

7.14 BACKGROUND CONDITIONS ANALYSIS-OPPORTUNITIES AND CONFLICTS

TABLE 6: Background Conditions Analysis-Opportunities and Conflicts		
Background Condition	Opportunity	Conflict
<p>7.1 Corridor Limits (All goals, objectives, strategies and actions apply.)</p>	<ul style="list-style-type: none"> • The William Bartram Scenic & Historic Highway corridor allows for connections to scenic, historic, cultural, natural, and recreational amenities • Linkages to the St. Johns River system at various locations 	<ul style="list-style-type: none"> • Impact may cause loss of scenic and historic character along the Corridor
<p>7.2 Roadway/ ROW Description (Reference Goals 1, 2, 6 and 7; Objectives 1.2,1.3, 1.5, 1.6, 2.1, 2.3, 2.4, 6.1 and 7.1; Strategies 1.2.1, 1.3.1, 1.3.2, 1.3.3, 1.5.1, 1.6.1, 2.1.1, 2.1.2, 2.1.3, 2.1.4, 2.3.1, 2.4.1, 2.4.2, 2.4.3, 6.1.1, 6.1.2, 6.1.3, 7.1.1, 7.1.2 and 7.1.3; and Actions A.1, A.3, A.4, A.5, A.6, A.10, A.15, C.3, C.10 and C.18).</p>	<ul style="list-style-type: none"> • Acquisition of a continuous Greenway and/or Blueway adjacent to the corridor • Ease traffic along the corridor through creation of alternate routes, by increasing existing bridge capacities • Improve ROW storm water and drainage system and treatment before discharge into the St. Johns River • Improvement and creation of a fire protection system • Consolidate or underground utilities • Multi-use trails connecting to the river and other intrinsic resources. • Maintain status quo on roadway character, number of lanes and development • Plant and save live oak canopies, native landscape buffers and wildflower plantings where appropriate 	<ul style="list-style-type: none"> • ROW is not consistent throughout the corridor • Costs associated with new road construction and enhancements • Cost of storm water and fire protection system • Cost of consolidation and relocation of utilities
<p>7.3 Existing Land Use, Zoning Reference Goals 1 and 8; Objectives 1.1, 1.4, 1.6 and 8.1; Strategies 1.1.1, 1.1.2, 1.4.1, 1.4.2, 1.6.2 and 8.1.1; and Actions C.8, C.9, and C.10.</p>	<ul style="list-style-type: none"> • Corridor overlay zone for design guidelines, tree protection, sign control, etc. • Better land development code enforcement • Encourage developers to plant more native vegetation and comply with buffer regulations • Leverage the support from the Board of County Commissioners for the Scenic Highways program in the DRI, PUD, PSD, PRD and other development approval processes • Affect amendments to the Northwest Sector Overlay 	<ul style="list-style-type: none"> • Need for design guidelines, tree protection and sign control • Enforcement of present land development regulations • Developers and agencies not very concerned about endangered species – flora and fauna • Commercial development are not required to be in accordance with the Scenic Highways Program Vision and Goals • Enforcement of codes & laws consistent with Land Development Code and laws

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<p>7.4 Future Land Use Reference Goals 1 & 8; Objectives 1.1, 1.4, 1.6 and 8.1; Strategies: 1.1.1, 1.1.2, 1.4.1, 1.4.2, 1.6.2 and 8.1.1; and All "A" Actions (Improvements/ Enhancements), and C.8, C.9 C.13, C.16, C.19.</p>	<ul style="list-style-type: none"> • Additional recognition in the Comprehensive Plan to include the corridor map, vision and Goals, Objectives and Strategies 	<ul style="list-style-type: none"> • Grandfathering and buffer exemptions
<p>7.5 Signage Reference Goals 1, 2, 5 and 8; Objectives 1.7, 2.4, 5.1 and 8.1; Strategies 1.7.1, 1.7.2, 2.4.1, 2.4.3, 5.1.5 and 8.1.2; and Actions C.16 and C.19.</p>	<ul style="list-style-type: none"> • Coordinate, monitor and examine public and private signage standards for the Corridor. • Eliminate temporary signs and banners • Distinctive community logos and a well coordinated directional signage 	<ul style="list-style-type: none"> • Sign regulations enforcement • No uniform signage plan for the corridor • Small business owner violators • Lack of sufficient code enforcement personnel
<p>7.6 Safety Reference Goals 1 & 2; Objectives 1.4, 2.1 and 2.2; Strategies 1.4.2, 1.4.3, 2.1.1, 2.1.3, 2.2.1 and 2.2.2; and Actions A.4, A.10, A.15 and A.18.</p>	<ul style="list-style-type: none"> • A transportation study that reviews multi-modal use, speed regulations and parking • Safe crossing areas with warning devices for pedestrians and bicycles • Construction of new North-South road and alignment of other parallel roads • Correct improper and unsafe use of the right-of-way for parking • Traffic calming and reduce speed where appropriate • Warning devices at bike /pedestrian crossings along corridor • Identify potential acquisitions needed to improve safety and enhance the corridor • New developments should consider burying utilities except where tree integrity would be adversely affected • Non intrusive/low "spill/glare" lighting where appropriate 	<ul style="list-style-type: none"> • Inadequate pedestrian and bike paths • High traffic speed • Truck traffic and truck stops • Increased traffic

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<p>7.7 Traffic Volumes/User Types, Level of Service Reference Goals 1, 2, 6 and 7; Objectives 1.1, 2.1, 2.2, 2.3, 6.1 and 7.1; Strategies 1.1.2(b), 2.1.1, 2.1.2, 2.1.3, 2.1.4, 2.2.1, 2.2.2, 2.3.1, 6.1.1, 6.1.2, 6.1.3 and 7.1.3; and Actions A.4, A.20, A.21 and C.3.</p>	<ul style="list-style-type: none"> • Alternate modes of transportation including but not limited to pedestrian, bus, boat, and bicycles • Alternate routes for local and through traffic 	<ul style="list-style-type: none"> • Traffic along corridor is expected to increase • No plan for multi-modal uses • Level of service is expected to fall
<p>7.8 Transportation Planning Goals 1, 2, 6 and 7; Objectives 1.1, 1.4, 2.1, 2.2, 6.1 and 7.1; Strategies 1.1.2(b), 1.4.2, 2.1.1, 2.1.2, 2.1.3, 2.1.4, 2.2.1, 2.2.2, 2.3.1, 6.1.1, 6.1.2, 6.1.3 and 7.1.3; and Actions A.4, A.18, A.20, A.21, C.3, C.13 and C.16.</p>	<ul style="list-style-type: none"> • Bike access to intrinsic resources • Alternative modes of transportation with enhancements for pedestrians and bicycles • Multi-modal system to the St. Johns River and possibilities of boat travel • Nature, cultural and historical trails • Interpretive sign program • Protection and enhancement of the river 	<ul style="list-style-type: none"> • Off road bicycle access to intrinsic resources not present • Flooding and inadequate storm water management
<p>7.9 Roadway Improvements Reference Goals 2 & 6; Objectives 2.1, 2.2 and 6.1; Strategies 2.1.1, 2.1.2, 2.1.3, 2.1.4, 6.1.1, 6.1.2 and 6.1.3; and Actions A.1, A.4, A.18, A.20, A.21, C.3, C.13 and C.16.</p>	<ul style="list-style-type: none"> • Plant oak and other native trees • Wildflower plantings • Enhancements of retention ponds. • Provide attractive disposal units • Recruit homeowners to take part in the maintenance of vegetation adjacent to their property • Improved storm water system • Underground utility lines 	<ul style="list-style-type: none"> • Easements and adjacent property usage • Need for enhancement and safety considerations • Existing retention areas • Flooding

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<p>7.10 Protection Techniques Reference Goals 1, 5, 6, and 8; Objectives 1.1, 1.2, 1.3, 1.7, 5.2, 6.1, 7.1 and 8.1; Strategies 1.2.1, 1.2.2, 1.3.1, 1.3.2, 1.7.2, 1.8.1, 1.8.2, 5.2.1, 5.2.2, 6.1.1, 6.1.2, 6.1.3, 8.1.1, 8.1.2, 8.1.3 and 8.1.4; and C Actions.</p>	<ul style="list-style-type: none"> • Amend comprehensive plan to further recognize scenic corridor • Create overlay zone for scenic Corridor • Limitations on commercial development • Code enforcement • Incentive program for businesses and residents • Leverage existing provisions of the Northwest Sector Overlay 	<ul style="list-style-type: none"> • Lack of special protection measures
<p>7.11 Env. Conditions Reference Goals 1, 4, 5 and 8; Objectives 1.1, 1.2, 1.3, 1.7, 4.1, 4.2, 4.3, 5.1, 5.2 and 8.1; Strategies 1.1.2, 1.2.1, 1.2.2, 1.2.4, 1.3.1, 1.3.2, 1.7.1, 4.1.1, 4.2.3, 4.3.1, 4.3.2, 5.1.4, 5.2.2, 5.2.5, 8.1.3 and 8.1.4; and A, B & C Actions.</p>	<ul style="list-style-type: none"> • Interpretive signage for historical and natural resources • Museum/visitor's center for William Bartram and other local heritage • Heritage education program in schools • Nature, history and cultural preservation programs • Bird and wildlife viewing areas 	<ul style="list-style-type: none"> • No interpretive signage along the corridor • No visitor information centers
<p>7.12 Other Programs Reference Goals 1, 2, 3, 4 and 5; Objectives 1.9, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2, 5.1 and 5.2; Strategies 1.9.3, 2.3.1, 3.1.1, 3.1.2, 3.2.1, 3.3.1, 3.3.2, 4.1.1, 4.2.2, 4.2.1, 4.2.2, 4.2.3, 5.1.2, 5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.2.4 and 5.2.5; Actions A.3, A.5, A.7, A.8, A.9, A.11, A.12, A.13, A.14, B.1, B.4, B.6, B.9, and C Actions.</p>	<ul style="list-style-type: none"> • The corridor's intrinsic resources and private businesses could link their facilities to the corridor, by providing information kiosks, bike and pedestrian connections, boat connections and beautification projects along the roadway 	<ul style="list-style-type: none"> • No established lines of communication between the residents, businesses and agencies • Funding to implement the CMP