

SECTION 12 RELATIONSHIP TO THE COMPREHENSIVE PLAN

The Corridor Management Plan (CMP) was developed by the William Bartram Scenic & Historic Highway Corridor Group with full involvement of St. Johns County. The CMP was developed by the Corridor Group with growing support of the St. Johns County Board of County Commissioners (BCC). While this grassroots effort was initiated by a group of area citizens in 1997, St. Johns County staff and representatives have served on the Corridor Group since 2001, working with the Corridor Group members to develop the Goals, Objectives and Strategies (GOS) and the Action Plan contained in the CMP, and reviewing the draft CMP with other County staff. Due to the collaborative process by which the CMP was developed, the GOS and the Action Plan both reflect and expand upon existing policies found in the County's Comprehensive Plan as well as projects and programs under development or adopted by St. Johns County.

Supporting Projects and Policies

St. Johns County has recognized the significance of the unique resources found along the William Bartram Scenic & Historic Highway, and steps have been taken to protect these resources through local investments in public land and protection techniques. In addition, there are a number of projects currently under development whose purpose or effect is to protect or enhance the intrinsic qualities of the William Bartram Scenic & Historic Highway. These projects include:

- Greenway, Blueway & Trails Master Plan
- Alpine Groves Park Master Plan (including restoration, preservation, interpretation of historic structures and orange groves)
- Restoration plan for the Switzerland Community Center
- RiverTown riverfront park at Hallowes Cove
- Beluthahatchee Park (potential FCT grant acquisition to preserve home of author/activist Stetson Kennedy)
- State- and County-sponsored Historical Markers funded for William Bartram's Plantation and Beluthahatchee, and proposed for Alpine Groves Park and Switzerland Cemetery

In addition to coordinating with St. Johns County, the primary responsibility for transportation planning in St. Johns County rests with the First Coast Metropolitan Planning Organization (MPO), which was established through an inter-local agreement between the City of Jacksonville, the Jacksonville Transportation Authority (JTA), the Jacksonville Planning and Development Department (formerly the Jacksonville Area Planning Board), Clay County, St. Johns County and the Florida Department of Transportation (FDOT). The First Coast MPO covers nearly 1,118 square miles, which includes Duval County and major portions of Clay, Nassau, and St. Johns Counties, including the entire length of SR 13, the William Bartram Scenic & Historic Highway. A member of the Corridor Group has served on the MPO's Citizen Advisory Committee for a number of years.

Every five years, the First Coast MPO prepares a financially feasible transportation plan containing transportation improvements that are needed over the next quarter century. Annually, the MPO prepares the Transportation Improvement Program (TIP), which budgets and schedules the transportation improvements for the next five years. Both the financially feasible transportation plan and the TIP contain work tasks associated with the development of the William Bartram Scenic and Historic Highway (see

Recent & Proposed Roadway Improvements for SR 13 at Section 7.9, for details on road improvement activities, including road widening, resurfacing, and a PD & E corridor study to determine feasibility of connecting the regional road system with a new or expanded bridge that would cross St. Johns River.)

Support of St. Johns County 2015 Comprehensive Plan: Pursuant to FDOT's Scenic Highways Program, the Corridor Group will begin to function as a Corridor Management Council (CMC) upon designation. The CMC will endeavor to promote, protect and improve intrinsic resources of the William Bartram Scenic & Historic Highway. The efforts of the CMC will only support the actions of St. Johns County, and are not intended to work at cross-purposes. Likewise, the County has taken several steps to protect and enhance the corridor's intrinsic resources, through landscape buffers, limited commercial development, signage regulations, scenic edges, and the overall acknowledgement of the scenic and historic value to the Northwest area.

The following list outlines some of the strategies proposed in the CMP that are supported by existing policies found in the County's adopted Comprehensive Plan:

<u>CMP Strategy</u>	<u>Supporting Comprehensive Plan Policy</u>
1.1.1 Map and record natural and man-made features along the corridor	A.2.1.9 Northwest Sector General Development Pattern (planned development requirements for proposed land uses).
1.1.2 Identify native vegetation and buffers, infrastructure, historic restoration opportunities, and recreation facilities	E.2.3.4 Develop native vegetative restoration plans for waterfront park sites. F.1.3.15 Consider use of wetlands and conservation areas for passive recreational and open space areas; G.1.10.10 Pursue funding sources for waterfront improvements.
1.2.1 Maintain and enhance oak canopies and other native plant species	B.1.6.8 Existing trees protected during road construction, improvement and maintenance; B.1.6.10 Infrastructure improvements, construction, and work within the right-of-way shall be designed to protect the scenic character of the road.
1.2.4 Protect trees, natural vegetation and landscape buffers	B.1.6.9 Use of native vegetation and maintaining natural ground cover, canopy, and understory.
1.4.2 Support river accesses, parking, rest-rooms, shelter, biking rest areas, information areas, and information kiosks	E.1.1.2 Maintain existing access points to the waterways; E.1.1.3 Promote increased facilities for public waterways. E.1.1.5 Develop additional funding sources for beach and navigable waterway accesses, parking spaces, etc., E.1.1.7 Maintain and improve publicly owned ramps; F.1.2.4 Coordinate with Tourist Development Council to provide tourist related recreational opportunities; F.1.2.6 Coordinate and support future park acquisitions with William Bartram Trail Management Plan; F.1.3.5 Consider recommendations of Corridor Group in selecting future park sites; G.1.10.1 Improve access to parks and recreational sites.

CMP Strategy	Supporting Comprehensive Plan Policy
1.5.1 Storm water management plan	E.2.2.17 Consider Environmentally Sensitive Overlay Zone.
1.8.1 Recognize and protect SR 13's distinct character	A.2.1.2 (f) Develop new road corridors rather than widen existing roads, wherever feasible. A.2.1.2 (l) New development comply with scenic highway buffers; A.2.1.2 (m) Xeriscape landscaping, berms, additional native tree plantings, and increased building setbacks on designated scenic highways; E.2.2.17 Consider Environmentally Sensitive Overlay Zone.
2.1.4 Monitor plans for alternate roads to avoid additional lanes on SR 13	B.1.1.1: Establish level of service standards; B.1.1.5: Implement CR 210 and North-South Arterial Corridor Studies in Northwest Sector.
2.3.1 Support the Greenway, Blueway & Trails Plan to provide various path surfaces	G.1.9.2: Coordinate future land acquisitions for greenways with the Office of Greenways and Trails; G.1.9.16: Establish a greenways program.
4.1.2 Develop educational programs and forums	E.2.3.9: Work with State agencies to educate and distribute information on surface water resources; G.1.9.12: Create Manatee Protection Plan for ICW and St. Johns River.
5.1.4 Implement tourist oriented programs	A.1.13.5 Partner with the Tourist Development Council and Chamber of Commerce to promote eco-tourism activities and incentives to preserve, restore or establish historic, cultural and environmental resources; E.2.4: Promote community pride, provide a positive community self image, provide a pleasant driving experience, preserve and protect unique scenic, historical, archaeological, cultural, recreational, aesthetic and environmentally significant resources.
6.1.2 Encourage methods to alleviate traffic on SR 13	B.1.1.1 Establish level of service standards. B.1.1.5: Implement CR 210 and North-South Arterial Corridor Studies in Northwest Sector.
7.1.1 Map existing tree canopy locations	A.2.1.9 Northwest Sector General Development Pattern (for proposed development).

Incorporation into St. Johns County 2015 Comprehensive Plan: The Corridor Group recognizes the necessity of including the corridor map, vision statement and related Goals, Objectives and Strategies in the County Comprehensive Plan and the Northwest Sector Plan updates. Therefore, the Corridor Group has requested St. Johns County's continued assistance in achieving this Corridor Management Plan.

Further, the Corridor Group proposes a strategy of including the corridor map, vision statement and related goals, objectives and strategies as a separate element for the scenic highway in the Comprehensive Plan. The Corridor Group believes that this separate element strategy would facilitate easy reference and would better protect the intent and vision of the Scenic Highway Program. Technically, this section would function as a single overlay or as multiple overlay(s) where all activities within the Scenic Highway Corridor, so designated on a map, would have to be compatible with the visions and goals of the Scenic Highway Program. To implement the comprehensive plan strategies, the County's Land Development Code would be amended with overlay zone(s) that establishes the standards for the corridor. The overlay(s) would implement requirements beyond the existing County regulations.

This proposed element would include:

- Scenic Highway map showing overlay zone(s)
- Goals, objectives and policies as related to protection of the scenic corridor
- Development standards for both public and private properties including:
 - a. Right-of-way and public space design standards
 - b. Site development standards
 - c. Building design standards and
 - d. Sign design standards

The Corridor Group will endeavor to expedite the process of establishing Overlay Zone(s) within the Land Development Code, which will be used to implement many of the policies of the Comprehensive Plan element. This task will be pursued by the CMC as a priority after the designation (see Section 10- Protection Techniques for details on the Overlay Zone(s).)

In addition, upon designation, the CMC will request that the William Bartram Scenic & Historic Highway be added to the County's Comprehensive Plan Map Series, particularly on the Road Classification Map and the Future Land use Map, as those maps are updated. The County may update its comprehensive plan twice per year.