans for future growth



Pictured above, Treasure Coast Regional Planning Council Director Michael Bush with State Rep. Doug Wiles (r). Also pictured, Flagler Beach resident Ken Obrzut and Hammock resident Carol McCleery (r) working with TCRCPC planner Sita Singh (l) during the first day of the charrette.



Photos by Kathleen Bishop

BY KATHLEEN BISHOP Staff Writer

Less traffic, a pedestrian-friendly city, a defined entrance — these are just a few suggestions that residents participating in an intensive six-hour planning process said they would like to see in Flagler Beach.

Over 150 interested citizens turned out for the first day of the seven-day program, called a charrette, which was conducted by the Treasure Coast Regional Planning Council (TCRPC) and paid for by Flagler County, Flagler Beach and the Florida Department of Transportation.

INDEX

Group's preliminary AIA plan pleases residents

FLAGLER BEACH — Approximately 150 residents gathered to look at the preliminary AIA plan for the scenic AIA corridor. The group's recommendations include a two-lane road, a defined entrance, and a pedestrian-friendly city.

She said with the present plan, the parcels along the highway are open to commercial development, and that the current developments don't connect to each other.

Plan preserves beauty of AIA

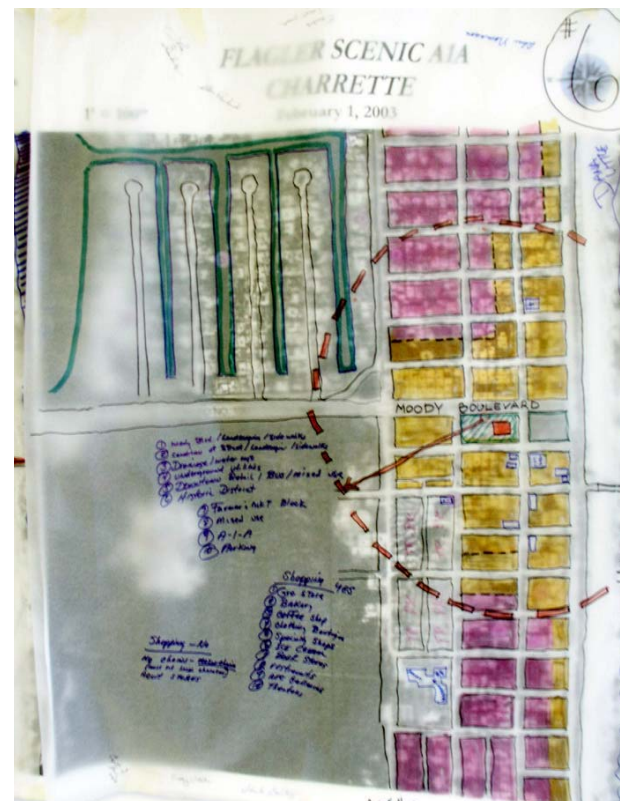
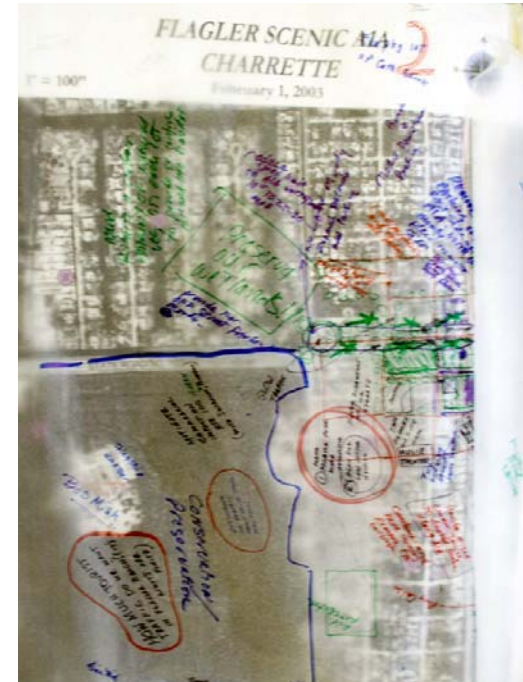
Residents applaud preliminary planning effort. The process began Feb. 1 when the planners came to Flagler County to talk to residents and city and county officials about their vision for the highway and downtown Flagler Beach.

She added that with the present zoning, the parcels along the highway are open to commercial development, and that the current developments don't connect to each other.

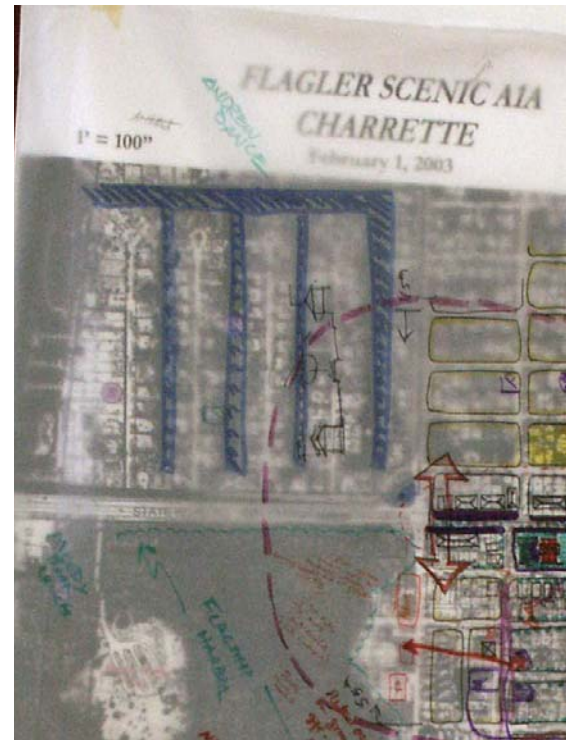
A final plan will be presented in about two months to be approved by both the City Commission and County Commission.



Views of the residents drawing their ideas



The citizens' plans



Residents presenting their group's plans.



Barry

Blake

Derrick

Douglas

Jeffery

Jess

Marcela

Seth

Shailendra

Sita

Shirley

Anthea

Dana

Mike

Wade

T R E A S U R E C O A S T R E G I O N A L P L A N N I N G C O U N C I L
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M B E A C H

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Glating Jackson, Kercher, Anglin, Lopez, Rinehart: Wade Walker, Jeffrey Manuel, Blake Drury
Seth Harry & Associates, Inc.: Seth Harry
Urban Designers: Sita Singh, Anthea Gianniotis, Danna Little, Barry Mahaffey, Jess Linn, Douglas Patrick Luke



Images from the March, 2003 Charrette
 East Stuart Charrette, Stuart, Florida