



**A1A River & Sea Trail
5-Year
Corridor Management Plan
Update**



July 22, 2006
Co/Al Hadeed
PO Box 190
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Dear Garry,

This notebook contains the five-year Corridor Management Plan Update for the A1A River & Sea Trail Scenic Highway. The Florida Scenic Highway Program Manual Procedure #650-050-0055 Section 4.3.2 states that this five-year update is to be submitted in place of the annual report. Any questions please contact George Harnden at 386-446-4186.

Yours Truly,

Anne Wilson
Corridor Management Entity Chair
A1A River & Sea Trail Scenic Highway

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1.0 Corridor Conditions

According to the U.S. Census, Flagler County was the fastest growing county in the nation in 2004 and 2005. Moreover, coastal property has been the focus of the most intensive development pressure throughout the nation. Despite the pressures of development, the intrinsic and natural resources that are visible from the Scenic A1A Corridor have been largely maintained and enhanced in the past five years. While a number of improvements have been delayed, some are well in hand and other resources have been maintained in a stable state.



St. Johns/Flagler County Line

This area of the roadway is narrow and subject to over wash in storms. Both sides of this short piece of roadway are public lands. Since designation, a small shell parking area and canoe launch has been constructed on the west side with access to the Intracoastal Waterway. A simple wood fence feature and native planting enhances the view. On the east, landscaping has been installed for dune stabilization. A portion of the eastern area is part of the Marineland Oceanarium property.

Guana Tolomato Matanzas National Estuarine Research Reserve (GTMNERR)

The original CMP contains an extensive description of this resource and its goals, nearly all of which continue in force. The NERR serves as an important entity for maintaining the ecological conditions of the region while improving their accessibility and educating the populace.

This organization has located most of its administrative functions to the northern part of its location at the Guana River Reserve in St Johns County. A research educational resource remains located in the old campground store, which has been rehabilitated and remodeled into an attractive facility with classroom and office space. The parking lot has been paved with a porous concrete and is attractively landscaped and signed.



University of Florida Whitney Laboratory/Sea Grant College Extension

The Whitney Lab has grown in both programs and use. Public lectures and community educational offerings often overcrowd the facilities. As well, the existing auditorium is used for community meetings. The research program has been increased and both lab and dormitory space are strained. As a result, the Lab has begun an extensive remodeling and construction program. Ground has been broken for a new classroom and laboratory building with a larger auditorium space directly on the waterfront. New administrative facilities and dormitories, replacing existing lab facilities, are planned. Community participation in the design process helped to assure that these new features will be architecturally consistent with the existing and planned vision for the corridor.

Marineland Oceanarium

This historic facility is completing its revitalization as a dolphin experience setting and opened to the public in March 2006. No longer a “roadside attraction”, although still open to the casual public, this facility provides dolphin interaction activities by reservation and, as well, continues its tradition of being available for documentary and entertainment filming. New lagoons have been constructed with state of the art dolphin care facilities and classroom facilities. The architecture for the new facilities is on the “Art Deco -- Nautical Moderne” style that was used in the original Oceanarium of 1938. Visitors to the site who do not wish direct interaction can still come close to dolphins at these lagoons and are offered attractive oceanside pavilions and a high dune look-over, as well as a small gift shop and café. Unfortunately, the original Oceanarium facility and sea wall were heavily damaged in hurricanes in 2000 and 2004. The sea wall has been replaced with federal assistance. Engineering study of the original Oceanarium concluded that it was not salvageable and must be removed for public safety. The private owners are salvaging some of the historical architectural features as they plan the continuing renovation work. Owners actually expect less traffic resulting from this revitalization once the initial interest dies down, as it will no longer offer dolphin shows.



Town of Marineland

The town of Marineland continues to work to get a new comprehensive plan implemented, which will enable it to build a sustainable community. In the interim, the town has acquired two undeveloped islands in the Matanzas River which some feared would otherwise be developed. With only seven permanent residents, the town has looked to neighboring community groups including Scenic A1A Pride for input and ideas. If approved and constructed, the resulting community should be both visitor and resident friendly and is planned to preserve and make accessible the oak hammock area and the scenic view of A1A.

The River to Sea Preserve at Marineland

This 90-acre preserve, jointly owned by Flagler County and the town of Marineland, has undergone extensive improvements with more planned. A federal grant led to the construction of an attractive boardwalk on the beach side. Parking is available for 75 cars and an attractive restroom facility has been constructed on the beach side. This preserve has reasonably heavy use for both swimming and surf fishing. The boardwalk is handicapped accessible and offers picnic tables and bench seating overlooking the ocean. The dune area has been attractively landscaped with native plants. A northern gateway for the scenic highway has been designed for the area and construction should begin soon. Improvements have also been made on the riverside of the park. A nature trail is open with shell parking. A large picnic pavilion has been rehabilitated and a restroom facility is available. Additional restroom facilities and river overlooks as well as signage are planned. Work also has begun to restore traditional scrub jay habitat.

Washington Oaks Gardens State Park

Washington Oaks has added several acres on its southeast border, and this area is planned to be left undeveloped. There have also been substantial renovations to its visitor’s center. Among the new

programs the park has instituted are fishing clinics for children and guided kayak trips of the waterway and Pellicer Flats.

Marineland Acres Rest Area

This is a new rest area on the bike path south of Washington Oaks. The County had obtained the lot in a plan, since abandoned, to provide improved drainage to a neighboring community. The County then added the additional rest area. A covered picnic table and new landscaping offers a pleasant stopping place for the many bikers, joggers, and walkers who regularly use the bike path.



Bay Drive Beachfront Park (Unimproved)

This park is still unimproved. A developer illegally removed a number of large oaks near the park and, while mitigation was sought, there is no real effective mitigation for the destruction of old oak trees.

Bings Landing County Park

Bings Landing continues to be the most heavily used park on the Barrier Island. The county has acquired four more acres to the south, which are currently unimproved. Existing structures have been repainted in a more pleasing color scheme of taupe and dark green. The major enhancement in process in the park is the development of an historic feature. The site was the home of the Hernandez Plantation in the Spanish era. Archeological digs have uncovered foundations of the original home and some outbuildings as well as numerous artifacts. At this time, those features have been reburied and a large open roofed pavilion has been constructed for temporary protection. Plans and funding are in line to finish the pavilion and make the features part of a major historical interpretive center.

MalaCompra Road Park/Beachfront Park

No improvements have yet been made to MalaCompra Beachfront Park. This park continues to be a focus of planning and development efforts. One change has been the closing of the drive over to the beach, as the County has ended beach driving.



Mala Compra Plantation Greenway

There have been no new improvements to this area. However, the bike path along it continues to grow in usage.

16th Road Beachfront Access

This beachfront access point had been recently developed at the time of designation. No additional improvements have been made or are contemplated.

Jungle Hut Park

There have been neither improvements nor degradation at this beach access point.

Hammock Dunes Bridge

Flagler County owns a strip of land under/near the bridge and hoped to provide an additional waterway access point. Plans have been completed for this park. Development, however, is difficult due to wetlands and permitting issues.

Varn Park

While there are many public beachfront access points accessible from the scenic highway, only two front directly on the highway. As one of these, Varn is heavily utilized and under pressure for additional parking. It offers both less rocky beach for swimming than most other areas and is one of the better surf fishing locations. A conceptual plan to increase parking has been developed but not funded.

School Board Dedicated Lands

The five acres that the School Board owned on the beach have been acquired by the County for an addition to the MalaCompra Beachfront Park. On A1A, the improved property owned by the School Board is rumored to be sold or intended for sale. The School Board did construct two public tennis courts there, which it has not maintained well but which still provide a recreational experience. The Board still owns an additional 20 acres on the river, which Scenic A1A is encouraging the County to acquire, as public access on the river is still needed.

Other Condition Issues

At the time of designation, the corridor had a number of dilapidated structures along its length. Scenic A1A Pride worked with County code enforcement to have these demolished. Code enforcement was able to work with property owners of all of the severely dilapidated structures. They ranged from a sizable building that had been a restaurant to a small garage structure with a fallen roof. All have since been demolished. Other degraded but less damaged structures have been remodeled and repurposed. For example, an unattractive auto repair business is now an attractive wine, cheese, and decorative arts business. Still other structures have undergone less extensive yard cleanup and exterior refurbishing. Some have new owner/operators, while others are likely to be put to new use.



While the plan did not contemplate Scenic A1A as a shopping destination, residents clearly desired better access to basic goods and services than they had. A grocery store was the highest priority; aside from two convenience stores, there were no sources of groceries on the Island. A grocery store and bank have now opened at the corner of 16th Road and A1A. Developers went to extraordinary lengths to preserve major

index trees, buffer the building from the roadway, and adopt an architectural style consistent with an old Florida coastal appearance. The result should serve as a model for commercial development in an environmentally conscious and fragile coastal region.



Several developments have been less satisfying. Two sizeable condos have been built between the road and the beach at Matanzas Shores. A major marina development, planned and permitted before the scenic highway designation was awarded, is being completed at the Hammock Dunes Bridge. These developments are, in scale and architecture, not fully compatible with the vision. As well, there have been additional condos constructed at the beach. While somewhat shielded from view by distance and foliage, some of these are also out of scale for the area.

There has been continuing construction abutting the roadway. New office/professional buildings have been added, as have new residential buildings. In general, these have not degraded the experience and, in many cases, actually enhanced it.

Usage

Official traffic counts at the northern end of the county increased by 50-100% between 2002 and 2005. There has been some fluctuation at individual counting points, probably reflecting the specific locations of construction projects, as many laborers are involved in these projects. However, residents note that the base level of traffic in off peak hours has also increased. This is a particular concern during periods when Daytona Beach to the south has special events – Bike Week, Biketoberfest, Speed Weeks, Spring Break, Black College Reunion. These events spill over into Flagler County. Accident counts have increased with the traffic. Accident counts in Flagler County have increased very slightly, from 438 in 2002 to 460 in 2005. Only 326 accidents were reported in 2003. The road has remarkably maintained its safety record despite increased usage.

There is no way to assign causes to the increased traffic, as so many influences have worked to make Flagler County, Florida an attractive place to work and visit over the past five years. Certainly, the designation as a scenic highway has been a factor in this regard.

2.0 CORRIDOR VISION AFTER 5 YEARS

The vision of the corridor has been enhanced and maintained over the five year period through the diligence of the CME and through the cooperation of businesses, citizens, homeowner associations and governments, among others. The central ideas of public educational facilities, the Old Florida rural beach atmosphere, historical preservation, Coastal Greenways, and beach recreational access are maintained within the vision. These ideas still represent the community's desire for the scenic corridor.

The Flagler County A1A River & Sea Trail is a unique river to sea experience that encompasses exceptional natural, scenic, cultural, archeological, historical, educational and recreational resources. It connects with the Scenic & Historic A1A Scenic Highway to the north in St Johns County and the A1A Ocean Shore Scenic Highway to the south. Traveling south along A1A from St Johns County one enters Flagler County and the unique town of Marineland. One sees the Matanzas River with its estuary, uninhabited islands, and visitors traveling the Intracoastal Waterway, canoeing the estuary, or experiencing an eco-tour.



The significance of education is immediately emphasized by the presence of the Whitney Laboratory, the Marineland Oceanarium, the Guana Tolomato Matanzas National Estuarine Research Reserve Facilities and Washington Oaks Gardens State Park. These centers provide both marine and land based educational programs to people of all ages.

Along the 11.3-mile drive, the visitor experiences an "Old Florida" style rural beach atmosphere. The traveler begins with scenic vistas of ocean dunes and scrub oak habitat, continues to majestic moss draped live oak canopies and then moves back to ocean dunes brilliant with native wildflowers. Whether traveling by car, riding a bus capable of transporting visitors and their bikes, or just riding a bicycle or walking on

the bike/pedestrian path, the visitor is treated to a peaceful, relaxing environment. Residential and commercial buildings along the corridor blend into the natural setting. The view features wildflowers, Spanish moss, oak canopies, coquina rock beaches and dunes protected by sea oats.

All along the route, small informative signs direct the visitor to many features, including Indian shell middens, plantation ruins, ecologically critical plant communities, access to the beaches, river, fishing, canoeing, picnicking, parking and facilities. Curious visitors can view the ocean washing on the coquina rocks as large formations of pelicans fly along the shore, or they can meander through the canopied oak hammock edged with wildflowers to the shore of the river, where they are likely to see otter, roseate spoonbills, osprey, wood storks, herons, egrets, dolphin and manatee. The road and bike path provide access to 1,000 acres of public parks and greenways as well as extensive access to the Matanzas River, the estuary and miles of beach. It is a significant link in the Flagler County Coastal Greenway and the East Coast Greenway.

Preservation is important throughout the corridor. This is visible at the River to Sea Preserve at Marineland where one finds restored ocean dunes, trails through a maritime oak hammock, and scrub oak which is a globally threatened ecosystem.. Extended views of the Matanzas River estuary can be seen as well. A similar river to sea experience exists at the Washington Oaks State Gardens where one sees extensive gardens along with the "Jungle Trail" used by early residents.



Historical preservation is important not only because of the oceanarium and its research, early underwater movie production history and gathering place for early twentieth century literary icons, but also the preservation of the plantation ruins of General Joseph Hernandez, Florida's first delegate to Congress. At the County's Bings Landing Park, one may see the remains of the plantation home and many of the artifacts found during excavation. The corridor traverses part of General Hernandez' early nineteenth century plantation system, including Bella Vista, Mala Compra, and Byck's Hammock.



The scenic corridor is complemented by the Mala Compra Plantation Greenway, another river to sea experience, which creates park-like settings along the roadway. Additionally, the corridor is part of Flagler County's award-winning 30,000-acre Coastal Greenway and is connected across the Matanzas River to the Florida Agricultural Museum and the historic Princess Place Lodge by Pellicer Creek-- a State Canoe Trail and Outstanding Florida Water.

The coquina outcroppings on the beaches provide tidal pools occupied by stone crabs, sea urchins, and seastars. From May to October, the beaches are incubators for endangered nesting sea turtles. Besides offering the visitor an opportunity to experience

the natural habitat associated with the beach, recreational opportunities abound here. Beach fishing is great with red bass, trout, whiting and flounder—all the fisherman's favorites.

Public access and facilities are provided at sites along the beach (River to Sea Preserve at Marineland, Washington Oaks Gardens State Park, Mala Compra Beachfront Park, 16th Road, Jungle Hut Road Park, and Varn Park).

The Matanzas River and its estuary offer a much different wildlife and natural setting. These saltwater marsh vistas provide glimpses of soaring birds, curious raccoons, fishing cranes, playful dolphins or families of manatees. The river provides recreational boating, fishing, and a major water connection with the Intracoastal Waterway near the eastern shore.

A1A is an historical coastal highway traveling through a nationally recognized ecosystem that captures "Old Florida" from the time of Native American dominance to colonists and settlers, to movie producers, to tourists and to the residents who gravitate to **Florida's Last Stand** on the East Coast. This river to sea corridor combines the changeable beauty of the ocean and beaches with the peacefully relaxing vistas of the river, separated by magnificent moss-laden oaks. It combines educational enrichment opportunities with a changing environment; it is simply a soothing, rejuvenating experience down a road to "Old Florida." Our vision of the future is to preserve as much of the past and natural surroundings as we can. The extraordinary efforts of our volunteers, combined with the implementation of the Scenic Corridor Overlay District Ordinance and the Site Review Protocol, will help us continue to achieve this goal in the face of continued population growth along the scenic byway.

3.0 GOALS, OBJECTIVES AND STRATEGIES

The following are the goals, objectives and strategies updated for the 5-year CMP Update and developed to implement the vision of the A1A River & Sea Trail Scenic Highway. Much of the corridor vision has been achieved and much is still in the process of construction or planning. Education facilities at the Whitney Laboratory are being improved this year. Interpretive signage has been designed, built and will be placed along the corridor. The CME has worked as best it can with local developers to preserve the scenic views. Also, viewing platforms are scheduled to be constructed to allow the public to study the historical Malacompra Plantation ruins, preserving the historical significance of the area. Improvements at Bings Landing Park and the other parks have been designed and when permitting and construction is complete will enhance the recreational opportunities of the corridor. Many of the goals, objectives, and strategies are on-going and are as relevant now as they were 5 years ago. During the 5 year period an A1A Overlay District was created and special ordinances for the A1A Scenic Corridor were added to the County Land Development Code. Also the CME has been included in the County Development Review Process for all A1A development. The review process is detailed in a document called the Site Review Protocol.

Goal 1 - Resource Protection, Maintenance, Preservation and Enhancement

Protect, preserve, maintain and enhance the natural, recreational, archaeological, scenic and historical/cultural resources along the corridor.

(This includes the Matanzas Estuary/Pellicer Creek Corridor, Marineland Oceanarium, River to Sea Preserve at Marineland, Washington Oaks State Gardens, Mala Compra Plantation Greenway and Historic Site, Flagler County parks (Bings Landing, Bay Drive, Mala Compra, Jungle Hut, and Varn Park), Flagler County School Board properties, as well as private, commercial and residential properties.)

Objective 1.1 Create plan based on Phase I and Charrette ideas that will strategize and coordinate overall long and short-term activities along the corridor including the management of vegetation, land acquisition, design of improvements, and new construction.

Strategy 1.1.1 Identify areas to pursue as restoration projects, which includes removal of exotic species and replanting of native plant species, restoration of historic sites, removal of billboards, and relocation of utility services.

The Malacompra Archeological Site is in the process of being restored.

Strategy 1.1.2 Develop a comprehensive vegetation plan for the corridor.

A Charrette held in Flagler Beach developed a vegetation plan.

Strategy 1.1.3 Design proposed improvements, such as canoe launch, bike amenities, and vehicle pull-offs.

Improvements to 5 parks have been designed for the Phase I effort.

Strategy 1.1.4 Develop a promotion plan, signage plan, bicycle plan and others as appropriate.

A signage plan has been developed. A promotion plan is being created for the whole scenic byway. East/west bike paths have been added to the north/south path.

Strategy 1.1.5 Provide a list of land acquisition priorities within the corridor, needed to implement the CMP.

These priorities have been given to the County Land Acquisition Committee.

Strategy 1.1.6 Establish project costs and prioritize them according to funding availability.

These have been done for Phase I and II.

Strategy 1.1.7 Create development standards to address both public and private spaces, including site and landscape, building design and signage. **These were developed in the Scenic Corridor Overlay Ordinance and the Site Review Protocol.**



Objective 1.2 Implement the plan with the intent of improving the aesthetic and functional attributes of the corridor.

Strategy 1.2.1 Plant vegetation along the corridor with xeriscape landscaping varieties to conserve and manage water resources. **Wildflowers that are drought tolerant have been planted in certain areas.**

Strategy 1.2.2 Design, construct or enhance recreation areas, beach access, and bike path amenities. **The design is complete for several areas and construction will soon start.**

Strategy 1.2.3 Construct gateway features, canoe launch and other elements. **Gateway and canoe launch have been designed.**

Strategy 1.2.4 Implement under grounding of utilities.

This has been difficult to accomplish; a pilot project is proposed in an area of Oak Canopy. A funding request has been included in the County's funding priorities for the FDOT.

Strategy 1.2.5 Implement plans such as promotional plan, bicycle plan and signage plan.

The signage plan is being implemented in Phase II. Bicycle plan is complete. The Joint CME is implementing a promotional plan for the NSB.

Objective 1.3 Create and maintain a canopied roadway of native plant species within the corridor.

Strategy 1.3.1 Bury utilities in the A1A right of way adjacent to the pavement to avoid destruction of tree roots as much as possible and to encourage the growth of the tree canopy. **Future funding request.**

Strategy 1.3.2 Plant oaks and other trees native to the maritime hammock system to create and maintain a canopied roadway. **FPL planted trees in 2004 along the bike path.**

Strategy 1.3.3 Encourage developers and property owners to retain oak trees and other native vegetation. **The CME reviews all developments along A1A per the Site Review Protocol.**



Objective 1.4 Enhance vistas featuring the ocean dunes, the oak hammock, and the estuary.

Strategy 1.4.1 Landscape areas of the corridor by planting native wildflowers, shrubs, and trees along the corridor.

Native wildflowers have been planted.

Strategy 1.4.2 Protect trees and other natural vegetation along the corridor through the enforcement of appropriate ordinances.

A tree protection ordinance has been written by the county with help from the CME and is being enforced along the byway.

Strategy 1.4.3 Create vegetation buffers to screen parking and unsightly areas.

Developers are encouraged to place parking underneath or behind buildings.

Objective 1.5 Make provisions for safe public facilities and their maintenance.

Strategy 1.5.1 Provide and manage beach access, parking, restrooms, shelters, biking rest and information areas and information kiosks

CME has been working with the county on these items.

Strategy 1.5.2 Develop lighting standards to ensure that lighting for any facility does not interfere with nesting turtles.
Lighting standards are governed by a state regulation, and county code enforcement follows that ordinance.

Objective 1.6 Provide special protections to the scenic highway corridor.

Strategy 1.6.1 Create and implement amendments to the Comprehensive Plans of the County and the town of Marineland by including an additional element for the designated scenic highway corridor that will provide special recognition and protection for the corridor.
The county planning department has chosen because of cost considerations, to integrate the CMP into elements of their Comprehensive Plan as each element is updated.

Objective 1.7 Promote controlled naturalization along rights-of-way with occasional mowing and selective vegetation removal to maintain sightlines and healthy growth.

Strategy 1.7.1 Promote drop-crotch pruning to control tree growth underneath utility lines, till buried.
The CME has been trying to keep good track of FPL trimming on A1A.

Strategy 1.7.2 Promote other pruning techniques to enhance corridor views.
The CME has been trying to keep good track of FPL trimming on A1A.

Strategy 1.7.3 Clean up roadside trash.
The Hammock Community Conservation Corporation has periodic cleanups of A1A.

Objective 1.8 Accomplish under grounding of Utilities.
The cost of under grounding the utilities was over \$5M and is a future funding request for 2008 by the county to the state. All of the following strategies need to be performed in late 2007.

Strategy 1.8.1 Establish a Task Force, including members of the Corridor Management Entity (CME), local and state agencies, and utility companies, for this purpose.

Strategy 1.8.2 Coordinate with local and state agencies, utility companies, and similar projects in the state.

Strategy 1.8.3 Establish the costs and project feasibility.

Strategy 1.8.4 Work with agencies to seek funding and implementation of under grounding of utilities.

Objective 1.9 Coordinate, monitor, and establish public and private signage standards for the scenic corridor.

Strategy 1.9.1 Develop a uniform standard for all signage along the corridor.
Special signage requirements for A1A have been written into the Land Development Code.



Strategy 1.9.2 Develop and coordinate funding mechanisms to provide incentives to businesses to replace or eliminate non-conforming signs.
Need to start a fund for billboard elimination.

Strategy 1.9.3 Monitor enforcement of signage regulations.
Keep in touch with County Code Enforcement.

Strategy 1.9.4 Design and construct informational kiosks and other informational signage along the corridor.
Design complete, some have been built, but need to be installed along the corridor.

Objective 1.10 Promote watershed runoff management.

Strategy 1.10.1 Develop and implement a storm water management plan that addresses both flooding and water quality improvements.

Meetings have been held on storm water management.

Strategy 1.10.2 Upgrade septic systems to a central sewer system that does not discharge into the estuary. **Palm Coast is expected to eventually provide sewers to the Barrier Island.**

Strategy 1.10.3 Provide treatment at all estuary and river storm water discharge points.

Objective 1.11 Establish a CME to maintain the Corridor Management Plan for the A1A River & Sea Trail to promote the preservation and beautification of this significant, historic, scenic and natural resource; to promote positive managed development of this corridor and adjacent properties; and to serve as a vehicle for community input to express the views and desires of the public for the preservation of the highway. **A joint CME has been formed including representatives of the three CME's along State Road A1A.**

Strategy 1.11.1 Investigate incorporation, 501c(3) status, and establish operating procedures accordingly. **501(c) 3 application in process for the joint CME.**

Strategy 1.11.2 Coordinate promotional activities.

This activity is in the process of developing and implementing a plan.

Strategy 1.11.3 Serve as a clearinghouse for the dissemination of information related to the CMP and Action Plan. **In process**

Strategy 1.11.4 Review proposed governmental policy and regulation changes to ensure adherence to the CMP. **In process**

Strategy 1.11.5 Monitor the corridor for adherence to the CMP and the goals, objectives, and strategies. **In process.**

Strategy 1.11.6 Provide an annual report on the activities in the corridor and update the Action Plan as needed.

Annual Reports have been submitted each year.

Strategy 1.11.7 Prepare Five Year CMP Updates.

This is the first 5-year CMP Update.

Goal 2 - Economic Development and Tourism

Encourage sustainable economic activities that preserve the ambiance and scenic vistas of the corridor, including a sufficient service industry to support appropriate economic development, to facilitate nature and historical/cultural tourism.

Objective 2.1 Identify, facilitate, and market tourist opportunities along the corridor, including nature, historic/cultural and educational tourism.

Strategy 2.1.1 Educate visitors through maps, brochures, literature and the internet about the pre-history and history of the corridor from its Native American presence, colonial and territorial plantation eras to the more "modern" era of the Marineland Oceanarium, Florida's first major tourist attraction and a nationally registered Historic Place.

A brochure and a website have been developed for the byway.

Strategy 2.1.2 Develop a recreation guide which illustrates various recreational opportunities along the corridor-namely bike paths, picnic areas, wildlife observation areas and water sports.

The Mobil Guide includes the scenic byway, and a brochure has been created.

Strategy 2.1.3 Promote and monitor public and private participation in the development and implementation of programs for tourists to participate in the resources of the corridor.
CME members are all active volunteers at local parks.

Objective 2.2 Promote appropriate signage theme for commercial and educational information, while preserving the natural integrity of the corridor.

Strategy 2.2.1 Develop and implement concepts for the different types of signage within the corridor. (e.g. commercial, resource interpretation, and traveler information) **Land Development Code changed to include special signage for A1A**

Strategy 2.2.2 Work with code enforcement to ensure conformance to all sign regulations. **The CME members call code enforcement when violations are observed.**

Strategy 2.2.3 Identify and systematically reduce the number of billboards and eliminate all those that are illegal.
Laws in Florida make it very expensive to eliminate billboards along the byway.

Objective 2.3 Encourage developers and businesses within the corridor to incorporate the Scenic Highway Vision into their development plans and have existing businesses upgrade their frontage to blend with the natural surroundings.

Strategy 2.3.1 Initiate pre-application conferences with all developers along the corridor for the purpose of sharing information. **The Site Review Protocol defines this process.**

Strategy 2.3.2 Collaborate with corridor businesses and offer awards and incentives for those willing to work within the scenic guidelines to improve the aesthetics of the corridor, including but not limited to, improvements to existing signage and landscaping. **Three awards have been given to businesses along the corridor.**

Objective 2.4 Improve tourist infrastructures within the corridor to enable visitors and residents to have an enlightening and enjoyable experience without adversely impacting the resources.

Strategy 2.4.1 Give special attention, through the CME, to developing action plans to protect historical, cultural, archaeological and natural resources. **Action plans have been developed.**

Strategy 2.4.2 Install barriers, such as rails on boardwalks, and signage that informs visitors to experience but not harm the resources. **Part of the Interpretive Signage Design of Phase I.**

Strategy 2.4.3 Provide information encouraging visitors to follow common sense rules regarding litter, picking of flowers and plants, disturbing wildlife and fire danger. **Monitoring the county effort in this regard.**

Goal 3 - Community Support and Participation

Provide and leverage the continued residents' and businesses' support of the Scenic Highways Program and initiate participation in corridor planning decisions and activities.

Objective 3.1 Keep the public aware of meetings and events in the corridor.

Strategy 3.1.1 Write periodic news releases for publication.
This is on going.



Strategy 3.1.2 Develop and implement a community participation program as an outreach program designed to heighten awareness, build consensus and foster public involvement in support of the scenic corridor.

A public participation program has been done using committees such as the beach, tree, and site review committees, which are open to the public.

Strategy 3.1.3 Host meetings for the public to express their views, and to hear about upcoming projects. **CME meetings are open to the public and a public meeting notice is posted in the county court house and on the county web site well ahead of the meeting date.**

Objective 3.2 Provide residents and businesses along the corridor an opportunity to participate in the planning decisions for the corridor.

Strategy 3.2.1 Invite residents and businesses to be members of the CME.

All meetings are posted, and open to the public, and after attending a certain number of meetings an attendee can become a member.

Strategy 3.2.2 Update the Corridor Management Plan every 5 years. **This report is the update.**

Strategy 3.2.3 Periodically survey residents and businesses to help identify projects, problems and make suggestions that they deem important. **Open meetings help identify projects.**

Objective 3.3 Gain community support from the local businesses and organizations.

Strategy 3.3.1 Encourage the dedication of space in their facility for providing brochures and maps of walking/biking tours. **The Chamber of Commerce provides this information to the public. Several members of the CME are also members of the Chamber of Commerce.**

Strategy 3.3.2 Educate organizations about the Scenic Highways Program, its status, and the importance of community participation and support. **The CME has made presentations at many organizations and homeowner association meetings.**

Strategy 3.3.3 Encourage businesses to be aware of the scenic corridor's objectives and recognize successful efforts by awards, incentives and public recognition. **The CME has awarded and recognized a different business each year.**

Goal 4 - Education and Corridor Story

Promote and increase public knowledge on the unique aspects of the corridor.

Objective 4.1 Provide educational programs, literature, Internet website and appropriate informational signs through a coordinated effort of the various public and private corridor entities to explain the unique natural and cultural elements of the river to sea corridor.

Strategy 4.1.1 Design and install signs at central locations along the corridor illustrating the historical, archaeological, recreational and natural areas of interests.

The signs have been designed and built, but not installed.

Strategy 4.1.2 Develop locations for interpretive facilities, including a museum/interpretive center, to educate visitors about its natural, historical, archaeological and cultural resources. **Locations for the signs have been chosen, but the signs have not been installed yet.**

Objective 4.2 Increase awareness through literature, speaking engagements and participation at local events along the corridor.

Strategy 4.2.1 Set up an informational booth at civic and social events such as Earth Day, Coastal Clean-Up Day, Service Fairs, and 4th of July. **Booth at Earth Day at Washington Park and 4th of July in Flagler Beach.**

Strategy 4.2.2 Coordinate with local businesses, non-profit organizations and others to distribute literature on the Scenic Highway and its intrinsic resources. **Distributing brochures using the Florida Welcome Centers and the Chamber of Commerce.**

Strategy 4.2.3 Form partnerships with the tourism development entities, such as Visit Florida, and the media to communicate the corridor story. **Member of Visit Florida.**

Objective 4.3 Use technologies to educate the public about the corridor.

Strategy 4.3.1 Develop an attractive web site that identifies the natural, recreational, scenic, historical and cultural resources along the corridor. **www.scenicA1A.org.**

Strategy 4.3.2 Establish links from the website to appropriate organizations. **Links have been provided to other state parks and organizations.**

Objective 4.4 Develop a network to gather information on the benefits and potential problems after receiving the scenic highway designation.

Strategy 4.4.1 Keep in touch with other designated highways within Florida and nationwide to exchange meaningful data. **Members of the CME regularly attend the FDOT scenic highway conference.**

Strategy 4.4.2 Assist other communities wishing to seek the scenic highway designation. **Assisted Flagler Beach and St Johns County to obtain their designation.**

Goal 5 - Transportation and Safety

Provide aesthetically pleasing enhancement along the A1A corridor, including its right of way and the adjacent public and private lands, to promote alternative modes of transportation and maintain optimum safety conditions for all users.

Objective 5.1 Provide for a safe, convenient and efficient motorized and non-motorized transportation system within the corridor.

Strategy 5.1.1 Initiate a transportation study to address multi-modal use, speed regulations, and parking along the corridor.

The CME has worked jointly with the county and FDOT to keep the highway a 2 lane road and to provide parking off the highway at parks and recreational areas.

Strategy 5.1.2 Promote and delineate crossing areas for walkers and bike riders.

The CME has been active in the design and construction of bike paths and cross walks.

Strategy 5.1.3 Provide access to facilities by using safe pullouts and pull-offs along and within the corridor. **Part of the Site Review Protocol process for new development.**

Strategy 5.1.4 Periodically review the safety conditions of the roadway.



Each year we have compiled accident and usage data on A1A as part of the annual report.

Objective 5.2 Promote alternative modes of transportation.

Strategy 5.2.1 Develop additional "connector paths" to the A1A bike/pedestrian path, providing access to natural, recreational and cultural resources. **Malacompra Road bike path was added in 2004.**

Strategy 5.2.2 Encourage interaction with the corridor resources by providing appropriate facilities and signage for walkers, bicyclist and vehicular traffic. **Marineland Acres rest area added in 2005 and interpretive signage has been built.**

Strategy 5.2.3 Plan for tour bus parking and access.
Several existing parks include tour bus parking areas.

Objective 5.3 Enhance scenic drives by regulating signs and eliminating the negative impact of utility wires.

Strategy 5.3.1 Minimize the size and number of signs along the corridor.

New sign regulations in the County Land Development Code.

Strategy 5.3.2 Promote well-designed logos and tourist-oriented directional signs.

New sign regulations in the County Land Development Code.

Strategy 5.3.3 Formulate and implement sign design standards along the corridor.

New sign regulations in the County Land Development Code.

Strategy 5.3.4 Consolidate and camouflage utility wires with appropriate landscaping and underground where possible.

Under grounding is on the county future-funding plan of 2008 to the state.



Objective 5.4 Educate the public traveling along the scenic corridor.

Strategy 5.4.1 Develop interpretive signs.

These have been designed and built but need to be installed this year.

Strategy 5.4.2 Develop a gateway and visitors' complex at the terminals of the corridors.

The gateway has been designed and construction should start this year.

Strategy 5.4.3 Develop educational literature, maps and brochures for the benefit of users.

A brochure with a map and a website with a map have been developed.

Objective 5.5 Ensure, through proper planning, that both future use and access is in line with the vision for the Scenic Highways Program.

Strategy 5.5.1 Review and regulate access points and connections to A1A through land development regulations, and by providing FDOT review comments on driveway permit applications when appropriate. **The Overlay Ordinance and Site Review Protocol both address these activities.**

Strategy 5.5.2 Ensure that sidewalks, dune walkovers, historical buildings and other facilities are ADA compliant, where possible. **This is being done gradually at the county level.**

4.0 THE STORY

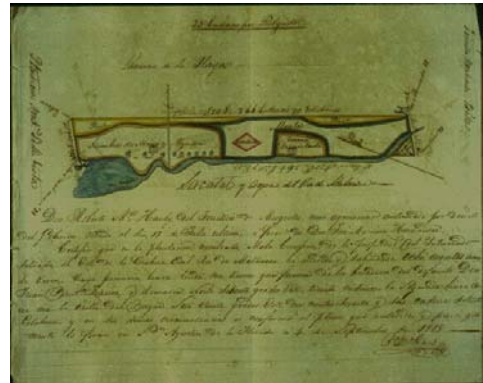
The story of the river to sea trail is the story of nature and man and the importance of the river and the sea.

Along the trail, traces have been discovered of the earliest inhabitants of the corridor—prehistoric animals such as the mastodon, camel, tapir, and sloth. Evidence has been found that 10,000 years ago man may have hunted here, but nothing to confirm that he lived here during that time. However, the ocean was miles away to the east; thus, the settlements of the earliest Indians may be found along the ocean floor. Later, after the rise of the ocean, the native inhabitants migrated seasonally to exploit a variety of resources. Their extensive utilization of the coastal lagoons, particularly for shellfish, is evidenced by their shell middens and sand burial mounds (remnants remain in sites along the corridor). It was here they came to fish and hunt for food. The river provided transportation and access to the resources.

The Indians of the corridor were probably among the first to encounter the first European settlers in the New World. The Spanish (1565-1763) were interested in the area as a military outpost and a point of departure for missionaries to establish missions among the native inhabitants. (There is evidence of Spanish ceramics, but no confirmed early mission site within the corridor.)

However, the English (1763-1783) were quick to recognize the importance of the area for its naval stores (tar, pitch, turpentine and resin used for caulking and rigging wooden ships), the availability of oak for shipbuilding, and the transportation accessibility because of the river to sea link.

The Spanish had provided land grants to its loyal subjects, but these were quickly invalidated by the British and new land grants were awarded to persons of status. Most of these grants are found along the rivers and again reflect the transportation importance of the river and the sea. A 20,000-acre grant was awarded to Levett Blackburn in 1766, but Blackburn never made use of the grant. Thus, the grant was broken up into smaller parcels and regranted. Col. John Graham who had served as Lieutenant Governor of Georgia and district superintendent of Indian Affairs was awarded five tracts of 500 acres which included much of the corridor. However, development of any settlement in the corridor was probably done by Alexander Paterson. Paterson reported constructing a small house and some outbuildings on his 500-acre plantation. Paterson never secured his claim. Perhaps he could have been referred to as little more than a squatter.



With the Second Spanish Period (1783-1821) there was a renewed interest in the corridor, with Spain seeking to turn the colony into a profitable agricultural complex. Josiah Dupont applied for and was awarded (in 1792) two grants, one on the west side of the river, a part of the Graham grant. The second parcel was located in the area from south of Washington Oaks to Fox Cut. The area later was to become plantations of General Joseph Hernandez, Florida's first territorial representative to the U.S. Congress. Dupont chose the area that was later called the Mala Compra Plantation for his headquarters, where he constructed buildings and farmed. Here he grew cotton as well as corn and other provision crops.

With the settlements came conflicts with the Indians, who had often used these areas on a seasonal basis. The Dupont plantation was attacked but Dupont escaped to join his family in St. Augustine.

To the north, the Marineland area was a plantation owned by Joseph Bonely (Boneli or Bonnelly). The Indians attacked this plantation killing Bonely's son and kidnapping the rest of the family. As a result of the attack, Bonely sold 600 acres of his orange grove to Gabriel W. Perpall, probably to raise ransom money for his family. In 1885 Benjamin Dupont (a relative of Josiah Dupont) was indicated as the owner of Buen Retiro, previously owned by Perpall and Bonely.

After Josiah Dupont left the Mala Compra area in 1802, the Spanish government considered the land abandoned and granted 800 acres to Father Michael Crosby in 1804. Crosby claimed to have inhabited and cultivated the plantation for more than 10 years. In 1816 Mala Compra was sold to Joseph Hernandez, son of Martin Hernandez, a Minorcan leader of the failed Turnbull Colony in New Smyrna and the master carpenter for the Spanish fort in St. Augustine. Mala Compra was one of three plantations Hernandez acquired along the east side of the river. It was the middle plantation between Bella Vista (now Washington Oaks Gardens State Park) and Buyks Hammock. Sometimes called St. Ann's, Buyks Hammock was named after Dupont's daughter Ann, who married Augustus Buyk or Buyck. These plantations were important holdings for Hernandez, one of the largest landowners in the state. Mala Compra (listed on the National Register of Historic Places) was the residential plantation for the Hernandez family. The plantations of the area were known for their sea island cotton and citrus. The

Hernandez and Bulow plantations to the west were particularly known for their sugar production. The ruins of the Mala Compra settlement are located within Bings Landing County Park. (Mala Compra means "bad bargain" or "bad purchase" in Spanish.)

Joseph Hernandez became an important political and military leader during the US Territorial Period (1821-1845). During the Second Seminole War he was a brigadier general of the Florida Militia and captured Seminole Chief Osceola under federal orders in a controversial situation. On the field of battle, he and his Florida militia captured many of the Seminole chiefs, turning the tide of the war. Recognized for his leadership, he not only was the territory's first delegate to Congress, but he was also Mayor of St. Augustine.

During the Second Seminole War, the Indians destroyed the plantations that were used by the federal troops. Although there were attempts to revive the plantations after the war, they were relatively unsuccessful.

With the establishment of St. Augustine as the vacation mecca of the rich around the turn of the century, the corridor begins a new period. The area was used for hunting and recreation by the wealthy of St. Augustine. Later, The construction of U.S. Highway A1A began in 1926, initially as Ocean Shore Boulevard, and later as State Road 140. This improved access led to the beginning of residential subdivisions along the river.



W. Douglas Burden, great-great-grandson of Commodore Cornelius Vanderbilt; his cousin Cornelius Vanderbilt Whitney; Sherman Pratt, a descendant of one of the partners of Standard Oil; and Count Ilia Tolstoy, grandson of Russian novelist Leo Tolstoy, selected a site for a complex for underwater filming. The site between the river and sea provided a location known for its clarity of coastal waters near the inlet and the Intracoastal Waterway, which would permit deep-sea specimens to be rapidly transported to the proposed aquariums. An oceanarium was constructed in 1938 as the world's first underwater motion picture studio. From its opening, the oceanarium drew interested visitors and became one of Florida's leading tourist attractions. Now known as Marineland, the oceanarium is listed in the

National Register of Historic Places. After World War II, Marineland became a "watering hole" for literary icons such as Ernest Hemingway, Thornton Wilder and Marjorie Kinnan Rawlings, whose husband, Norton Baskin, operated the Dolphin Restaurant.

"Creature from the Black Lagoon" and "Revenge of the Creature" were filmed at Marineland.

With the advent of the Disney/Sea World attractions, Marineland visitation has decreased over the last 20 years. Currently, Marineland is being revitalized into a marine research village. The Oceanarium has just opened new dolphin lagoons and educational facilities which will offer direct and therapeutic encounters with the marine mammals. Other facilities are planned as renovations continue. The original Oceanarium built in 1938 and other additions had to be demolished for public safety reasons after extensive weathering and major damage from hurricanes. All development of new marine facilities is consistent with the architecture of the original Oceanarium.

An important part of the future of Marineland also is related to the interest of Cornelius Whitney and his partners' need for marine science and research. Thus, with the construction of a small research lab at the studios after World War II, the Cornelius Vanderbilt Whitney Laboratory was founded. This research facility, in coordination with the University of Florida, was built into a marine research and training facility of national and world acclaim. New research and education facilities are currently under construction.

Luckily, there was not much development within the corridor until the 1980s. With the Hammock Dunes Development of Regional Impact, Flagler County and its residents became aware that much of what they prized most could be lost. It was then that the community began to recognize its natural resources and their importance to a way of life they wished to preserve. By voting to tax themselves to purchase environmentally sensitive land (ESL), the community began to secure sites within the county and along the scenic corridor. The first ESL purchase was Bings Landing Park, which is a historical site (Mala Compra Plantation Ruins), and an important natural and recreational facility. This park preserves an area of maritime oak while providing for recreational access to the Matanzas River Estuary and the Intracoastal Waterway. The park, immediately adjacent to A1A, has boat launch facilities, fishing piers, and picnic facilities. The county has recently expanded the park to the south and hopes to expand the park on the north in the future. A Museum/Interpretative Center is planned for the historical ruins of the plantation house and kitchen within the park. This project is currently in progress.



Bings Landing is linked to the Mala Compra Plantation Greenway and the Malacompra Beachfront Park, which are county owned facilities acquired through the Hammock Dunes DRI process. This river to sea public lands connection links the maritime forest along the river with the ocean dunes and beaches. Facilities at the ocean include parking, restrooms, and dune walkovers. Picnic facilities, hiking trails, playground equipment and ball fields are available within the nearby Hammock Community Center Park. (Additional facilities are currently being planned for the greenway.)

The Mala Compra Plantation Greenway, acquired in 1999, contains over 400 acres and parallels A1A, guaranteeing preservation of the view for a majority of the corridor. Also, within the Greenway, there are archaeological sites that relate to the plantation period as well as pre-historic sites.

Just north of Bings Landing and Mala Compra Road at Bay Drive a new oceanfront public access park is in the Site Plan/Development stage.

Additional lands to the north of the Mala Compra Greenway were preserved through the Matanzas Shore DRI. These are conservation lands along the ocean (protecting scrub jay habitat) and preserve areas of maritime oak forest along the Matanzas River Estuary and A1A.

Further north, the corridor is very proud of a very unique natural resource, the River to Sea Preserve at Marineland. A1A divides the preserve into an area of restored ocean dune (two hotels were demolished and the property was rehabilitated into a public beach park) on the east and an area of ocean scrub and maritime oak forest on the west. This preserve, owned by the county and the town of Marineland, was acquired in 1999 through the efforts of the Trust for Public Lands and the Florida Communities Trust P-2000 program. This preserve offers the visitor access to the ocean beaches with its coquina outcroppings and the Matanzas River estuary. Trails have been created so the visitor may experience the changing ecosystem of the barrier island. The northern parcels of the preserve offer estuary and ocean dune views from A1A at one of the narrowest points of the island. Within the preserve are archaeological middens that offer additional educational opportunities for interpretation.

The State has a unique river to sea park at Washington Oaks Gardens State Park. This park, also along A1A, is divided into the ocean scrub, ocean dune beach experience on the east and the maritime oak, river estuarine experience on the west. The park, famous for its exotic gardens, offers hiking trails, eco-tours, kayaking, fishing, picnicking, beachcombing, with limited ocean swimming because of the rocks. The property was donated to the State by Owen D. Young and his wife Louise Prowis Young and was expanded by a state grant and the county's ESL program. The Young's winter home with wonderful views of the Intracoastal Waterway has just been newly renovated as an interactive visitor center.



The south end of the corridor narrows and moves east, leaving the oak hammock for the more open vistas of the ocean dune. Natural vegetation and wildflowers enhance the enjoyment of these communities. Varn Park, a county oceanfront facility adjacent to A1A, offers the visitor the opportunity to

explore the beach, fish, and swim. There are plans to extend this park to the north to accommodate more beach access and parking.

From north to south the visitor may travel by car along A1A or select an alternative mode of transportation using the separated bicycle/pedestrian path which parallels A1A and links to the mainland across the Hammock Dunes Bridge and the bridge at SR 100 in Flagler Beach.

The most recent addition to the corridor is the designation of the Guana Tolomato Matanzas National Estuarine Research Reserve (GTMNERR). The NERR is a federal program to facilitate natural and cultural resource protection through long-term ecological research, environmental monitoring, environmental education and resource stewardship. The NERR in Flagler County encompasses the Matanzas River, the Intracoastal Waterway, and the estuarine resources of the creeks such as Pellicer and Longs Creek. Flagler's part of the NERR is adjacent to the A1A Scenic Corridor and is surrounded by state and county owned lands. These include the Princess Place Preserve (1,500-acre preserve with a historic homestead), the Pellicer Creek Corridor (7,100 acres of public lands along Pellicer Creek), Pellicer Creek which is an aquatic preserve and a State Canoe Trail, the County's River to Sea Preserve at Marineland and Bings Landing Park, and the state parks at Faver-Dykes State Park (north of Pellicer Creek in St. Johns County) and Washington Oaks Gardens State Park. All of these resources are part of Flagler County's award winning Coastal Greenway.

What better way to see and get a better understanding of man and nature and the importance of the river and the sea than traveling down this historic scenic highway, appreciating its natural beauty and recreational opportunities.

5.0 Community Participation Program

The CME has rewarded several new commercial businesses along the corridor with a lovely framed thank-you award for designing and building consistent with our suggestions and welcoming them as part of the community. There is a new wine and cheese shop, created from a dilapidated old auto repair shop. There is also the Hammock Center with a bank and real estate business, built from a run down commercial building that was once a bar and pool hall. Both of these buildings are active and used by residents and visitors alike. Probably the most exciting new arrival was a resort sized Publix Supermarket with a SunTrust Bank also on the property. Owners and designers came to A1A Scenic PRIDE meetings telling us what they were planning and eager for our input. The buildings were scaled back and built in an Old Florida architectural style that was highly desired by the community. There also was an overriding emphasis on preserving the tree canopy and using native landscaping. In the process of the construction and parking lot planning, a large live oak tree was carefully relocated and caused great public and media interest and support. The move was done with great care and the replanted tree is surviving and graces one of the entrances. Because of these successes our Site Review process has become a model for developers. They are usually eager to come to our meetings with their plans, review them with the group and have us walk the property and see just what they are planning. The Design Review process has been most helpful to all. Moreover, developer and owner interests are welcomed and are active in the drafting of ordinances for the scenic corridor. An example is the recent success in enacting a revised zoning district for small scale commercial uses.



Our group has spurred other groups to action such as the Old Brick Road and State Road 11 Heritage Highway. We have received continued cooperation from the County, although there have been disputes concerning the amount of beachside parking needed, problems the administration of some grants for the corridor, and the sluggish pace of byway improvements. County staff has been regularly attending our monthly meetings to inform us of progress in ordinances, in permitting and to report on A1A projects and understand our priorities.

The Community Participation Program was very effective from 2001 to 2004, but during 2005 and 2006 participation dropped off. From 2001 to 2004 the CME had information booths at county events, public workshops, and spread the word about the organization and the scenic highway through contact with homeowners associations and environmental groups. The CME membership expanded to take in members from the Hammock Dunes Homeowners Association, the Marineland Acres subdivision, and the Hammock Civic Association. In late 2002 members of the CME formed a beach management committee. This committee had separate open public meetings and attracted many more members to the CME meetings. The Beach Management Committee completed its work early in 2004, and produced a final report to the Board of County Commissioners (BCC) covering regulatory issues, animal control, beach parks, turtle protection, dune protection, public/private beach ownership issues, beach driving, and a citizens beach patrol. The committee recommended the county develop a beach ordinance and establish a Beach Management Advisory Board. It was recommended that illegal ramps be closed, Varn Park be expanded, Bay Drive Park, and beach walkovers to be improved for citizens with disabilities. The committee recommended a ban on beach driving or alternatively a restricted licensing system for beach driving. As a result in 2005 the County Commission enacted the ban in the face of a lawsuit charging Endangered Species Act violations.

Unfortunately during 2005 and 2006 attendance at CME meetings dropped off. This seems to be due to four reasons, 1) core members are very active in the Joint CME for the A1A Scenic and Historic Byway, 2) many members are active in the Hammock Community Conservation Corporation, 3) many members have been involved in fighting annexation by the city of Palm Coast, and 4) lack of CME participation in community events. Reasons 1), 2), and 3) are difficult to correct. However we need to

form a committee to market the CME and build up the membership. Then we need to get these new members actively involved in committees. The CME needs to consider in these outreach efforts that many may believe the future of the scenic highway is secure due to the past successes and there is no need for further volunteer contributions on a regular basis. Some members of the community may think that they only need to be available when there is a specific issue that needs grassroots attention. These perceptions need to be addressed in the CME's outreach to potential volunteers.

6.0 Local Support

Participation at the CME meetings will be high by non regular members if there is a hot topic of interest or if it has something to do with their property. There is high CME participation on Earth Day at Washington Oaks State Gardens Park along the corridor. On July Fourth at parade time, the CME sets up a table with information in Flagler Beach. At the Home Show conducted each year at the Auditorium in Flagler Beach, CME information is distributed. There are annual beach cleanups. Once or twice a year the CME members take part in a highway cleanup conducted by the Hammock Community Conservation Corporation. A Beach Management Review Committee made up of CME members had meetings for about one year, with guest speakers each month, reviewing different concerns such as driving on the beach, dogs and horses on the beach, illegal cuts through the dunes, and turtle nesting. Residents from Flagler Beach and the Hammock conducted a Charrette with much interest. All were invited to give suggestions to those designing the plans for the A 1 A Scenic Corridor. As part of the Charrette some of the businesses donated food for the meetings.

The CME has derived a lot of support from the Hammock Community Conservation Corporation (HCCC). This is a local non-profit group of volunteers some of whom are CME members as well. The HCCC works for the conservation, preservation, and beautification of the barrier island, by protecting, maintaining and enhancing the islands intrinsic resources. Since Route A1A is the central route of the barrier island the HCCC goals directly align with the CME goals of protecting the intrinsic resources of the corridor.



Over the past 5-years, the HCCC has helped promote attendance at our CME meetings, initiated joint corridor cleanup efforts with the CME, and worked actively with the CME to change county ordinances to better protect the scenic corridor. The CME has also gotten a lot of support from local homeowners associations. Hammock Dunes Homeowners Association has a regular section in its newsletter devoted to CME activities and news about the scenic highway. Sea Colony Homeowners Association has a one-page section in its monthly newsletter about the scenic highway.

7.0 Evaluation of Protection Techniques

Scenic A1A PRIDE can take pride in its work to protect the highway and its environment. While not perfect, the efforts have been positive in a number of ways and have spurred the County to take action in other sensitive regions.

The single most important action has been the development of the Scenic Corridor Overlay, now a formal part of Flagler County's Land Development Code. The CME proposed this and Flagler County approved an interim ordinance in 2001. After some experience with this, the group painstakingly rewrote sections, adding flexibility to buffer requirements and providing architectural guidelines. The revised ordinance is now part of the Land Development Code and provides landowners and developers with a variety of ways to profitably develop and use their land while protecting the "Old Florida" look and feel of the scenic highway. Tree protection has been strengthened throughout the County as a result of the efforts to define it on the scenic highway.

To assist in implementing these requirements, the County now requires all developers to bring their proposals to Scenic A1A PRIDE for review, which the CME accomplishes in a timely manner, preparing a report and recommendations to the developer and the County. While these recommendations are not binding, County staff and Commissioners consider them seriously and developers are sometimes surprised to find that the members can make suggestions that reduce cost and/or enhance the commercial attractiveness of the project. Developers also use the separate Design Guidelines for A1A that also was a joint work effort by the CME, the County staff and its planning consultant.

Much of the land abutting the highway was zoned R/C, a rather unusual code that requires a balance of 30% commercial and 70% residential use. The CME has worked with County Staff to rewrite the rules for this zoning in a way that actually increases developer's options. The County just enacted the changes into the Land Development Code.

As well, the County has responded to the CME concerns for code enforcement and hired an additional person with primary responsibility for Eastern Flagler County – most importantly, the A1A Corridor. The first impact was on non-conforming signs, but code enforcement has also worked to help residents remove trash, demolish ten dilapidated structures, and otherwise improve both the appearance and the health of the environment.

In 2005 the county started letting the CME Site Review Committee review all development applications. An excellent example of this review process is the Shopping Area at the corner of state road A1A and 16th Road in the Hammock section of Flagler County, Florida. It is a six-acre commercial development containing a bank and a supermarket. The property owner's family had owned the property since the 1960s, and she wanted the property to be a model for development on the Scenic Byway and wanted to save as much of the tree canopy as possible. A local arborist was hired to work with the site review committee and the developer and evaluate the trees on the property to identify what trees could be saved. The landscape architect and the builder also worked closely with the committee. The county planning and engineering departments provided a lot of assistance in conceptual review of the site plan. FDOT worked closely with the committee and the developer to keep the scenic highway a two-lane road with safe turnoffs. Members of the Site Review Committee provided planning assistance to achieve the goals of internal connectivity, pedestrian convenience, and architectural style in keeping with the Hammock area. After many draft versions of the site plan, the end product saved much of the magnificent tree canopies. Three 60-inch oaks were preserved and 70% of the index tree caliper inches saved. The natural vegetation on the site has been enhanced through a lush landscaping plan. The perimeter buffers are living walls of

native vegetation instead of the usual structural walls. The adjacent picture provided by the Daytona News Journal Newspaper, shows the construction crew saving a beautiful oak tree by moving it to a different location in the development. The grocery is not the typical 54,000 square foot box style but a resort sized, upscale grocery of less than 29,000 square feet. It is tucked unobtrusively into the A1A-16th Road intersection. There also is a national bank on the south side of the property. Both buildings use an Old Florida Key West architectural style; the market has synthetic wood siding, Hardiplank, used for the exterior walls. Both buildings are set within the native canopy. The architectural front of the grocery store has been pulled up to the street for a pedestrian scale orientation. The main A1A bike path has been routed into the tree canopy near the grocery front and bike path extensions take the traveler to the front door of the grocery. The interior parking lot has many enhancements, including a pedestrian corridor that connects the grocery and the bank. The corridor has an avenue feel with a walkway lined with sable palms.



There are still development challenges that the CME and the County must continue to work together to address. The development pressures are intense but there must be ways in which development is balanced with protecting the intrinsic resources and the vision of the corridor.

Key to the successes thus far has been the designation of A1A as a state scenic highway and national scenic byway. Residents and officials alike take pride in the designation and work to keep it a reality.

8.0 Funding

Additional funding is needed to improve the parks along the scenic corridor. The design or redesign of a park involves two stages. First a conceptual design is created consisting of one or two drawings roughing out the overall layout of the park and its functional usage. This is then presented at a public meeting to the CME for review, changes are made, and the cycle repeated until an approved conceptual design is achieved. The second stage is to take the conceptual drawings and create detailed dimensional drawings with footnoting and to complete permit applications to obtain the necessary environmental permitting.

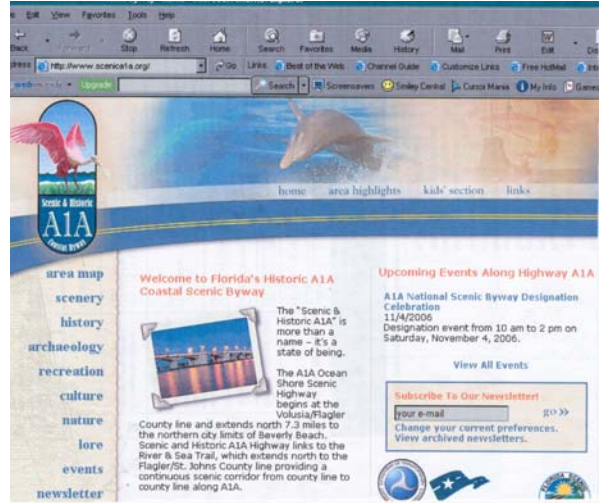
Once these plans are prepared construction can begin. Under the National Scenic Byways (NSB) Grant Phase I funding, conceptual design plans were finished for Bings Landing Addition, Hammock Dunes Bridge Park, the Scenic Highway Gateways, the River to Sea Preserve at Marineland, and the South Malacompra Oceanfront Park. Some of these sites, specifically Bings Landing Addition, the Scenic Highway Gateways, and the River to Sea



Preserve at Marineland, have obtained the necessary environmental permitting and completed detailed design plans to start construction this year as part of the Phase II NSB Grant. Hammock Dunes Bridge Park contains a large area of wetlands and therefore requires extensive environmental permitting and detailed design work must be completed. The south Malacompra Oceanfront Park requires a conceptual redesign now that an additional 5-acres have been obtained to add to its size and function. This park will therefore require conceptual design changes with CME approval, an extensive detailed design with dimensional drawings for construction, and then extensive environmental permitting obtained from various government agencies. Construction may then begin on these two parks. These last two projects require roughly an additional \$2.5M in funding to complete construction. The CME is presently discussing the situation with the County Planning Department and requesting them to write a NSB Grant Application to obtain the funding to complete the park construction.

9.0 Corridor Promotion and Measuring Success

The CME has been promoting the scenic highway using five approaches. One, a website (www.scenic1a.org), for the whole National Scenic Byway (NSB), has been created and officially started about November 2005. This will provide a visitor with a newsletter, show current events, allow visitors to provide feedback, and keep track of the number of hits on the site. Second, the CME created a brochure for the byway. Five-hundred copies were provided to the Florida Welcome Centers and they asked for more copies. The brochure provides a map and good information about the sites to see along the scenic highway. Third, the scenic highway is promoted on the byways.org website. This website provides the name of the CME contact person and colorful pictures of the scenic highway can be downloaded from the site. Fourth, the signage along the scenic highway helps to promote the highway. The official Florida Scenic Highway Logo markers are at the beginning and the end plus interpretive signage will soon be located all along the route. Fifth, the gateways will greatly promote the highway. These have yet to be built but have had detailed design completed and permits obtained. Completing the construction and placement of all interpretive signage and construction of the gateways will greatly improve the promotion of the scenic highway.



The community has benefited from designation in several ways. One, the county government has realized the value of the A1A corridor and generally allowed only responsible development. Two, funding has helped to design and construct better recreational facilities along the corridor. Three, the community itself has become more aware of the intrinsic resources along the corridor and tried to better manage them.

For measuring success several sets of data are direct indicators of an increase in tourist activity along the scenic highway. Tourist and local scenic highway visits translate into additional gasoline and other tourist related sales at establishments along the highway as visitors spend time in the corridor communities. Tourist, restaurant, lodging, and amusement establishments have enjoyed more business activity. Over the years the traffic count data along the corridor has increased roughly 50-100% from 2002 to 2005 indicating an increase in scenic highway visitors. The average increase of roughly 5.6% in the amount of gasoline purchased per capita indicates the highway is attracting more customers from outside the county to purchase fuel. The interest in the scenic highway also is supported by the huge crowds, estimated at 20,000 people, who attended the grand reopening of the Marineland Oceanarium in March 2006.



10.0 Local Government Comprehensive Plan Relationship

The adoption of the Corridor Management Plan (CMP) as an element of the Flagler County Comprehensive Plan has proven difficult due to state planning regulations including Rule 9J-5, F.A.C and Chapter 163, Florida Statutes. In lieu of adoption, as the various elements comprising the Comprehensive Plan are updated, applicable objectives and strategies are incorporated from the CMP. Once an element has been updated, it is reviewed by the Corridor Management Entity (CME) at their public meeting, then the Long Range Planning and Development Board at its public meeting, and then two public hearings before the Board of County Commissioners (BCC), and then is sent to the Florida Department of Community Affairs (FDCA) for final approval. The county revised the Recreation and Open Space Element in 2005, and added objectives and strategies concerning the scenic highway and the Corridor Management Plan. It was then submitted to the FDCA in the fall of 2005, approved by them and then adopted by the county in January 2006. Objective 3 of that element is provided below to illustrate that the CMP is in the process of being incorporated into the comprehensive plan an element at a time.

Objective 3: The natural, recreational, archaeological, scenic, historical and cultural resources of the A1A Scenic Highway shall be preserved and enhanced for Flagler County residents and visitors.

Policy 3.1: The County shall work towards removal of all billboard signs and the placement of small, low profile informative or educational signage along the Scenic Highway Corridor.

Policy 3.3: The County supports the River and Sea Scenic Highway Corridor Management Plan.

Policy 3.4: The County shall coordinate greenways, signage and bicycle pathways between River & Sea Scenic Byways in unincorporated Flagler County, Ocean Shore Scenic Byway in the City of Flagler Beach, River to Sea Preserve in Marineland and Scenic and Historic A 1 A in St. Johns County.

Policy 3-5: The County shall work towards creating and maintaining a canopied Scenic Highway Corridor through the plantings of native species, burying power and telecommunications lines, and using directional boring when installing utility lines under canopy root systems.

Policy 3-6: The County shall identify historical, cultural and educational tourist opportunities and improve recreational facilities without adversely impacting natural resources along the Scenic Corridor.

Flagler County is currently in the process of amending the transportation element. This will incorporate many more CMP objectives and strategies including access control, the constrained facility designation, land use and transportation linkages, etc.

11.0 PARTNERSHIPS

The River and Sea Scenic Highway CME has had many productive and agreeable partnerships during the past five years. A very pertinent one has been to work with the Flagler County Planning Staff to fine tune our Scenic Corridor Overlay Interim Ordinance. The County Planning Staff went on to strongly support the ordinance as it was accepted by the County Commission at two open public meetings. This has been a very important partnership as it has led to a stronger liaison between the county commission and the CME. The County Commission has allowed the CME to be a part of the review process for all new development along A1A using a procedure outlined in the Site Review Protocol Document.

Namely, property owners who are creating site plans have come to our meetings with their thoughts and needs and have gladly accepted suggestions and in some cases valuable advice which has saved them time and money. We have found that in the long run most owners have been quite agreeable to discuss their new ventures and have been glad to have our support. It is an important fulfillment of the Corridor Management Plan to keep our Corridor Scenic.

The Town of Marineland has also been another municipality that we have worked with and supported. They have just finished amending their Comprehensive Plan and many of our members provided inputs for that document. They in turn are interested in the progress the CME makes in beautifying the corridor. For example our proposed Northern Gateway and Interpretive Kiosk will be within the Town of Marineland.

Partnering with St John's County CME has staff members who are active in the northern section of the Scenic & Historic A1A Byway and who have been very helpful providing a lot of information that they have access to and we do not, such as existing County zoning, future land uses, road right-of-way widths, proposed roadway improvements, environmental improvements and objectives, and other pertinent data.

Which leads us to the Joint Corridor Management Entity (CME) for the 72 mile A1A Scenic and Historic Coastal Highway. We have membership representation on that Entity and other interested members of our CME who attend the meetings. It is a good partnership of diverse and enthusiastic people all contributing and working for the same goals.

Finally, when Washington Oaks State Park presents a special activity many of our members volunteer their assistance but since our section of the Byway is currently more residential than commercial we do not have many local clubs or associations to partner with. We do have the Hammock Civic Association, which has just been renamed Hammock Community Conservation Corporation, with whom we enjoy reciprocal support on many local concerns. When local homeowners associations have problems and need assistance we attend their meetings and provide assistance. **All in all we partner where we can and as positively as we can.**

12.0 Problem Areas

(1) Prior to designation, Flagler County received monies from developers for the design and implementation of the Malacompra Greenways and Malacompra Beachfront Parks. After designation and Federal recognition as a National Scenic Byway, the Federal Department of Transportation awarded a significant grant for design and permitting of all of the signage, gateway features, and park enhancements along the scenic highway. As well, the first grant was to pay legal expenses for incorporation as a tax-exempt 501c(3) organization. This was followed by a second grant for construction.

The CME is not qualified to administer such grants, and therefore the administration was awarded to Flagler County. The County has not been able to complete the work it undertook, and has not been able to adequately oversee the work that it subcontracted to others. As a result, construction cannot begin on most of the desired improvements, nor has the documentation been completed for the 501c(3), which is necessary to support independent fundraising for the CME. The first, pre-designation design work was highly unsatisfactory to all and was scrapped, at a cost of approximately \$250,000. Aspects of the second plan were also in need of significant revision. Most importantly, though, almost none of the permits required to construct the second designs were obtained and substantial expenditures are needed to get the necessary permits. **This has been the major problem area for the CME.**

(2) A second problem area arises from the combination of vesting in property rights and the somewhat loose wording of early Development of Regional Impact (DRI) agreements. New Planned Unit Development (PUD) agreements, which can overrule the protections of the Land Development Code, also permit the development of projects that are not wholly compatible with corridor goals. Some of the DRI agreements date back over 20 years, when much larger scale projects were contemplated and approved. It is these that resulted in two very large Oceanside condo buildings close to the highway and a Marina development near the Hammock Dunes Bridge that probably would not have been fully approved de novo. One other development across from the large oceanfront development, has been fully approved but not begun. While the CME was able to negotiate some minor improvements in building placement, setbacks, and units, the basic scale of the project was dictated by vested rights. Another rather dense waterway development is also possible under a PUD agreement that was recently approved by Flagler County.

(3) Finally, the CME has been struggling with issues of membership and fund raising. As was mentioned before, the paperwork for tax deductibility and exemption has not been properly completed or filed. Membership has been small and dedicated and largely consists of residents who are retired or semi-retired. The group meets in the daytime, which makes it particularly difficult to solicit members from the small business community along the highway and from working people. On the other hand, evening meetings are difficult for local government staff, who are often not approved to attend them.

13 ACTION PLAN

The action plan is a prioritized list of activities and tasks to be accomplished. The CME has updated the original CMP plan by reviewing the goals, objectives, and strategies and determining reasonable completion schedules. The A1A River & Sea Trail Scenic Highway action plan consists of a five year action plan. Action items in each of these categories range from the highest priority to medium and lower priority projects. The acronyms to the items listed in the table below are shown following the table.

A. Corridor Improvements/Enhancements

No	Action	Linkages: Goals, Objectives, Strategies	Responsi- bility	Potential Funding Sources and Partners	Product	Year
1	Gateways/entrances to create an identity (In Process)	1.2.3, 2.2.1, 4.1.1, 5.4.2	CME, FDOT, FC, TM, CPR	FC, SHG	Two gateways, north end, and south end	2006-2008
2	Increase public recreation opportunities and access to such opportunities in the corridor, including implementation of management plans of all public lands. (In Process)	1.1.3, 1.2.5, 1.5.1, 1.5.2	CME, FC, TM, CPR	FC, TM, SHG, FDOT, FIND FRDAP, SJRWMD, SPS,	Additional recreational opportunities and access such as dune walkovers, canoe launches, picnic facilities, boardwalks, docks/fishing piers, etc.	2006-2011
3	Continue to plant vegetation including wildflowers and native trees (In Process)	1.1.1, 1.1.2, 1.2.1, 1.3.2, 1.3.3, 1.4.1, 1.4.3	CME, FC, TM, FDOT, CPR, WOG, Master Gardeners, Volunteers	SHG, FBG, UFG; FPT;	Native trees, shrubs and wildflowers	2006-2011
4	Restore and protect dunes and beaches with landscape and hardscape including enhancement of public beach access	1.1.1, 1.1.2, 1.2.1, 1.2.2, 1.2.3, 1.5.1, 1.4.1, 1.4.3,	DEP, PR, FC, TM, SPS, Volunteers	FC, FBG, FCMP, FRDAP	Wildflowers and native vegetation, dune walkovers, "curbs" to prevent cars from parking on dune vegetation	2006-2011
5	Implement Corridor Management/Maintenance Program including a litter abatement/control program	1.2.5, 1.7.3	CME, FC, PR, COP	SHG, FDOT AHP	Implementation program and schedule	2006-2011
6	Undergrounding utility wires	1.1.1, 1.2.4, 1.3.1, 1.8.1-1.8.4, 5.3.4	CME, FC, TM, FDOT, UC	SHG, DEP, DCA, UC	Underground utility wires Increased safety, aesthetics	2008-2011

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7	Interpretive signs (In Process)	1.5.1, 1.9.4, 2.2.1, 4.1.1, 4.1.2, 5.4.1	CME, FC FDOT, TM	FC, SHG, FCMP, FRDAP	Signs providing information on intrinsic resources in corridor	2006-2008
8	Design and build informational kiosks (In Process)	1.9.4, 4.1.2	CME, FC, TM	FC, SHG	Kiosks at designated areas	2006-2008
9	Canoe facilities (In Process)	1.1.3, 1. 2.3	PR, SPS, CPR	FC, SHG	Designated launch areas, canoe rentals	2006-2011
10	Additional off-road parking at park areas	1.1.3, 1.2.5, 1.4.3, 5.1.3	FDOT, FC, SPS	FC, T-21, SHG	Additional parking spaces	2006-2011
11	Implement stormwater management plan that addresses both water quantity and water quality improvements.	1.10.1 - 1.10.3	FC, SJRWMD	SJRWMD, NSMI, FC	Improve water quantity control and water quality in estuary/river	2006-2011

B. Promotional/Community Participation

No	Action	Linkages: Goals, Objectives, Strategies	Responsi- bility	Potential Funding Sources and Partners	Product	Year
1	Promotional events (In Process)	1.1.4, 1.2.5, 3.1.3, 4.2.1, 4.2.4	CC, TDC, CME, FC, TM PR, CPR	FC, CC, TDC, VF HT, ECG Corporate Sponsors	Participation at events Promotion of Corridor and its Resources	2006-2011
2	Information brochures promoting corridor at Welcome Centers (In Process)	1.9.4, 2.1.1, 4.2.2, 5.4.3	TM, CC, TDC FDOT, CME	FDOT, CC, TDC, FC, TM, VF HT, ECG	Brochures, Maps	2006-2011
3	Coordinate with VisitFlorida	2.1.3,4.2.3	CME	CME, FC	VISITFLORIDA Marketing	2006-2011

C. Administration/Coordination

No	Action	Linkages: Goals, Objectives, Strategies	Responsi- bility	Potential Funding Sources and Partners	Product	Year
1	Identify and pursue funding for a variety of corridor enhancement projects including undergrounding, signage, and plan for planting trees and flowers. (Ongoing)	1.1.2, 1.2.1, 1.2.4, 1.2.5, 1.8.1-1.8.4, 1.9.7	CME, FC, FDOT, TDC CC, FDOT DEP	FC, TM,	Grant monies	2006-2011
2	Implement the plans created in Phase I and the Charrette	1.2.1 – 1.2.5 1.3.1 – 1.3.3 1.4.1 – 1.4.3 1.5.1 – 1.5.2 1.6.1 1.7.1 – 1.7.3 1.8.1 – 1.8.4 1.9.1 – 1.9.4 1.10.1 – 1.10.3 1.11.3 – 1.11.7 2.1.1 – 2.1.3 2.2.1 – 2.2.3 2.3.1 – 2.3.2 2.4.1 – 2.4.3 3.1.1 – 3.1.3 3.2.1 – 3.2.3 3.3.1 – 3.3.3 4.1.1 – 4.1.2 4.2.1 – 4.2.3 4.4.1 – 4.4.2 5.1.1 – 5.1.4 5.2.1 – 5.2.3 5.3.1 – 5.3.4 5.4.1 – 5.4.3 5.5.1 – 5.5.2	FC, TM, CME	FC, TM, SHG, FRDAP, FCT, FCMP, FDOT, FIND	Facilities programming, detailed plans for projects, costs and phasing	2006-2011
3	Monitor enforcement of codes (Ongoing)	1.9.3, 2.2.2	FC, TM, COP	FC, TM	Enforcement	2006-2011
4	Establish task force for undergrounding utilities	1.8.1 – 1.8.4	CME, FC, TM, UC, FDOT	Volunteer time,	Committee to coordinate and fast track this action	2008-2011
5	Amend Flagler County Comprehensive Plan (In Process as elements are complete)	1.6.1	CME, FC	FC	Comprehensive plan amendments	2006-2011
6	Land acquisition for recreation/preservation and facilities (Ongoing)	1.1.5	FC, TM, PR, CRP, SPS	FC ESL, SPS, DCA, FCT, Florida Forever	Additional recreation/preservation lands and facilities	2006-2011

7	Award Program for enhancement projects	3.3.3	CME, FC, TM CC, TDC, PR	FC, TM	Incentive monies	2006-2011
8	Coordinate with Visit Florida (Ongoing)	4.2.3	CME, FDOT TM, FC	HT, ECG VF grants, promotions and funding associated with various designations	Inclusion in their programs, promotional materials and grants	2006-2011
9	Prepare annual report to FDOT	1.11.6	CME	CME, FC, TM	Annual Report	2006-2011
10	Develop a stormwater management plan that addresses both water quantity and water quality improvements	1.10.1 – 1.10.3	FC, SJRWMD	SJRWMD, NSMI	Control water quantity and improve water quality in estuary/river	2006-2011
11	Prepare a 5-year CMP update	1.11.7, 3.2.2	CME	CME, FC, TM	CMP Update Report	2011

Funding Entities and Entities Responsible for Action Items:

- AHP Adopt A Highway Program
- BB City of Beverly Beach
- CC Chambers of Commerce
- CME Corridor Management Entity
- COP Civilian Observer Patrol
- CPR County/City Parks and Recreation
- DCA Department of Community Affairs
- DCF Division of Cultural Affairs
- DEP Department of Environmental Protection
- ECG East Coast Greenway
- ESL Environmentally Sensitive Land Program
- FB City of Flagler Beach
- FBG FDOT Beautification Grant
- FBIP Florida Boating Improvement Program
- FC Flagler County
- FCMP Florida Coastal Management Programs
- FCT Florida Communities Trust
- FDOT Florida Department of Transportation
- FIND Florida Inland Navigation District Grant
- FPT Florida Plant a Tree
- FRDAP Florida Recreation and Development Assistance Program
- GOS Goals, Objectives, and Strategies
- HR Division of Historic Resources

HT	US17/A1A Heritage Trail
MS	Museum
NSMI	Nonpoint Source Management Implementation (FDEP)
PR	Private Parties
SJRWMD	St. Johns River Water Management District
SHG	Scenic Highway Grant
SPS	State Parks Services
T-21	Federal Transportation Grant
TDC	Tourist Development Council
TM	Town of Marineland
UC	Utility Companies
UFG	Urban Forestry Grant
VF	Visit Florida