



Scenic and Historic A1A Corridor Management Plan

Submitted to:

Florida Department of Transportation, District Two
Scenic Highways Coordinator
PO Box 1089
Lake City, Florida 32056-1089

Submitted by:

The Scenic and Historic A1A Corridor Advocacy Group (CAG)/
Corridor Management Council (CMC)
St. Augustine, Florida 32084

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April 2009

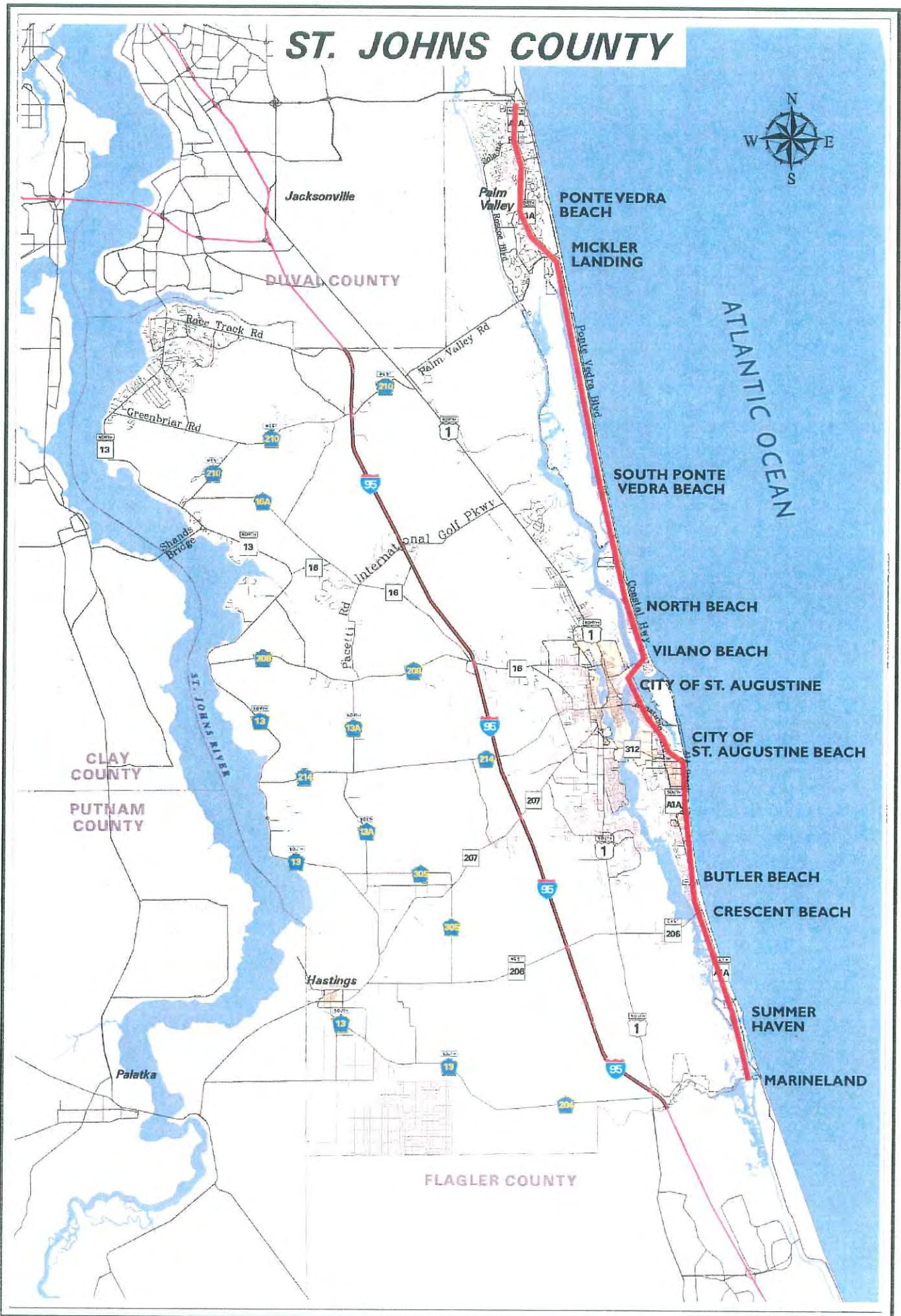
The Scenic and Historic A1A Corridor Advocacy Group gives grateful acknowledgement to the individuals who contributed their time and expertise in the development of this application. Special thanks also go to the people who participated in the Public Workshop and Design Charette; your comments and ideas proved invaluable.

Special acknowledgement is given to the following individuals for generously donating photographic artwork to include in this document.

Jeanie Fitzpatrick
Graphics Ink
Vickie Renna
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Sacha Martin
Walter Coker
Jay R. Hood, ASLA
The Greenbergs

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ST. JOHNS COUNTY





Designation Application

Florida Scenic Highways Program

Level of designation the Applicant is seeking
☒ Florida Scenic Highway
☐ National Scenic Byway
☐ All-American Road

Submission of this Designation Application form and its accompanying Designation Documentation verifies that designation as a Florida Scenic Highway is being sought for the corridor identified below. Please prepare and submit this application to your District Scenic Highways Coordinator in accordance with Appendix F, Section X of the Florida Scenic Highways Manual. Chapter 3, Section 3.2 of the Florida Scenic Highways Manual illustrates how this form should be completed.

Roadway/Route Number and Name - Provide the state and US road number (if applicable) and the local or any regionally recognized name for the roadway. SR A1A, Ponte Vedra Blvd., South Ponte Vedra Blvd., Coastal Highway, Usina Bridge, May Street, San Marco STREET, ANASTASIA BLVD., CR A1A/BEACH BLVD., SOUTH SR A1A, OCEANSHORES BLVD.
Scenic Highway Name - Provide the scenic highway name to be used in any promotional activities.
SCENIC AND HISTORIC A1A

Date of Eligibility - Provide the date of the Letter of Eligibility. FEB. - MAY, 1998

Corridor Advocacy Group - Provide the following information regarding the CAG chairperson.
DR. GREENBERG

CAG Chairperson

2 ANDREWS COURT, ST. AUGUSTINE, FL.
Address

(904) 824-1083
Phone Number

Corridor Management Entity

DR. GREENBERG
CME Chairperson or Equivalent

2 ANDREWS COURT, ST. AUGUSTINE, FL.
Address

(904) 824-1083
Phone Number

We also confirm that signatories below are authorized to speak on behalf of the agency/organization they represent and that their signature denotes concurrence with all the information and concepts presented in the Designation Documentation. We also verify that all information stated on this form and/or included in the Designation Documentation are, to the best of our knowledge, true representations of the corridor and the resources for which designation as a Florida Scenic Highway is being sought.

[Signature]
Corridor Advocacy Group Chairperson

Date 11/26/01

[Signature]
Corridor Management Entity Chairperson

Date 12/10/01

X *[Signature]*
Local General Purpose Government Representative

11/28/01 #
Date 12/3/01

X *[Signature]*
Metropolitan Planning Organization

Date 12/13/01

Additional Information - On an attached sheet, provide updated names, titles, addresses and phone numbers for the following: 1) CAG Chairperson, Vice-Chairperson, other officers/committee heads and remaining membership and 2) additional local general purpose government representatives with signature.

LETTER OF INTENT
(Seeking National Designation)
Florida Scenic Highways Program

Route Number and Name:

For most of its length, the route of the scenic highway will coincide with that of State Route A1A.

Various segments of SR A1A have local names: The northern east-west segment, from Vilano Beach, across the North River, to San Marco Avenue in St. Augustine, comprises the Frank and Mary Usina Bridge and May Street; and the succeeding north-south segment, from May St. to the Bridge of Lions, comprises San Marco Avenue (to Castillo Drive), Castillo Drive East (to the bayfront), and Avenida Menendez. From the Bridge of Lions to just south of Old Quarry Road, the highway is called Anastasia Blvd. Finally, A1A in the City of Marineland is designated Ocean Shore Blvd.

Scenic Highway Name:

"Scenic and Historic A1A"

Corridor Limits:

The northern terminus will be at the northern end of Ponte Vedra Beach, at the St. Johns-Duval county line. The southern terminus will be in the town of Marineland, at St. Johns-Flagler county line. The total distance is 52.14 miles.

(Note: The City Commission of St. Augustine Beach has declined, in a narrow vote, to have its section of SR A1A be included in the proposed scenic highway. Nevertheless, the citizens of this city and their commission do seem to support the principles underlying the scenic highway program. The CAG believes, therefore, that St. Augustine Beach will eventually decide to participate in this project, and we are designing the eligibility application as though this decision will, in fact, be made.)

Statement of Significance:

Scenic & Historic A1A, along most of its length, is flanked on the east by the dunes and beaches edging the Atlantic ocean, and on the west by extensive estuarine marshes. Through the marshes runs the tidal lagoon (or "river") that collects the freshwater runoff from the Florida east coast drainage and that also constitutes part of the Intracoastal Waterway. *Scenic & Historic A1A* – with the aid of printed and recorded materials – will tell the story of these parallel habitats: the meaning of the sharp contrasts in their plant and animal life; the importance of their unique location at the northern border of the trade winds; the significance of the inlets that interrupt the land but join the waters of the ocean and river; and the impact of these biological and geographical features on the history and cultural development of St. Johns County.

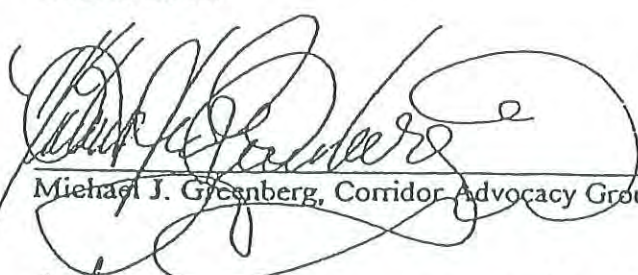
Magnificent, varied, and instructive scenic views of both the estuary and the ocean are available, not only from the road and the bridges that cross the Intracoastal Waterway, but from the historic lighthouse at St. Augustine and the historic forts at the St. Augustine and Matanzas Inlets. Both habitats – the beach and the estuary are often very near the road, and where this occurs, their distinctive natural resources are uniquely

accessible for close examination; moreover, several well-established sites provide opportunities for interpretive displays. Because plant and animal food is readily obtainable by hunting and gathering, human beings have, for eons, been active in the region traversed by the highway. Therefore, no fewer than 50 archeological sites, some dating back to the Middle Archaic Period (5000 B. C.), are easily accessible along the corridor. Furthermore, both the beaches and the estuaries remain relatively pristine and are used for a wide range of recreational activities: hunting, fishing, hiking, biking, birding, surfing, sailing and shelling. And the facilities necessary to support these recreational activities – including two State parks – are available along the corridor. Two more recent sports, golf and tennis, are characteristic features of Ponte Vedra Beach.

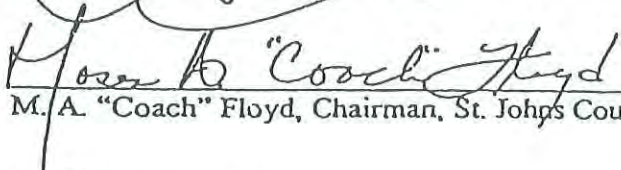
The road also passes through The City of St. Augustine (the nation's oldest, continuously settled European city), with its abundance of historical and cultural sites, activities, and events. The City is readily accessible on foot, by bike, tour train, or even horse-and-carriage; ample parking for a traveler's car is available just off the highway. Another important colonial site is visible from the road (and is accessible by a short detour); this is Gracia Real de Santa Teresa de Mosé (Fort Mosé), the first, free black community in the U. S. The historical story to be told by this corridor is not limited to St. Augustine, nor to the colonial period; important historic and archeological sites are found adjacent to the highway in Ponte Vedra Beach, Vilano Beach, St. Augustine Beach, Crescent Beach, Summer Haven and the Matanzas Inlet, and south to Marineland.

Pre-Application Meeting:

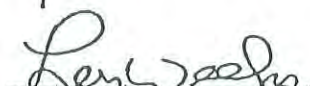
Date to be set


Michael J. Greenberg, Corridor Advocacy Group Chairman

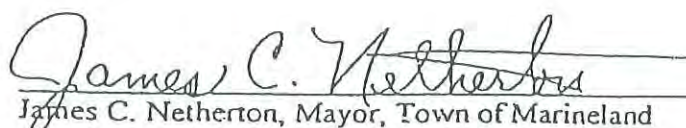
4/16/98
Date


M. A. "Coach" Floyd, Chairman, St. Johns County Commission

4/1/98
Date

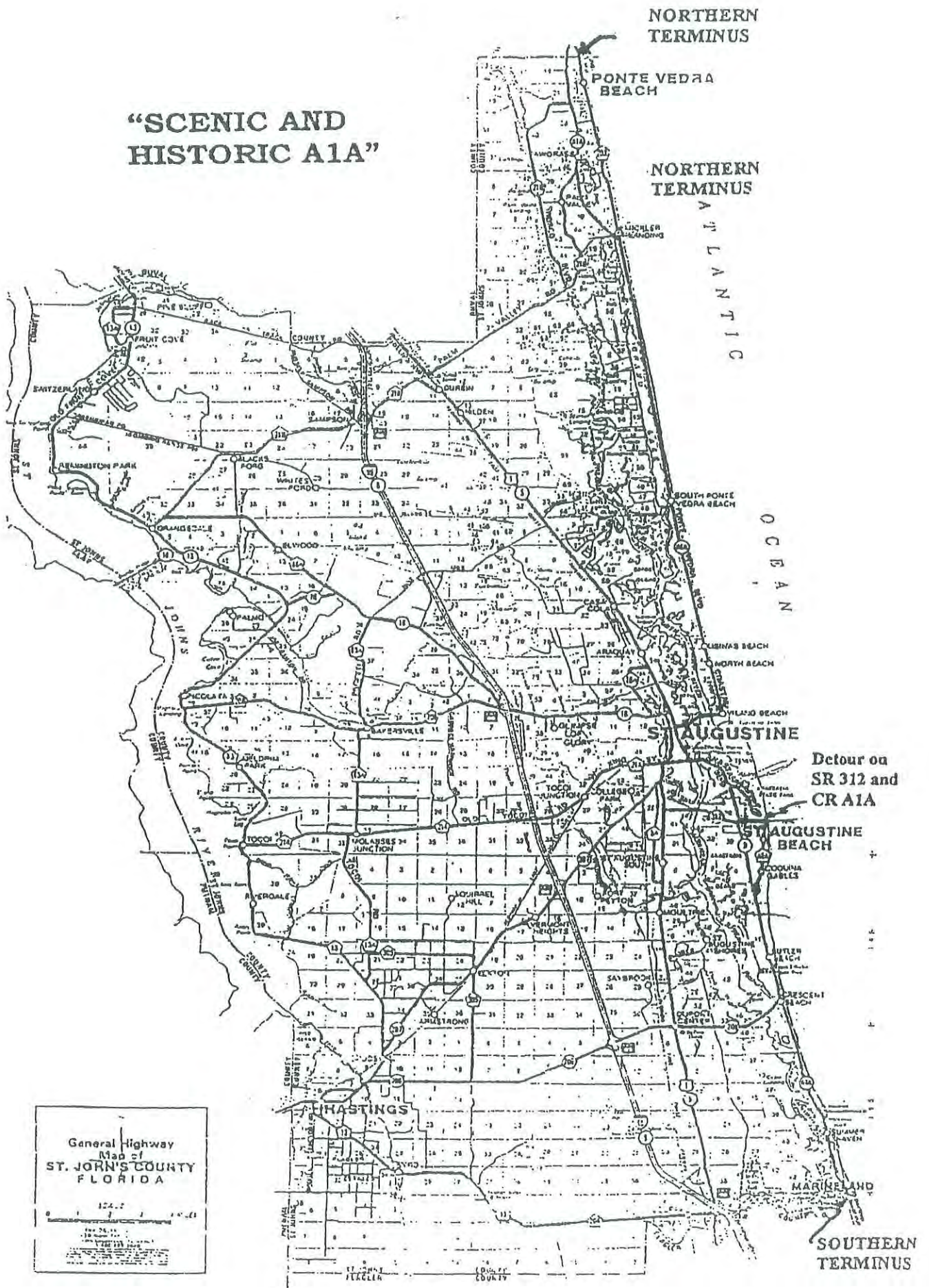

Len Weeks, Mayor, City of St. Augustine

4/19/98
Date


James C. Netherton, Mayor, Town of Marineland

4/1/98
Date

"SCENIC AND HISTORIC A1A"



2001 SCENIC AND HISTORIC A1A CORRIDOR ADVOCACY GROUP MEMBER LIST

CAG Members

1. Greenberg, Dr. Michael L. (Chairman)
2. Hamilton, Patrick (V. Chairman)
3. Fitzpatrick, Jean Ellen
4. Newman, Christine
5. DePasquale, Dr. Ralph J.
6. Clarke, Keith
7. McDevitt, Wendy
8. Myers, Gloria Dean
9. Paul, Victoria R.
- A. Vickie Renna (staff liaison)
- B. Kristee Booth (FDOT Scenic Highway Coordinator)

Previous CAG Members

Gordon Wilson (USNPS)
Otis Mason
Marsha A. Chance (ESI)
Mike Cullum (SJRWMD)

2001 Scenic Highway Extended CAG Members

1. Glean Hastings (TDC)
2. Tina Puckett (St. Johns County Chamber of Commerce)
3. J.B. Miller (DEP)
4. Larry Perry (DEP)
5. Jim Netherton (Mayor for Town of Marineland)
6. Max Royal (City Manager for City of St. Augustine Beach)
7. City of St. Augustine Beach's Beautification Advisory Committee
8. David Birchim (City of St. Augustine's Planner)
9. Len Weeks (previous City of St. Augustine's Mayor)
10. St. Johns County Board of County Commissioners
11. Sacha Martin (North Shores Improvement)
12. Vivian Browning (North Shores Improvement)
13. Barbara Jenness (North Shores Improvement)
14. Charlie Aitken (Mid-Anastasia)
15. Mary Saunders (Mid-Anastasia)
16. Marilyn Wiles (South Anastasia Community Assoc.)
17. Ann Taylor (South Anastasia Community Assoc.)
18. George Theophilos (South Anastasia Community Assoc.)
19. Judy Ginn (South Anastasia Community Assoc.)
20. Bert Charest (retired DEP)
21. Kathy Fleming (Ex. Director for the Light House Museum, Inc.)
22. John W. Morris III (Ex. Director for the Lighthouse Archaeological Maritime Program)
23. Ken Berk (National Estuarine Research Reserve Manager)
24. St. Johns River Water Management District

2002 -2007
Scenic & Historic A1A Corridor Management Council (CMC) Members
and
Friends of A1A Scenic & Historic Coastal Byway

1	Jenness, Barbara	Chairwoman	Scenic & Historic A1A - Chair & Friends of A1A - Vilano President
2	Kaufman, Irene Chairwoman	Vice	Scenic & Historic A1A - Vice Chair & Friends of A1A - SPV Director
3	Decker, Alyce (Greider)	Secretary	Scenic & Historic A1A, Secretary - Ponte Vedra Beach
4	Abbatiello, Al		William Bartram Scenic & Historic Highway (WBS&H) Representative
5	Abbatiello, Phyllis		WBS&H Highway Representative
6	Bosco, Tony		North Beach Vilano Beach / North Shores Improvement Association
7	Browning, Vivian		Summer Haven
8	Cardenas, Davron		
9	Clarke, Keith		Friends of A1A - Ponte Vedra Beach Representative Director
11	Floryan, Kathleen		Vilano Beach
12	Gaspars, Sheila		Anastasia Island
13	Hempel, Fred		Ponte Vedra Beach
14	Hempel, Kitty		Ponte Vedra Beach
15	Lohman, Gordon		South Anastasia Community Association
16	Marcil, Jody		St. Augustin Beach
17	McDevitt, Wendy		Ponte Vedra Beach FDOT District II – Scenic Highway Coordinator
18	Miller, Debrah		GTMNERR
19	Montgomery, Emily		St Johns County Historian
20	Moore, Robin		Friends of A1A - Scenic Byway Program Administrator
21	O'Hara, Sallie		City of St Augustine
22	Pearman, Pat		
23	Renna, Vickie		St Johns County - Long Range Planning Scenic Byway Principal Planner & Facilitator
24	Rich, Chris		North Beach
26	Rosenstock, William		City of St Augustine Beach
27	Samuels, Bob		Friends of A1A - City of St Augustine Beach Representative Director

28	Schoning, Roger	City of St Augustine Beach
29	Schwarz, Meredith and Matt	North Beach
30	Scofield, Tom	Friends of A1A - City of St Augustine Representative Director St Johns County - Assistant Recreation & Parks Director
31	Smith, Wil	South Ponte Vedra
32	Stark, Barbara	South Anastasia Community Association
33	Walker, Dixon	Crescent Beach
34	Walker, Peggy M	St Johns County - Real Estate
35	White, Linda	South Anastasia Community Association
36	Wiles, David	Anastasia State Park
37	Young, Shelly	GTMNERR
38	Zimmerman, Janet (GTMNERR)	

Extended CMC Members

Abel, Chriistina	Ponte Vedra
Andres, Shakaya	Ponte Vedra
Bliss, Shawn	Prosser Hallock
Bright, Ben	FDOT Maintenance
Cheek, Ken	FDOT
City of St Augustine Commissioners	St Augustine
City of St Augustine Beach Commissioners	St Augustine Beach
Donovan, Linda	Friends of A1A - Community Volunteer
Duenow, Debby	Friends of A1A - Community Volunteer
Duty, Linda	Friends of A1A - Community Volunteer
Finder, Phil & Alyce	Friends of A1A - Community Volunteer
Fleming, Kathy	Executive Director - St Augustine Lighthouse & Museum
Gay, Bernie	Friends of A1A - Volunteer Coordinator
Greenberg, Dr. Michael.J.	Past Chairman St Augustine
Gresham, Marvin & Peggy	Friends of A1A - Community Volunteer
Hagerty, Cindy	Friends of A1A - Community Volunteer
Hamilton, Pat	Past Vice-Chairman - South Anastasia Community Association
Hastings, Glenn	St Augustine Tourist Development Council
Haydt, Paul	St Johns River Water Management District
Hiller, Herb	East Coast Greenway Alliance
Hocevar, Louis	Friends of A1A - Community Volunteer
Keiser, Frances	South Anastasia
Knight, Mark	Friends of A1A - Community Volunteer
Lyons, Joyce & Bill	Friends of A1A - Community Volunteer
Manuel, Thomas	St Johns County Commissioner
Martin, Sacha	Vilano Beach - North Shores Improvement Association

McDonnell, Ed
Meadows, Lea & Pete Grant

Netherton, Jim

Olsen, Ed
Owen, Sarah
Patel, Kanti
Paul, Vickie
Porfilio, Ted & Cathy
Remley, Jeanne
Royal, Kathleen
Royal, Max
Schild, Herbie
Sellars, Jennifer
Shirley, Michael
St. Johns County Board of County
Commissioners
Thomson, Craig
Veltri, Gene
Wilson, Gordon

Friends of A1A - Community Volunteer
Friends of A1A - Community Volunteer
Marineland Mayor - Friends of A1A -
Treasurer

Friends of A1A - Community Volunteer
Friends of A1A - Community Volunteer
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Friends of A1A - Community Volunteer
Friends of A1A - Community Volunteer
Friends of A1A - Community Volunteer
Friends of A1A - Community Volunteer
City of St Augustine Beach - City Manager
Friends of A1A - Community Volunteer
Vilano Main Street Program Manager
Director GTMNERR

St Johns County
Friends of A1A - Community Volunteer
Friends of A1A - Community Volunteer
National Park Service Director

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EXECUTIVE SUMMARY



Study Area

In 1996, Scenic and Historic A1A Highway, located in St. Johns County (a 52.14 - mile segment), began the Florida Department of Transportation (FDOT) Scenic Highway designation process. The corridor depicts a side of Florida that has long been forgotten. Stories of the colonization of southeast United States, the development of the State of Florida and the men and women of our past remain and can be easily discovered throughout the corridor. As other parts of Florida experience unparalleled growth and loss of character, this community fought to preserve its diverse history and retain a unique Old Florida Coastal Town charm.

The Scenic Highway designation will allow the corridor to be improved in ways that will emphasize the natural beauty of the route, protect the unique characteristics of its surrounding communities and preserve the rich historic and archeological resources. Both travelers and residents can enjoy an array of recreational opportunities. These recreational opportunities include: relaxing on pristine sandy white beaches, discovering unique environmentally significant resources and how to protect them, exploring historical and archeological sites, beach fishing, scuba diving, golf, tennis, nature walks and historical reenactments.

This Scenic Highway runs between the eastern shore of the Atlantic Ocean and Intracoastal Waterway. Beginning at the south boundary of the St. Johns County/Flagler County Line the scenic highway meanders north through the Town of Marineland; Crescent Beach; South Anastasia Island; Mid-Anastasia Island; St. Augustine Beach; the City of St. Augustine; Vilano Beach; South Ponte Vedra Beach; and Ponte Vedra; ending at the St. Johns County / Duval County Line.

The scenic highway designation will allow local communities to enhance, preserve and maintain existing resources. From 1996-2002, the Scenic and Historic A1A Corridor Advocacy Group (CAG) sought to become a Florida Scenic Highway candidate. This community based group submitted a Letter of Intent to FDOT on April 1998. Since then, the CAG, the FDOT, St. Johns County government and the local citizens have worked in collaboration to implement an intensive community participation programs; refine the initial vision for the scenic highway; and develop both a conceptual and final Master Plan.



Included in this Corridor Management Plan is a complete inventory of the corridor's natural, historic, scenic, archeological and cultural resources; goals, objectives and strategies for the enhancement and preservation of these resources; a list of potential funding partnerships and promotion programs; a detailed action plan, conceptual and final Master Plan.

Improvements and enhancements discussed in the Corridor Management Plan were developed and prioritized by the public and the CAG through various means including a community participation survey, many public workshops, a design charettes, interviews and public CAG meetings. Due to the CAG efforts, January of 2002 Scenic & Historic A1A officially became designated as a Florida Scenic Highway. The newly created Corridor Management Entity (CME), later known as the Corridor Management Council (CMC), sought and became a National Scenic Byway, along with A1A through Flagler County, in June of 2002. This entity will serve as the caretaker of the corridor and will ensure that the action plan contained in this Corridor Management Plan (CMP) is implemented.

Through a National Scenic Byway (NSB) grant awarded in 2003, the Scenic & Historic A1A members and the County; hired Glatting Jackson to prepare a Master Plan. The creation of the Master Plan included several sections such as, Visual Survey, Transportation and Parks, Wayfinding, an Analysis of South Anastasia Transportation issues and an Executive Summary. The St. Johns County Master Plan was completed in late 2006.

Participants (including various local governments) in the Scenic Highway organization sought several NSB grants in 2007 to implement St Johns and Flagler Countys' Master Plans.

The following pages highlight the unique characteristics of each community.

COMMUNITIES

- **Marineland**
- **South-Anastasia Island**
- **Crescent Beach**
- **Summer Haven**
- **Mid-Anastasia Island**
- **City of St. Augustine Beach**
- **City of St. Augustine**
- **Vilano Beach**
- **Ponte Vedra**



St. Augustine Lighthouse Museum and Park

Although the above communities share an overall vision for the corridor, each community has a unique and distinct story to tell. Each community expressed the desire to protect and preserve the quality of life, natural, cultural, historic, archeological and scenic resources that make their community unique. This executive summary, summarizes the overall appearance of the corridor's adjacent communities, highlights the unique characteristics of each community and identifies natural resources that must be maintained, protected and preserved. The following pages will highlight each community individually. Additionally, the Action Plan of future improvement projects for all the communities is included at the end of this section.

Designating the Scenic and Historic A1A as a scenic highway will serve as a catalyst in joining the communities in a concerted effort to create a uniform, unique and unified corridor. Additionally, it will provide these communities the additional leverage needed to effectively and efficiently preserve, protect, enhance, maintain, and restore their coveted natural, scenic, historic, cultural, archeological and recreational resources by providing additional funding and technical assistance. Participation in the Scenic Highways Program was crucial step residents embraced to ensure the protection and preservation of their beautiful community.



Summer Haven

TOWN OF MARINELAND



i



Marineland



The Town of Marineland is a small environmentally sensitive coastal community that promotes the coexistence between man and nature. Presently there aren't any high-rises, large communities, or commercial developments along this segment of the corridor that undermine the scenic highway intrinsic resources. Traveling this segment of A1A will prove to be a memorable nostalgic travel experience for people of all ages to enjoy.

Traveling through this "Remarkable Coastal Place" one will see breathtaking views of the Matanzas National Estuarine Research Reserve (GTMNERR) headquarter building, River to Sea beachside park and boardwalk the Atlantic Ocean, and views of Marineland which is National Historic Register. At Marineland visitors will have the opportunity to learn about fish and other sea life, interact with dolphins, or swim with them, as well as, watch dolphin-training programs.

The Town of Marineland consists of 160-acres and has only 12 year-round residents. Because of this, the available tax base is insufficient to support any proposed improvements for this segment of the corridor. In 2004 after the hurricane season, Jaboy development constructed a new Marineland Dolphin Conservation Center. This new center had its grand opening March 4, 2006. Over 30,000 people attended this grand opening. In 2007 the University of Florida constructed and completed an Educational and Outreach facility overlooking the Matanzas River.

Travelers would be able to, on any given day, bird watch, snorkel, or interact with dolphins. But providing the public these recreational opportunities is not their sole purpose, the Town of Marineland wants "eco-tourism" to be its calling card. The other very important goal the Town is trying to achieve, is to become a major marine science research, education, and nature center that will aid in the conservation of biologically diverse and important marine areas and species.

Significant resources within the community:

- Maritime hammocks
- Salt marshes
- Sand dunes
- Pristine beaches
- Marineland Bridge
- Whitney Lab
- Coastal scrub

SOUTH ANASTASIA ISLAND



View from S.R. A1A, Heading North

South Anastasia Island is a Rural Florida Beach Community bound by the St. Johns / Flagler County Line to the south, Owens Avenue to the north, the Atlantic Ocean to the east and the Intracoastal Waterway to the west. The Overlay District is comprised of small close-knit communities, Crescent Beach, and the Frank Butler Beach area. Residents of these communities pride themselves for the “Old Florida” natural setting they maintain.

Interspersed with majestic coastal scrub oaks are “Old Florida” style beach homes, each with their own unique design and features. Along the corridor, travelers will see brilliant views of the Atlantic Ocean and the Matanzas Inlet. The National Oceanic and Atmospheric Administration has designated the Matanzas River as a National Estuarine Reserve. A variety of wildlife can be seen here including countless species of waterfowl, birds, marine and terrestrial wildlife.

Within the area, travelers can visit several State and National Parks. The Pellicer Creek Aquatic Preserve is easily accessed from the Scenic and Historic A1A. Additionally, access to the Frank Butler County Park and the Fort Matanzas National Monument are located along this segment.

In an attempt to protect the areas natural setting, quaint atmosphere, and quality of life, community residents and business owners banded together to form the South Anastasia Visioning Group. Through an extensive community awareness program they developed the South Anastasia Visioning document. Once the South Anastasia Visioning document was completed, a South Anastasia Island Coastal Corridor Overlay District Ordinance (SAICCODO) was created and adopted in October 2000. The SAICCODO regulates site design criteria, buffers, parking, signage, landscaping, tree protection, architectural design standards, and lighting standards.

The South Anastasia community is committed to preserving its rural Florida beach characteristics. The combination of the updated 2015 St. Johns Comprehensive Plan, Land Development Regulations (adopted July 1999), the South Anastasia Visioning Document and the South Anastasia Island Coastal Corridor Overlay District regulations (adopted October 2000) will protect the scenic characteristics and integrity



Fort Matanzas

of South Anastasia Island, natural resources (uplands, marshlands, wildlife habitat etc.), pedestrian and bike friendly transportation routes, and historical and cultural resources.

Significant resources within the community:

- Faver Dykes State Park (along the Intracoastal)
- Fort Matanzas National Monument
- Pellicer Creek (along the Intracoastal)
- Matanzas Inlet
- Frank Butler State Park
- Southeast Intracoastal Waterway Park
- Moses Creek (along the Intracoastal)

MID-ANASTASIA ISLAND



Mid-Anastasia Island is an urbanized coastal community bound by Owens Avenue to the south, State Road 312 generally to the north, St. Augustine Beach and the Atlantic Ocean to the east, and the Intracoastal Waterway to the west. The area offers a variety of recreational opportunities such as fine dining, specialty shops, antique stores, campgrounds, and an award winning 18-hole golf course.

Conspicuous views of the ocean and the Intracoastal can be observed from this section of the roadway. In addition, an array of recreational activities and beach access are all easily accessible from the highway. The environmental aspects of this area closely relate to the quality of life enjoyed by the residents.

Mid-Anastasia Island District Vision is that of a seaside community containing compact residential developments, unique local eateries, and a mix of recreational opportunities. This seaside community is interested in preserving its open spaces with consideration to the preservation and protection of wetlands, estuarine and other sensitive environments.

Area residents and business owners established the Mid-Anastasia Island Visioning Group. This group was responsible for the development and submittal of the Mid-Anastasia Visioning document. Once the Mid-Anastasia Visioning Document was completed, a Mid-Anastasia Island Coastal Corridor District was created and adopted on October 2000. In addition, a Design Review Board was established to regulate the site design, buffers, signage, landscaping, lighting, and architectural standards for commercial, multifamily and Plan Unit Developments (PUD's). Designation as a scenic highway will assist the community in achieving the goals developed through the visioning process.

The appearance of the area will be enhanced by increasing landscaping, rezoning properties to less intensive commercial districts, creating a visioning document, and adopting an overlay district, which controls the site and architectural design standards. These are just a few of the Growth Management tools established in this area. Significant resources within the community:

- Camping
- RV Resorts
- Matanzas River
- Marsh Creek Country & Golf Club

CITY OF ST. AUGUSTINE BEACH

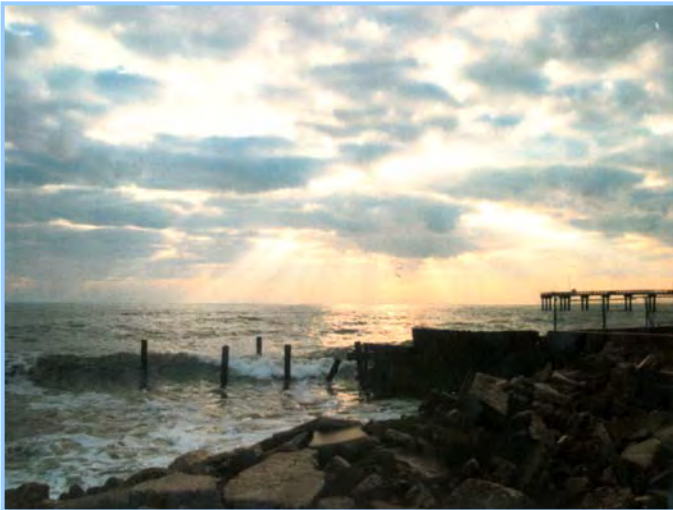


St. Augustine Beach is a small oceanside community that is bound by Sandpiper Drive to the south, the Atlantic Ocean to the east, SR A1A to the west, and Pope Road to the north. Within its 2.2 square mile boundaries, travelers will have the opportunity to take advantage of its rich resources. Activities in the area range from fishing, surfing, or body boarding, to beach volleyball, picnicking and fine dining. There is an eclectic mixture of one-story neighborhoods, multi-story condos, and commercial areas in St. Augustine Beach.

The City of St. Augustine Beach is devoted to preserving the environment and quality of life. At this time the City's Beautification Advisory Committee is developing a beautification plan for the City's Main Street, CR A1A/Beach Boulevard. The committee already received a grant to beautify the CR A1A (Beach Boulevard)/SR A1A south intersection and the beautification efforts are underway for the parkettes located on CR A1A Boulevard/Beach Boulevard and 2nd Avenue.

Between 2004-2006, through the Scenic & Historic A1A - Master Planning process and design charrettes, several downtown development plans were created which complemented the originally platted Chautauqua Plan designed by John Nolan. Upon the completion of this master plan, the City Commissioner hired a consultant to prepare their City's Vision Plan for Beach Boulevard. Through the public participation process the City identified the need to create an Overlay District along Beach Boulevard. The Overlay District was adopted in 2007 and this ordinance allowed commercial and residential developments (including renovations) to co-exist next to each other in stead of separately.

In 1999 the City updated its Comprehensive Plan and Land Development Code (LDC). The LDC was updated in 2007 and both the Comprehensive Plan and the LDC will be updated again in 2009. The Planning and Zoning Board and City Council holds public hearings to review development plans according to the City's adopted requirements. In addition to these requirements the City has a Beautification Advisory Committee, which makes recommendations to the City Council concerning beautification projects in the City.



City of St. Augustine Beach, Facing South towards Pier

Significant resources in the community:

- Pier Park
- Ron Parker Park
- Visitors Information Center
- Bandstand Pavilion
- Old Coquina Quarry

CITY OF ST. AUGUSTINE



The City of St. Augustine, founded in 1565, is the oldest continuously occupied City in the United States. It is bound by Conch Island and the Salt Run to the east, Mickler O'Connell Bridge to the south, and Robinson Creek to the north. The city is famous for its historic, cultural and scenic resources. Outstanding views of the waterways and majestic fort, its intricate architecture of past centuries and extraordinary historic Plaza de la Constitution, and the nearby beaches are all reasons why it is a well sought after experience.

The City of St. Augustine abounds with exciting attractions. Travelers journey back in time as they watch one of many historical reenactment exhibits, learn about alligators and crocodiles at the historical Alligator Farm or discover what life was like as an innkeeper at the legendary Lighthouse Museum and Park. Other spectacular sights that await everyone are the stately and historic Bridge of Lions and Anastasia State Park.

Just west of the Bridge of Lions, lies the oldest central plaza, downtown St. Augustine. Visitors can tour the Castillo de San Marcos, view the monumental structures built by Henry Flagler, or walk through the City Gates that were used to protect the City. Beyond the City Gates attractions and businesses line the highway. From the "Old Jail", and the legendary Fountain of Youth, to the bizarre Ripley's Believe it or Not Museum, everyone will find something to enjoy. Antique Row offers views of large Victorian style homes, and the Mission Nombre Trios is a place of tranquility and serenity.

The City of St. Augustine prides itself as a historic center and has established strict Historic Preservation ordinance and building standards for renovation, and construction on new structures. The historical Plaza de la Constitution is regulated by the Historic Preservation standards.



Bridge of Lions



City Gates



Castillo de San Marcos

Significant resources within the community:

- Alligator Farm and Bird Rookery
- May Street
- Bridge of Lions
- Oldest School House
- Flagler College (Hotel Ponce de Leon)
- Old Jail
- Oldest House
- Trinity Episcopal Church
- City Gate
- Mission Grounds
- Mission Nombre de Dios
- Castillo de San Marcos National Monument
- Flagler Memorial Presbyterian Church
- Visitor Information Center
- Cathedral Basilica of St. Augustine
- Alcazar Hotel/ Lightner Museum
- Fountain of Youth
- St. Augustine Lighthouse Complex
- Ripley's Believe it or Not Museum
- Antique Row
- Union Bank Building
- Fort Mose
- Historical Re-enactments
- Plaza de la Constitution
- Casa Monica Hotel

VILANO BEACH (SOUTHERN DISTRICT 4)



Guana River State Park



Southern District 4 (Vilano Beach) is a barrier island community separated from the mainland by the Tolomato River (Intracoastal Waterway). This area is defined by the St. Augustine Inlet to the south and Guana River State Park / Wildlife Management Area to the north. Guana River State Park is a 2,400-acre park, managed by the Florida Department of Environmental Protection (DEP). The Wildlife Management Area (lying adjacent to Guana) is a 11,500-acre park, managed by the Florida Fish & Wildlife Conservation Commission (FWCC). Since the Guana River State Park/Wildlife Management Area makes up the northern boundary of the Guana Tolomato Matanzas National Estuarine Research Reserve's (GTMNERR) total boundary area, consisting of a total of 64,000 acres of uplands and submerged lands, this previous state park was renamed to the GTMNERR in 2002. Beach oak and saw palmetto hammocks separate expanses of saltwater marsh on the west of A1A from the rolling dunes and soft coquina beach sand to the east of the highway. Due to the tremendous natural resources in this area, GTMNERR Educational/ Interpretative facility was built with the financial assistance from both NOAA and DEP. The grand opening for this new facility was held in the Fall of 2005.

Breathtaking views can be seen from the Usina Bridge as travelers approach the coastal highway. The new high-rise Usina Bridge was built in 1995 to replace the old drawbridge; which presently by-passes the business community of Vilano Beach. As a result, several businesses (constructed during World War II era) have failed due to their north-south tourist auto traffic orientation. What remains today, is 685 feet of an old drawbridge used as a fishing pier, several hotels, motels and restaurants located adjacent to the county's beach access ways and parking area. Beyond this area, there are predominately residential developments.

The 60 year old North Shores Improvement Association sponsored the Southern District 4 visioning process. Southern District 4's Visioning Document was completed in January 1999. This same year many of the community leaders and the county planning staff liaison partnered and prepared a Waterfronts Florida grant. With great delight, the Vilano Community was awarded their first Waterfronts Florida grant in 1999. Through the Waterfronts Florida program this community and the county received initial funding and technical assistance. Shortly thereafter, the local residents and the



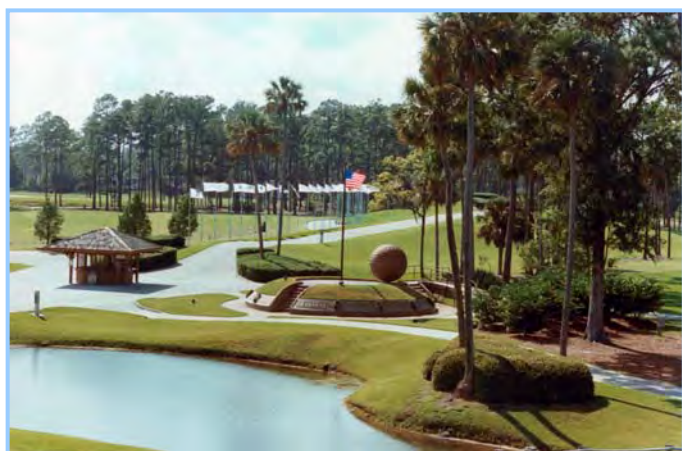
Vilano Fishing Pier

business owners created Vilano Beach Waterfronts Revitalization Initiative to manage the Waterfronts funds.

In 2001, a North Coastal Corridor Overlay District for Southern District 4 was created to help implement a pedestrian friendly main street Town Center District as well as coastal corridor requirements. The Board of County Commissioners (BCC) appointed a Design Review Board (DRB) to review commercial, multifamily and Planned Unit Development (PUD's) development applications. These regulations provide architectural standards, site design standards as well as other site amenity standards (i.e. landscaping, buffering, lighting and signage requirements). Through the partnerships established with the Department of Community Affairs, 1000 Friends of Florida, St. Johns County Planning staff and North Shores Improvement Association leaders, the Waterfronts Revitalization Initiative has received funding for a Town Center Design, gateway landscaping, stormwater management plan, signage, nature greenway boardwalk, pavilion designs (and permits) for the Intracoastal Waterway and the Atlantic Ocean entrances.

Over the past five years (2002-2007) the North Shores Improvement Association has continued their revitalization initiatives and sought and became a Community Redevelopment (CRA) in 2002, became a designated Main Street Community in 2003, was awarded a Florida Communities Trust (FCT) grant to purchase a community park (Fiddlers Green) and adopted the North Coastal Corridor Overlay District - Vilano Beach Town Center in 2006. In an effort to assist Vilano's revitalization initiatives, St. Johns County Board of County Commissioners (BCC) approved of two bond measures in 2004 and 2006 to fund various capital improvement projects throughout the county including Vilano Streetscape Improvements. The total bond funds approved for the Vilano Streetscape Improvements is 12.6 million dollars for such improvements like underground utilities, decorative sidewalks, street amenities, structural entry features, water fountains, landscaping and public art.

PONTE VEDRA BEACH (DISTRICT 4)



PGA Tour National Headquarters, Tournament Players Club

Ponte Vedra Beach is a renowned seaside resort community. It is bound by the Guana State Park to the south, the Tolomato River to the west, the St. Johns / Duval County Line to the north and the Atlantic Ocean to the east.

This area offers opportunities for all. For the sport enthusiast, there are world-class golf courses and resorts, and the PGA and TPC International Headquarters. For the scenic driver there are exhilarating views of stately estate homes that are nestled behind natural coastal scrub oak buffers, the ocean and estuary. Mickler's Landing County Park provides beach access and parking. Additionally, there are wonderful commercial areas located throughout the community. But be careful you just might miss them, because like the estate homes and grand entrances to the golfing resorts, some of the well-landscaped commercial areas are set back from the road.

Citizens of Ponte Vedra joined together to develop the District 4 Vision Committee. The committees developed the Ponte Vedra Overlay District, which was submitted to and approved by the St. Johns Board of County Commissioners. This document will help guide future development and land use issues. The intent of the county regulations is to protect, preserve, maintain and enhance the areas natural beauty, beaches, waterways, marshes, open spaces and wildlife habitat. The community strongly believes that the preservation of its natural resources, in turn, will enhance the quality of life for all.

Significant resources within the community:

- Deleon Shores Community Park
- PGA Professional Golf Association
- ATP International Tennis Headquarters
- Micklers Landing
- The Ponte Vedra Inn and Club
- The Surf Club
- Ponte Vedra Coast Guard Station
- Ponte Vedra Convention Center

Significant Resources in the Community:

- Camachee Island Yacht Harbor
- St. Augustine Yacht Club
- Surfside Park and beach access
- Guana River Aquatic Preserve
- Vilano Boat Launch Ramp
- North Shores Park
- Guana River Lake
- Nature Greenway Boardwalk
- Villages of Vilano Beach Park
- Vilano Beach Town Center
- Boating Club boat ramp
- Guana River Wildlife Management Area
- Vilano Beach Fishing Pier
- North Beach access
- Porpoise Point Beach access
- Vilano Beach access
- South Ponte Vedra Beach Park
- Serenata Beach Club
- GREBE Environmental/ Interpretive Learning Center, Guana State Park



1.0 VISION STATEMENT



Majestic Beaches

The Scenic and Historic A1A corridor, which traverse St. Johns County, provides the perfect environment for nostalgia. Majestic forts and historic structures tell the story of the men and women who struggled for freedom, justice and a better way of life. Pristine beaches, unique wildlife and natural estuaries provide examples of how man and nature can co-exist, while unique architectural structures depict a time of innovation and trailblazing. The Scenic Highway designation will facilitate improvements to the corridor in ways that emphasize the natural beauty and preserve the historical resources.

S.R. A1A is the gateway to the treasures found in St. Johns County. Scenic and Historic A1A will provide an educational, and inspirational journey through St. Johns County, an area rich in history and natural amenities. The roadway will highlight scenic vistas; provide mechanisms for interacting with the natural and historic elements located along the corridor; and provide safe, comfortable, and convenient mobility to all the user of the road.



View of the City of St. Augustine, Looking North



2.0 GOALS, OBJECTIVES AND STRATEGIES

In order to successfully accomplish the mission of the Florida Scenic Highway Program, members of the Corridor Advocacy Group initiated an intensive grassroots initiative effort, which included community oriented workshops, outreach programs, informational meetings, and surveys. Based on the information collected, the Corridor Advocacy Group developed the following goals, objectives and strategies to ensure the preservation, protection and enhancement of the resources along and adjacent to the corridor.

Goal 1

To protect, preserve, maintain and enhance the intrinsic resources found within the "Scenic and Historic A1A" corridor.

Objective 1.1 – Protection of the intrinsic resources shall be accomplished through intergovernmental coordination with federal, state and local agencies; land acquisition and various other regulatory protection techniques.

Strategy 1.1.1 – Coordinate with federal, state and local agencies whose projects may affect the intrinsic resources of the corridor.

Strategy 1.1.2 – Develop funding partnerships during collaborative improvement efforts.

Strategy 1.1.3 – Utilize the Environmental Problem Solving Program developed by the Florida Department of Environmental Protection to identify significant risks, problems, or patterns of non-compliance, then design solutions or remedies that will eliminate or substantially mitigate those problems.

Strategy 1.1.4 – Pursue land acquisition efforts through the Florida Community Trust (FCT), Conservation and Recreation Lands (CARL) and Greenways and Trails programs under the Florida Forever land acquisition funding source.

Strategy 1.1.5 – Coordinate with the National Estuarine Research Reserve (NERR), the St. Johns River Water Management District Northern Coastal Basins Program (SJRWMD-NCBP), the Department

of Environmental Protection (DEP), the University of Florida Whitney Lab (UoF-WL), Town of Marineland, St. Johns County Environmental Section and St. Johns County Audubon Society to protect aquatic wildlife.

Strategy 1.1.6 – Pursue State Funding Opportunities such as the Florida Communities Trust, Florida Recreation Development Assistance Program, FDOT Transportation Enhancement Programs, and Florida Main Street Program.

Objective 1.2 – Restore and protect native vegetation, wildlife habitat, and water and beach quality along the corridor.

Strategy 1.2.1 – Coordinate efforts with the following agencies and parties to develop and implement a comprehensive vegetation management plan for managing invasive plant species. These agencies include: Florida Department of Transportation, Department of Environmental Protection, National Oceanic and Atmospheric Administration, Florida Fish and Wildlife Conservation Commission, Florida Natural Areas Inventory, National Estuarine Research Reserve, National Park Service, the United States Department of Interior, and adjacent property owners.

Strategy 1.2.2 – Create additional viewshed areas through selective vegetation clearing.

Strategy 1.2.3 – With the assistance of Florida Natural Areas Inventory, develop and distribute educational handouts which highlight vegetation management and maintenance.

Strategy 1.2.4 – Educate property owners and visitors on the importance of vegetation management to help minimize pollution runoffs to the surrounding natural areas.

Strategy 1.2.5 – Identify and evaluate critical and non-critical beach erosion areas; monitor dune and beach erosion; and work with all applicable agencies to protect and manage our coastline.

Objective 1.3 – Create design guidelines for the entire corridor which will preserve, maintain and enhance the scenic highway’s intrinsic resources.

Strategy 1.3.1 – Coordinate with the Florida Department of Transportation to consolidate and modify existing directional and informational signage to ensure consistency along the corridor.

Strategy 1.3.2 – Develop aesthetic guidelines for the construction of new development and improvements to existing structures that will ensure consistency along the corridor, while preserving the unique character of all the communities.

Strategy 1.3.3 – Limit the construction of impervious surfaces in the recreational parking areas wherever possible.

Strategy 1.3.4 – Coordinate with local agencies to develop a consistent signage standard for informational signs along the corridor.

Strategy 1.3.5 – Coordinate with the FDOT concerning the development of a uniform lighting design standard along the corridor.

Strategy 1.3.6 – In order to ensure visual continuity and compatibility; implement the same Scenic Highway signage guidelines for roads that intersect with SR A1A.

Strategy 1.3.7 – Support redevelopment and renewal in blighted areas.

Strategy 1.3.8 – Encourage projects that are intended to protect public health, safety, and the quality of life.

Strategy 1.3.9 – Encourage and support projects that are intended to preserve and protect the natural environment.

Strategy 1.3.10 – Coordinate with other agencies and jurisdictions when developing landscaping requirements that specify particular planting materials for the corridor, while maintaining the unique characteristics of each community.

Strategy 1.3.11 – Develop design standards that have a consistency in form, line, color or texture to

create a unified theme throughout the corridor while maintaining the unique character of the area.

Goal 2

Provide for safe, enjoyable, vehicular and non-vehicular transportation along "Scenic and Historic A1A", while preserving its intrinsic resources.

Objective 2.1 – Evaluate and identify potential roadway improvements for safe and adequate ingress/egress of traffic along the corridor.

Strategy 2.1.1 – Identify strategic site locations for safe pull-offs along the Scenic Highway.

Strategy 2.1.2 – Develop a comprehensive mile-marker system for both the roadway and adjacent blue ways.

Strategy 2.1.3 – Request additional police enforcement of the existing signs along the corridor.

Strategy 2.1.4 – Develop funding partnerships with federal, state and local agencies for roadway improvements and intermodal transportation alternatives.

Strategy 2.1.5 – Initiate a comprehensive parking study and parking beach master plan.

Strategy 2.1.6 – Improve bus and shuttle services.

Strategy 2.1.7– Install electrical, telephone, cable wires, and other related wiring equipment underground whenever possible.

Objective 2.2 – Develop a comprehensive plan and implementation process to provide a safe and efficient environment for pedestrians and bicyclists.

Strategy 2.2.1 – Revise roadway cross-sections to accommodate pedestrians and bicyclists

Strategy 2.2.2 – Employ traffic calming devices along the corridor to assist in improving roadway conditions for bicyclist and other non-vehicular activities.

Strategy 2.2.3 –Increase public access to beach sites and facilities with additional walkovers, parking

areas and paths that meet or exceed ADA regulations.

Strategy 2.2.4 – Construct beach walkovers where needed in the high use areas.

Strategy 2.2.5 – Construct contiguous bike lanes along the corridor.

Strategy 2.2.6 – Identify potential off-road bike paths adjacent to the corridor in areas with high vehicular activity.

Strategy 2.2.7 – Construct contiguous sidewalks along the corridor.

Goal 3

Continue to solicit support and participation during the “Scenic and Historic A1A” designation and implementation process.

Objective 3.1 – Increase community participation during the “Scenic and Historic A1A” designation and implementation process.

Strategy 3.1.1 – Invite the community to participate in the process by advertising upcoming meetings and activities in local publications.

Strategy 3.1.2 – Develop a “Scenic and Historic A1A” website to provide status information, contact information, and announce upcoming meetings and activities.

Strategy 3.1.3 – Encourage community participation prior to updating the Corridor Management Plan every five years.

Strategy 3.1.4 – Develop a Corridor Management Entity, to serve as the caretaker of the Scenic Highway. The Entity’s responsibility will include implementing and maintaining the Corridor Management Plan, managing and monitoring activities along the corridor, and updating the Corridor Management Plan every five years.

Strategy 3.1.5 – Invite residents to join the Scenic Highway Corridor Management Entity or attend meetings.

Strategy 3.1.6 – Develop funding partnerships with local businesses, property owners and residents.

Objective 3.2 – Maintain the unique character of each community adjacent to the corridor.

Strategy 3.2.1 – Design and construct “Gateways” at the entrance of each community. These Gateways will announce to residents and visitors that they are about to enter an area of unique character and resources.

Strategy 3.2.2 – Utilize the existing Visitor Centers and other public buildings at strategic locations within each community. These facilities will serve as central locations for the distribution and collection of information about the area.

Strategy 3.2.3 – Develop educational brochures that explain the unique character of the area, and techniques for protecting and enhancing its resources.

Strategy 3.2.4 – Develop educational brochures to educate residents and visitors on ways to protect the environment and private property.

Strategy 3.2.5 – Design roadway treatments, (i.e., lighting, signage, etc.), that address the unique features and character of the localities and the neighborhoods while maintaining the design continuity.

Goal 4

Promote awareness of Scenic and Historic A1A’s intrinsic resources along the corridor through public outreach programs and various educational mechanisms.

Objective 4.1 – Educate travelers and residents about the unique intrinsic resources within the Scenic and Historic A1A corridor.

Strategy 4.1.1 – Develop an educational brochure, which highlights the natural, scenic, historic, archaeological, recreational, and cultural resources within the corridor.

Strategy 4.1.2 – Distribute scenic highway information to established travelers clubs including but not limited, to American Automobile Association.

Strategy 4.1.3 – Construct interpretive signs along and adjacent to the corridor which provides historical, archaeological, cultural and/or environmental information.

Strategy 4.1.4 – Construct information kiosks that provide information regarding cultural, archaeological and historical significance of the corridor, upcoming cultural activities and events, beach restoration programs, water conservation efforts, wildlife habitat and protection programs, in addition to the Scenic Highway Program.

Strategy 4.1.5 – Develop an audio tour of the Scenic Highway.

Strategy 4.1.6 – Develop funding partnerships to promote environmental, recreational, archaeological, scenic, cultural, and historical awareness programs.

Goal 5

Promote economic development, eco-tourism and other recreational and commercial opportunities, while preserving the highway's unique intrinsic resources.

Objective 5.1 – Develop a comprehensive advertising campaign that highlights the area's natural and recreational resources, potential business opportunities and other unique characteristics of each community along the Scenic and Historic A1A corridor.

Strategy 5.1.1 – Establish a Corridor Management Entity with its partners (i.e., local business owners and residents) to develop a common advertising theme for the area, while protecting each community's uniqueness.

Strategy 5.1.2 – Develop funding partnerships to promote the advertisement of the corridor.

Strategy 5.1.3 – Develop, promote and participate in events and activities that celebrate the cultural and historic significance of the area.

Objective 5.2 – Develop an eco-tourism plan that will promote the conservation of wildlife.

Strategy 5.2.1 – With the assistance of the Florida Greenways and Trails Council, develop greenway and blueway plans.

Strategy 5.2.2 – In relatively unaltered natural environments maintain low impact activities, so as

not to adversely alter or destroy the natural resources.

Strategy 5.2.3 – Develop educational information/interpretive signs that emphasize the natural and cultural resources of the sites.

Strategy 5.2.4 – Develop educational handouts and programs for residents to promote awareness and encourage local support for the preservation of pristine natural areas and wildlife habitat.

Strategy 5.2.5 – Prepare and adopt land development code ordinances that will protect the natural environment by limiting future development through stringent regulations.

Strategy 5.2.6 – Create funding partnerships to help finance further program development.

Strategy 5.2.7 – Establish partnerships among federal, state and local agencies to monitor eco-tourism activities within their jurisdiction.

Strategy 5.2.8 – Establish a partnership with DEP to utilize their Educational Center ("GREBE") as a repository for a wide range of environmental protection information. As previously stated, the Environmental Education Center will consist of interactive exhibits, conference rooms, and a variety of educational programs. This will provide travelers with information on eco-tours, trails and other recreational opportunities.

Goal 6

Develop, maintain, and enhance towns and activity centers along the Scenic and Historic A1A.

Objective 6.1 – Develop strong and active town centers, which will expand job opportunities, increase the local tax base, and enhance the quality of life in the surrounding community.

Strategy 6.1.1 – Coordinate with business owners, residents, local elected officials, and community leaders to develop a project plan.

Strategy 6.1.2 – Assist existing businesses with design standards.

Strategy 6.1.3 – Work with Town, Cities, and County governments to develop and maintain tax abatement and tax increment financing programs.

Strategy 6.1.4 – Work with local agencies and area residents to address infrastructure, parking and traffic issues that may impede the development and future growth of the town centers.

Strategy 6.1.5 – Work to attract new businesses and services that compliment the mission of the surrounding communities.

Goal 7

Enhance the recreation resources along the Scenic and Historic A1A.

Objective 7.1 – Increase recreational opportunities along the corridor.

Strategy 7.1.1 – Develop a comprehensive guide, which identifies the various recreational opportunities along the corridor. Recreational site locations should be labeled in conjunction with the mile-maker system.

Strategy 7.1.2 – Construct wildlife observation areas that provide safe havens to view the majestic scenery, and unique wildlife.

Strategy 7.1.3 – Increase parking areas, picnic sites, and nature walks at roadside parks and beach access locations.

Strategy 7.1.4 – Develop a comprehensive trail guide that illustrates all the nature trails available along the Scenic and Historic A1A corridor.

Strategy 7.1.5 – Increase waterway access (boat ramps) along the corridor.

Strategy 7.1.6 – Coordinate with federal, state, and local agencies on issues pertaining to recreational opportunities, safety, and access improvements.

Strategy 7.1.7 – Develop trailheads at all nature trail entry points. Interpretive signing and kiosk should be used to provide travelers with trail information such as length, connections to other nature trails,

and recreational opportunities. Trailheads will be located adjacent to parking areas.

Objective 7.2 – Maintain and improve existing recreational areas.

Strategy 7.2.1 – Identify and list the type, location and owner of all high quality recreational areas (i.e. fishing, boating, camping, hiking, wildlife watching, etc.).

Strategy 7.2.2 – Identify and list the type, location, and owner of all existing public access points located along the corridor.

Strategy 7.2.3 – Coordinate with the federal, state, and local governments on a comprehensive guideline to protect those areas that provide recreational opportunities for visitors and residents.

Strategy 7.2.4 – Encourage public awareness, appreciation and enjoyment of the areas recreational resources.

Strategy 7.2.5 – Protect, manage and improve the natural landscape of the corridor in order to maintain the visual quality of the areas resources.

Strategy 7.2.6 – Contribute to the economic welfare and development of the areas existing recreational areas by stimulating national and international tourism.

Strategy 7.2.7 – Protect and manage fish and wildlife resources.

Strategy 7.2.8 – Develop descriptions of any significant geological resources located within the recreational area, including unique or visually interesting features.

Strategy 7.2.9 – Develop a list of the species of wildlife commonly found in the area.

Strategy 7.2.10 – Develop a list of the plant species commonly found in the area.

Goal 8

Protect, maintain and preserve the integrity of cultural, historical, and archeological sites located along Scenic and Historic A1A Highway.

Objective 8.1 - List and describe all significant sites of cultural, historical, and archeological sites.

Strategy 8.1.1 - Identify and preserve historic sites and structures.

Strategy 8.1.2 - Identify and preserve archeological resources.

Strategy 8.1.3 - Identify and preserve cultural resources.

Strategy 8.1.4 - Continue to identify and nominate eligible archaeological and historic sites to the National Register of Historic Places.



3.0 COMMUNITY PARTICIPATION PROGRAM

Brief History

In an effort to preserve and protect SR A1A's intrinsic resources through the county, the Board of County Commissioners (BCC) designated SR A1A as a local Scenic Highway (per Resolution 97-43), and requested that the Florida Department of Transportation (FDOT) and the Federal Government designate SR A1A as a Scenic Highway. Shortly thereafter, the BCC appointed nine (9) members to the scenic highway board. The original members included; Dr. Greenberg, Chair; Pat Hamilton, Vice Chair; Jean Fitzpatrick; Chris Newman; Dr. Ralph DePasquale; Gordon Wilson; Otis Mason; Marsha Chance and Mike Cullum. In the fall of 1996, the scenic highway board members began to meet twice a week. The FDOT District II Scenic Highway coordinator, Jene Keeler was contacted to discuss the State's scenic highway requirements. The Florida Scenic Highway program requires boards to address three (3) major FDOT requirements:

- Letter of Intent
- Eligibility Application
- Corridor Management Plan (CMP)

In April 1998 Dr. Greenberg, the Corridor Advocacy Group (CAG) Chair, prepared and submitted the Letter of Intent to the FDOT. The official name for the scenic highway was "Scenic & Historic A1A". The FDOT submitted a written response to the Scenic & Historic A1A Chair, stating that they recognized the CAG's intentions in becoming a state scenic highway and identify the next progressive steps.

During the summer of 1998, the CAG hired Herbert Halback, Inc. to assist the county and the CAG in preparing the Scenic Highway eligibility application. After two years of working on this document, in the spring of 2000, the Scenic & Historic A1A board submitted their eligibility application to FDOT's Scenic Highway Advisory Committee (SHAC). On June 14, 2000, the SHAC determined that the Scenic & Historic A1A was eligible to become a state designated scenic highway. In the early fall of that year, the application was submitted to the Northeast Florida Planning & Zoning Association's (FPZA) annual award competition. The Scenic & Historic A1A eligibility application, which was prepared by the consultant, the CAG, and county

staff, was awarded a Large Scale Cultural Heritage Award.

Also in the fall of 2000, a contract was awarded to Glatting Jackson to prepare the Scenic & Historic A1A CMP, the next progressive step in becoming a state designated scenic highway, and a kick off meeting was held on November 13, 2000. The creation of the CMP required numerous public meetings and workshops, and design charrettes. These meetings included representatives from the City of St. Augustine and City of St. Augustine Beach. On January 17, 2002 after two years of meeting and proofing numerous drafts of the CMP, the Scenic & Historic A1A was officially designated as a state scenic highway. While the CMP was being finalized, CAG members also began work on the Federal Highway Administration (FHWA) National Scenic Byway (NSB) designation application. This application was formally submitted to the FHWA one day after Scenic & Historic A1A was technically designated as a state scenic highway.

Toward the end of January 2002, the Corridor Management Entity (CME) members began to plan for their state designation ceremony. Local CME members contacted approximately five (5) local restaurants and asked them to donation food for the ceremony. The chosen main dish for this event was Minorcan clam chowder, a unique specialty of the St. Augustine area.

On April 25, 2002, Scenic & Historic A1A members held a designation ceremony at the St. Augustine Lighthouse & Museum. Over 200 participants attended the ceremony. The festivities began around 5:00 pm with scenic highway displays and vendors.

The event continued with a light dinner of Minorcan clam chowder, key lime pie, and bread. Scenic Highway members Marcha Chance, Chris Newman, Jean Fitzpatrick, Vickie Paul and Barbara Jenness served food at the dedication ceremony.

After dinner, Dr. Greenberg, A1A Scenic & Historic Highway Chair and Master of Ceremony, lead the dedication speeches with the introduction of Aage Schroder, FDOT Secretary. Other speakers included Mary Konkee, St. Johns County Commissioner; Mariano Berrios, State Environmental Program Administrator, and local historian David Noland, who spoke about the famous people who lived along the scenic highway over

the years. The event continued into the evening with a live local band until 8:00 pm.



Dr. Greenburg – 2002



Commissioner Kohnke – 2002

After the state designated ceremony, the first order of business for the Scenic & Historic A1A Corridor Management Council (CMC) was the creation of a scenic highway brochure and the installation of the state scenic highway signs throughout the FDOT scenic highway corridor.

In May 2002, the FHWA asked St. Johns and Flagler counties to become one scenic NSB, since both counties submitted NSB applications to the federal government in the same year. With the help of Al Hadeed, Attorney for the byway, local governments along the byway

agreed to become one Scenic Byway, and this agreement was documented in the Letter of Understanding (LOU). The following month, at the NSB dedication ceremony in Washington D.C., the FHWA officially designated the A1A Scenic & Historic Coastal Byway as one NSB along with thirty other designation recipients throughout the United States.



Washington DC's NSB Dedication Ceremony - June 2002

After the A1A Scenic & Historic Coastal Byway was officially designated as such, many of the CMC members who had been working on this designation resigned while other representatives from both St. Johns and Flagler counties formed a Byway Executive Committee. Corridor Management Council (CMC) members from St. Johns and Flagler counties coordinated various scenic highway activities at monthly meetings. The byway meetings were active from the beginning since Flagler County was awarded a NSB grant in 2002 to develop a master plan. The grant funding was used to facilitate the preparation the 501(C)(3) not for profit paperwork so the byway could become a non-profit organization. Funding in the NSB grant was also available for Flagler County to prepare a master plan and establish land development regulation (LDRs) to protect the live oak canopy overhanging the scenic highway.

In 2003, St. Johns County was awarded a NSB grant to have a Master Plan prepared along A1A in St. Johns County (a total of 52 miles). Also during this same year the byway executive committee was awarded a separate NSB seed money grant to create a byway web site. In late 2003, Flagler County began their A1A master plan

public workshops/ design charrettes. Since there was a one year time difference between Flagler County's NSB grant award in 2002, and St. Johns County's NSB grant award in 2003, there were concerns among many of the St. Johns county byway representatives that the proposed master plan design themes were not being coordinated between the two counties. Besides these concerns, the byway executive committee formed a sub-committee to work on the A1A coastal byway's web site design. This sub-committee met separately from the regular monthly byway meetings until the design of the web site was completed. Jim Netherton, Mayor for the Town of Marineland, functioned as the Project Manager for this project.

October 2003, the Scenic & Historic A1A Corridor Management Plan (CMP) was submitted to the Northeast Florida Planning & Zoning Association (NE-FPZA) to be evaluated in their annual award competition. The NE-FPZA awarded the Scenic & Historic A1A's CMP a Pubic Awareness & Public Participation Award that year.



Approximately one year later, in 2004, Vickie Renna, Project Manager for the Scenic & Historic A1A Master Plan, completed the required FDOT Local Agency Program Agreement (LAPA), the Request for Proposals (RFP), and awarded the master plan contract to Glatting Jackson. In June 2004, advertisement began for the Scenic & Historic A1A Master Plan public workshops and design charrettes. The entire master planning project began with a Visual Preference Survey initiated by the consultant at one of scenic highways regularly scheduled monthly meetings. This was followed by four

neighborhood design charrettes, one in each one of the coastal neighborhoods of Ponte Vedra, Vilano, Mid Anastasia and South Anastasia. Each of the neighborhood charrettes lasted three (3) days. On the first day of the charrette, both the CMC scenic highway members and the local residents worked with the consultants and informed them how they wanted the proposed corridor improvements to be designed in their respective neighborhoods. From these meetings, the consultant came up with design themes for each of the four coastal neighborhoods. This gave each neighborhood community the opportunity to select their own design theme. To create continuity among the neighborhoods, the consultant created common design elements that were repeated throughout the corridor.

Over the course of two years in the creation of the Master Plan, approximately fifteen (15) public workshops and design charrettes were held to solicit public feedback. The CMC members spent a lot of time discussing various issues related to the master planning projects including, but not limited to:

- FDOT's proposed redesign of Summer Haven bridges
- A1A resurfacing projects
- A1A continuous multi-purpose path,
- Design of various coastal parks
- Pedestrian-friendly traffic calming techniques
- Flagler County's Master Plan proposed design themes in relationship to the A1A design themes.
- Marineland's proposed comprehensive plan amendment (high rise condominium project) for the remarkable coastal places project.

Since there were so many issues, CMC members formed separate sub-committees to discuss the different issues. Other special meetings were held in Ponte Vedra, St. Augustine Beach, and South Anastasia to resolve various outstanding corridor design concerns.

In 2004, byway Project Manager Jim Netherton, hired a consultant to prepare a Financial Fundraising Plan for the byway organization. Wanda Maloney and Frances Kidd of Corridor Solutions, Inc. were hired to create this plan. Through the plan, future funding for the byway would be solicited through the marketing scheme known as the "Crew of 72" featuring one major byway donor for each mile of the byway. The first seventy-two

byway donors would help finance this newly created non-profit organization so it could continue its mission to preserve, protect and maintain the scenic byway's intrinsic resources. Residents and businesses were given three (3) different funding level opportunities they could financially donate funds to byway organization to help this organization begin. These three (3) different funding levels included the Ensign level at \$1,000, the Captain level at \$2,500, or the Admiral level at \$5,000.

In 2005, again through the NSB seed money grant, the A1A Scenic & Historic Coastal Byway members were able to begin planning for their National Scenic Byway Dedication Ceremony, and another sub-committee was formed to plan this event. Other funds awarded through this seed money grant were used to hire a part time Byway Administrator who was responsible for arranging and coordinating byway meetings, maintaining the A1A byway web site, seeking sponsorships and donations according to the financial plan, assisting with various grant writing, and implementation of the various Corridor Management Plans along the entire byway.

In October of 2006, the Scenic & Historic A1A's - Master Plan was submitted to the Northeast Florida Planning & Zoning Association (NE - FPZA) to be evaluated in their annual awards competition.



The Scenic & Historic A1A Master Plan, prepared by Glatting Jackson, was awarded the Public Master Planning Award and evaluators stated, "that the A1A Master Plan was one of the best Master Plans prepared for a public agency."

The following month, the A1A Scenic & Historic Coastal Byway held their first Byway Dedication Ceremony in the Town of Marineland (Atlantic Ocean side) on Saturday morning. Al Hadeed, Byway Attorney was the Master of Ceremony for this event. The event began with the Boy Scouts' Pledge of Allegiance and continued with Mayor Netherton and Charlie Helm, Byway President, welcoming the byway guests.



Al Hadeed Master of Ceremony - Dedication Ceremony 2006

Speakers included U.S. Congressman John Mica, and State Representative William Proctor, as well as Jim Darby, Flagler County Commissioner; Cyndi Stevenson, St. Johns County Commissioner, and Mariano Berrios, Florida Scenic Highway Program Administrator. All spoke about the unique beauty of the A1A Coastal Byway, and many reflected upon their childhood years when the byway was less developed, and discussed the importance of preserving and protecting the intrinsic resources along the byway for future generations to enjoy. Byway awards were awarded to Congressman Mica, Representative William Proctor, Town of Marineland Mayor, Jim Netherton, Flagler County Commissioner James Darby, St. Johns County Commissioner Cyndi Stevenson, FDOT Environmental Program Administrator Mariano Berrios, Flagler County Attorney Al Hadeed, Dr. Greenberg, Anne Wilson, Barbara Jenness, George Harden, Mary Ann Ruzecki, and Charlie Helm. These individuals all significantly



contributed their time and effort in creating the byway organization.

After the awards were presented, city police blocked traffic along the byway and the ribbon across the A1A



Coastal Byway was cut and in so doing, this officially dedicated A1A as a National Scenic Byway. Speakers as well as all dedication participants celebrated with cake and a light lunch while discussing the scenic byway and viewing local byway artists and writers displays.



With the completion of the Scenic & Historic A1A – Master Plan and the hiring of a new Byway Administrator, St. Johns County's CMC members began to meet once every two months (6 times a year), while St. Johns County Byway Representatives continued to meet monthly (12 times a year).

Under the direction of the new Byway Administrator, Sallie O'Hara, 2007 was an active year for the byway community activities beginning with several coastal and road clean-ups in Marineland, Vilano Beach, St. Augus-

tine Beach and Washington Oaks State Park, and continuing with new volunteer workshops. The byway organization was also busy informing the public about the byway activities at many of the local festivals, such as the Gamble Rogers Folk Festival, Birding Festival, Anastasia Park Day, Earth Day, Flagler Rotary Bike Run, Vilano 5K Run, Flagler Beach 4th July celebration. Other byway local activities included participation in the St. Augustine Beach and Flagler Beach's weekly farmers markets.



4.0 LOCAL SUPPORT

Strong local support is the key to the success of the Scenic Highway and the development of the Corridor Plan. Upon its designation, collaboration between the Corridor Advocacy Group (CAG) and community-based constituents, as well as federal, state and local agencies, will result in the most effective and relevant course of action for the Scenic and Historic A1A corridor. The following is a list of potential supporters of the Scenic Highway; others will be included as they are identified.

- Cities
 - Town of Marineland
 - City of St. Augustine Beach
 - City of St. Augustine
- Communities/Associations
 - South Anastasia Community Association
 - South Ponte Vedra Beach Association
 - Mid Anastasia Visioning Group
 - North Shores Improvement Association and Vilano Beach Revitalization Initiative
 - Ponte Vedra Coalition
- Residents or land owners adjacent to the corridor
- Business associations, especially those located adjacent to the corridor
- Counties
 - St. Johns County
 - Flagler County
- Government Agencies
 - National Oceanic Atmospheric Administration (NOAA)
 - U.S. Department of Interior National Park Service (NPS)
 - Department of Environmental Protection (DEP)
 - Department of Community Affairs (DCA)
 - US Army Corps of Engineers (USACE)
 - Florida Department of Transportation (FDOT)
 - Florida Fish and Wildlife Conservation Commission (FWC)
 - Florida Inland Navigation District (FIND)
 - St. Johns River Water Management District (SJRWMD)
 - St. Johns County School Board
 - St. Augustine Waterway Authority (SAWA)
 - Experience Works
- Civic/Fraternal Organizations
 - Garden Club
 - Kiwanis Club
 - Sierra Club

- Lions Club
- Elks Club
- Rotary Club
- St. Johns County Civic Association Roundtable
- Citizens for Scenic St. Johns County
- Citizens for Scenic Florida
- Scenic America
- Academic Institutions
 - University of Florida - Whitney Lab
 - St. Johns River Community College
 - First Coast Technical Institute
 - Flagler College
 - University of North Florida
- Chamber of Commerce
- Economic Development Agencies
- Elected Officials
- Tourism Agencies
 - Tourist Development Council
- Environmental and Conservation Organizations
 - St. Johns County Audubon
 - Sierra Club
 - Florida Wildlife
 - Defenders of Wildlife
 - Trust for Public Lands
 - Nature Conservancy
 - Legal Environmental Assistance Foundation
 - North Florida Land Trust
 - 1000 Friends of Florida
- User or interest groups
 - Bike clubs
 - Travel clubs
 - Historical Societies
 - Eco-tour groups
- Web Sties and Links
 - St. Augustine.com
 - Old City.com
 - sjcfl.us
 - staugustinerecord.com





5.0 PARTNERSHIPS AND AGREEMENTS

This Agreement is entered between the CORRIDOR MANAGEMENT ENTITY herein after referred to as “CME” and

_____ herein after referred to as “CME Partner” to support both existing and new opportunities that enhance and preserve the Scenic and Historic A1A Highway (Scenic Highway). Admission to this partnership may be submitted to the Corridor Management Entity at any time.

The objective of this agreement is to create synergy among partners involved in this endeavor and ensure active participation in the efforts to protect and enhance the Scenic Highway. This partnership agreement supports activities including, but not limited to, projects, programs, funding partnerships and workshops that will support the Corridor’s Vision.

A. The CME Partner agrees to:

1. Provide technical advice in areas of planning, engineering, architecture, economics and environmental management, as may be appropriate by the participating entity.
2. Participate in CME activities, meetings and events, where appropriate.
3. Comply with CME bylaws and formal actions.

B. Termination of Partnership: This agreement can be terminated by giving 30 days written notice by either party.

THIS AGREEMENT is executed by and between the officials as duly authorized.

CME Partner Name: _____ **Organization:** _____

In an effort to manage and preserve the integrity of the Scenic and Historic A1A Highway in St. Johns County, I (we) have entered into this partnership agreement to support this endeavor.

IT IS MUTUALLY AGREED (CME PARTNER) on behalf of themselves, and the CME Chairperson on behalf of the community, that the CME partner does hereby promise to provide support by:

CME PARTNER SIGNATURE AND NAME (PRINT)

DATE

CME CHAIRPERSON SIGNATURE AND NAME (PRINT)

DATE

Throughout the Scenic and Historic A1A Corridor Management Plan process the Corridor Advocacy Group (CAG) has established working (communications presently) partnerships with the Town of Marineland, City of St. Augustine Beach, St. Augustine Beautification Committee, Flagler County, National Estuarine Research Reserve (NERR), the St. Johns River Water Management District (SJRWMD), the Department of Environmental Protection (DEP), the U.S. Department of Interior, National Park Service; University of Florida Whitney Lab; the St. Johns County Chamber of Commerce, the Tourist Development Council (TDC), the Southeast Anastasia Community Association, Mid-Anastasia Visioning Group, North Shores Improvement Association and the Vilano Beach Revitalization Initiative; the St. Augustine Lighthouse and Museum, Inc.; Lighthouse Archaeological Maritime Program, Kiwanis Club, Rotary Club, local residents and business owner located along the corridor and indirectly with many others groups and organizations. Although these working partnerships have not been formalized yet, it is anticipated that these working partnerships will be formalized in the future.



View of the City of St. Augustine, Intracoastal, and Atlantic Ocean



SCENIC AND HISTORIC A1A CORRIDOR MANAGEMENT BY-LAWS

Introduction

The Corridor Management Entity (CME) will serve as the caretaker of the Scenic and Historic A1A highway by ensuring that the Action Plan is executed, and all corridor activities are monitored, and implemented in accordance to the Corridor Management Plan (Plan). Once the Corridor Management Plan has been finalized, the CME agreement will be executed.

This Agreement is a continuing contract and program to ensure implementation and consistency in carrying out the goals and objectives of the Plan. However, any member or entity may terminate their participation in the CME upon thirty (30) days written notice.

The following by-laws entered into this the ____ day of ____, year of ____, by and among the parties shown on the signature page hereto, constitute the rules and procedures adopted by the Scenic and Historic A1A CME for the regulation and management of its affairs.

ARTICLE I - ORGANIZATION

Section I: The name of the CME shall be Scenic and Historic A1A. The CME may, by a vote of the Membership body, change its name at any time.

Section II: A portion of SR A1A has been designated as a "Florida Scenic Highway" (the "Scenic Highway") by the Florida Department of Transportation. The Scenic and Historic A1A Corridor Advocacy Group (the "CAG") applied for the Florida Scenic Highway designation. Prerequisites to designation as a Florida Scenic Highway were:

Preparation and submittal by the CAG of a Corridor Management Plan setting forth goals and a vision for the Scenic Highway, as well as strategies to achieve such goals, and institution of a "Corridor Management Entity" to facilitate and monitor accomplishment of those goals. The parties hereto desire to establish the Corridor Management Entity.

ARTICLE II - POWERS

The specific and primary purpose of the CME is to maintain a Corridor Management Plan for the Scenic and Historic A1A highway in St. Johns County, Florida; to initiate, coordinate, and monitor plans, strategies, programs and events for the improvement and enhancement of the Scenic Highway; to promote the preservation and beautification of the areas intrinsic resources while taking into account the plans, vision, goals and strategies set forth in the Corridor Management Plan.

The CME will operate exclusively for charitable, educational and promotion of social welfare purposes.

This CME shall not participate or intervene (by publication or distribution of any statement or otherwise) in any political campaign on behalf of any issue or candidate for public office.

ARTICLE III - MEMBERSHIP

It is desired that the CME should include interested citizens, landowners, businesses, and public land managers within the Scenic Highway. Membership shall be composed of the following individuals and organizations and each member will be entitled to one vote.

The membership of Scenic and Historic A1A shall consist of the regular, corporate, and governmental/agency appointees. Admission to membership shall be based upon such terms and conditions, and for such periods of

6.0 CORRIDOR MANAGEMENT ENTITY

The Corridor Management Entity (CME) will pursue partnerships and lead monitoring and implementation work tasks for the Scenic Highway.

Scenic and Historic A1A Corridor Management Agreement

THIS AGREEMENT is made and entered into this the ____ day of ____, 2001 by and among the parties shown on the signature page hereto.

Recitals:

State Road A1A traveling through St. Johns County has been designated as a Florida Scenic Highway (Scenic Highway) by the Florida Department of Transportation (FDOT). The Scenic and Historic A1A Corridor Advocacy Group, herein after called the CAG, applied for the Florida Scenic Highway Designation. Prerequisites to designation as a Florida Scenic Highway were (a) preparation and submittal by the CAG of a Corridor Management Plan (CMP), setting forth goals and a vision for the Scenic Highway, as well as strategies to achieve such goals, and (b) institution of a "Corridor Management Entity" (CME) to facilitate and monitor accomplishment of those goals.

THEREFORE, in consideration of the above premises and the mutual covenants and agreements set forth herein, the parties agree as follows:

There is hereby created the Scenic and Historic A1A Corridor Management Entity, which will initiate, coordinate, and monitor plans, strategies, programs and events set forth in the Scenic and Historic A1A Corridor Management Plan.

It is desired that the CME include interested and affected citizens, landowners, businesses, and public land managers within the area benefited by the Scenic Highway.

The CME's membership shall be composed of the following:

- I. Citizen Members
- II. Business-at-Large Members
- III. Entity Members

Membership can be expanded or reduced by majority action of the existing CME.

The CME may adopt such bylaws and organizational rules as necessary or appropriate for the organization and operation of the CME, consistent with provisions hereof, including, as appropriate, provision for the formation of "Committees," the election of other officers and retention of employees or independent contractors in the CME's discretion.

Staff resources shall be provided by the St. Johns County Planning Department, which shall keep and maintain all records of the CME.

This Agreement will serve as a continuing contract and program to ensure appropriate implementation and consistency in carrying out the goals and objectives of the Plan.

This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

Nothing contained herein shall constitute the adoption of the provisions of the Plan as a law, regulation or ordinance of any public body. Land management planning decisions, directions, budgeting and implementation of the public lands within the corridor are the responsibility of the individual public agencies.

IN WITNESS WHEREOF, the undersigned have executed this Agreement as of the day and year first written above.

SIGNATORIES

Marc Jacalone

(CME- St. Johns County BCC Chairman, Marc Jacalone)

Michael L. Greenberg

(CME - Michael L. Greenberg)

Pat Hamilton

(CME - Pat Hamilton)

Jean Fitzpatrick

(CME - Jean Fitzpatrick)

Chris Newman

(CME - Chris Newman)

Ralph DePasquale

(CME - Ralph DePasquale)

Wendy McDevitt

(CME - Wendy McDevitt)

Victoria Paul

(CME - Victoria Paul)

Keith Clarke

(CME Keith Clarke)

SIGNATORIES

Emmett W. Pearce

(CME- City of St Augustine Beach)

(CME - City of St. Augustine)

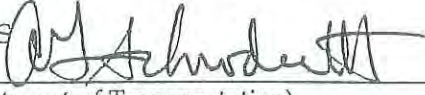
James C. Netherton III

(CME - Town of Marineland, Mayor Jim Netherton)

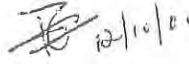
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SIGNATORIES



(CME - Department of Transportation)



(CME - Department of Environmental Protection)

(CME - US. Department of Interior National Park Service)

IN WITNESS WHEREOF, the undersigned have executed this Agreement as of the day and year first written above.

SIGNATORIES

(CME – Department of Transportation)

(CME – Department of Environmental Protection)

Gordon J. Wilson 12/11/01

(CME – US. Department of Interior National Park Service)

Corridor Management Entity

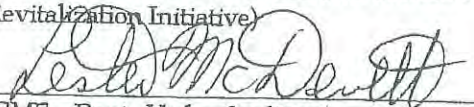
IN WITNESS WHEREOF, the undersigned have executed this Agreement as of the day and year first written above.

SIGNATORIES

(CME -South Anastasia Community Association)

(CME - Mid Anastasia Visioning Group)

(CME - Vilano Beach Waterfronts Florida Community
Revitalization Initiative)



(CME - Ponte Vedra Coalition)

1/08/01

Membership can be expanded or reduced by majority action of the existing CME.

The CME may adopt such bylaws and organizational rules as necessary or appropriate for the organization and operation of the CME, consistent with provisions hereof, including, as appropriate, provision for the formation of "Committees," the election of other officers and retention of employees or independent contractors in the CME's discretion.

Staff resources shall be provided by the St. Johns County Planning Department, which shall keep and maintain all records of the CME.

This Agreement will serve as a continuing contract and program to ensure appropriate implementation and consistency in carrying out the goals and objectives of the Plan.

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SIGNATORIES

(CME -South Anastasia Community Association)

Mary A. Saunders
(CME - Mid Anastasia Visioning Group)

(CME - Vilano Beach Waterfronts Florida Community Revitalization Initiative)

(CME - Ponte Vedra Coalition)

.....
.....
.....

Scenic and Historic A1A Corridor Management By-Laws

Introduction

The Corridor Management Entity (CME) will serve as the caretaker of the Scenic and Historic A1A highway by ensuring that the Action Plan is executed, and all corridor activities are monitored, and implemented in accordance to the Corridor Management Plan (Plan). Once the Corridor Management Plan has been finalized, the CME agreement will be executed.

This Agreement is a continuing contract and program to ensure implementation and consistency in carrying out the goals and objectives of the Plan. However, any member or entity may terminate their participation in the CME upon thirty (30) days written notice.

The following by-laws entered into this the ____ day of ____, year of ____, by and among the parties shown on the signature page hereto, constitute the rules and procedures adopted by the Scenic and Historic A1A CME for the regulation and management of its affairs.

Thursday, January 03, 2002 CompuServe: Staugmarytom

Staff resources shall be provided by the St. Johns County Planning Department, which shall keep and maintain all records of the CME.

This Agreement will serve as a continuing contract and program to ensure appropriate implementation and consistency in carrying out the goals and objectives of the Plan.

This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

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IN WITNESS WHEREOF, the undersigned have executed this Agreement as of the day and year first written above.

SIGNATORIES

(CME -South Anastasia Community Association)



(CME - Mid Anastasia Visioning Group)

(CME - Vilano Beach Waterfronts Florida Community Revitalization Initiative)

(CME - Ponte Vedra Coalition)

Scenic and Historic A1A Corridor Management By-Laws

Introduction

The Corridor Management Entity (CME) will serve as the caretaker of the Scenic and Historic A1A highway by ensuring that the Action Plan is executed, and all corridor activities are monitored, and implemented in accordance to the Corridor Management Plan (Plan). Once the Corridor Management Plan has been finalized, the CME agreement will be executed.

This Agreement is a continuing contract and program to ensure implementation and consistency in carrying out the



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

David B. Struhs
Secretary

January 8, 2002

Mr. Michael Greenberg
c/o Ms. Vickie Renna, Principal Planner
St. Johns County Planning Division
4020 Lewis Speedway
St. Augustine, Florida 32095

Dear Mr. Greenberg:

Please be advised that the Department of Environmental Protection, Division of Recreation and Parks, is interested in becoming a member of the Corridor Management Entity for Scenic and Historic A1A. We understand that the corridor Advocacy Group is under a time constraint to submit its application to the Florida Department of Transportation and the Federal Highway Administration for their respective scenic highway designations. Due to the lack of time, however, we have not been able to adequately review the Corridor Management Agreement.

We will continue our review of the agreement and will provide our comments to you. We look forward to working with you and becoming a member of the Corridor Management Entity. Let this letter represent our willingness to be a member of the CME to fulfill the requirement of the CMP.

If you have any further questions, please do not hesitate to contact me at (850) 488-2200.

Sincerely,

Albert G. Gregory, Chief
Office of Park Planning
Division of Recreation and Parks

AGG/mw

cc: Larry Perry
Doug Watson

service, as the elected members of the CME shall determine. There shall be a minimum of three classes of membership. The elected CME members, at a duly noticed meeting may create additional classes of membership.

Regular Memberships – Regular Memberships shall consist of private citizens who will represent users of the corridor and landowners along, or affected by, the corridor (the “Citizen Members”).

Corporate Memberships – Corporate Memberships shall consist of individuals representing business interests along the corridor, CAGs, partnerships, or other organizations (the “Business-at-Large Members”). Corporate members are entitled to one representative.

Entity Memberships – Governmental and/or Agency Appointee Memberships shall consist of one representative from each of the following:

- St. Johns County
- Current 2001 CAG members (for as long as deemed appropriate)
- City of St. Augustine Beach
- City of St. Augustine
- Town of Marineland

Role of Entity Members: Each CME Member shall provide technical and/or professional advice in the area of planning, engineering, architecture, public art, biological sciences, business, land and/or environmental management, as may be appropriate.

Term: Citizen Members and Business-at-Large Members shall serve two-year terms. Successors to the Citizen Members, Business-at-Large Members, or vacancies in such memberships shall be filled by the CME nominating committee.

Transferability of Membership: Membership in this Scenic and Historic A1A is non-transferable and non-assignable except for governmental appointees.

Property of Rights: No member shall have any vested rights, interest, or privileges of, in, or to the assets or franchises of Scenic and Historic A1A.

Conflict of Interest: To assure the fairness and reasonableness of all contracts and transactions of the CME, no CME member shall vote on any contract or other business transaction in which that member, that member’s employer or the member’s family has a financial interest in the outcome. In the event of such a conflict of interest, that member shall abstain from voting, and such abstention shall be noted in the minutes with an identification of the member’s conflict. The member shall not participate in the discussion of the issue, but the member’s presence may be counted for purposes of determining a quorum.

Termination of Membership: Membership will terminate in Scenic and Historic A1A upon any of the following events:

- Receipt by the CME Officers of the written resignation, executed by such member or his/her duly authorized attorney-in-fact.
- The death or disability of a member.
- For cause inconsistent with membership. Any member, or officer may be removed from office by a simple majority affirmation vote of a quorum of the CME member present in person at any regular or special

meeting called for that purpose, whenever, the best interest of Scenic and Historic A1A would be served thereby. Any such member, whose removal is anticipated, shall be entitled to appear before and be heard at such meeting. At this time, he/she may present such witnesses and make such defense as he/she shall deem advisable. Failure to attend three consecutive meetings without valid excuse shall constitute cause for removal of as an officer.

- Engaging in any conduct that is in violation of the conflict of interest provision.

ARTICLE IV - CME MEMBERS / OFFICERS

The Scenic and Historic A1A CME Officers are responsible for the overall policy and direction of the CME, and shall delegate responsibility for day-to-day operations.

Board Elections: The 2001 CAG Members, during the transitioning from the CAG to the CME, shall hold office until the first annual meeting of CME Officers is held or until and their successors are elected and qualified. All candidates for the CME Chairman position must have been a member of Scenic and Historic A1A for at least six (6) months. Election of the CME Chairman will occur as the first item of business at the annual meeting of the CME. Officers of the CME will be elected by a majority vote by the current CME members.

Number and Term: The CME shall have up to twenty one (21) and not fewer than nine (9) members. CME Officers shall be elected to hold office for a term of three (3) years, two (2) years or (1) year, as determined through an initial drawing of members. Thereafter, CME Officers shall serve three (3) year terms, but are eligible for re-election. The CME Officers receive no compensation other than reasonable expenses.

Annual Meeting: The Annual Meeting of Scenic and Historic A1A shall be held in November of each year. The CME Officers shall select a date and hour for such annual meeting. Failure to hold the annual meeting at the designated time shall not cause a forfeiture or dissolution of the CME.

Vacancies: Any CME Officer vacancy occurring shall be filled by a majority vote from the remaining CME Officers. These vacancies will be filled only to the end of that particular officer's term.

Regular CME Meetings: Regular meetings of the CME at large and the CME Officers shall occur at least once a month during the first year and if chosen shall continue thereafter. They will be held no less than quarterly for a total of four (4) times annually after the first year. The time and date shall be determined by the CME members.

Notice of Meetings: Notice of all meetings shall be given either by regular or electronic e-mail to each CME member least seven (7) days before the date therein designated for meeting. The notice shall specify the time, place and agenda for such meeting.

Public Access: All meetings of the CME shall be open to the public and the scenic highway membership. Notice of the meeting shall be furnished to the local news media at least seven (7) days before the date of the scheduled meeting. The notice shall specify the time and place for such meeting.

Quorum: The presence of a simple majority of CME Members and either the Chairman or Vice Chairman shall be necessary at any meeting to constitute a quorum to transact business. The act of a majority of the CME Members and either the Chairman or Vice Chairman present at a meeting when a quorum is present shall be the act of the CME members. In cases where a decision is necessary and urgent, the CME Members and either the Chairman or Vice Chairman may vote by telephone or e-mail.

Voting: At all meetings or acts each CME Member is to have one (1) vote on each item of business. Unless otherwise provided in Scenic and Historic A1A by-laws, all elections shall be held and all questions presented by a majority vote of the CME Members present. Proxy votes will not be accepted.

ARTICLE V - COMMITTEES

The CME may create committees including, but not limited to, the committees listed below. The CME Chairman appoints all sub- committees.

Finance Committee: The Treasurer of the CME is chair of the Finance Committee. The Finance Committee is responsible for developing and reviewing fiscal procedures, a fundraising plan and the CME's annual budget. The Finance Committee must approve the budget, and all the expenditures must be within the budget. The CME Members must approve major changes to the budget. The fiscal year shall be the calendar year. Annual reports must be submitted prior to, and presented to the membership at, the Annual Meeting. All financial records of the CME are public information and shall be made available to the membership and the public.

Other Committees: The CME Officers may, at their discretion, shall appoint each committee as may be necessary. Such Committees can include, but not be limited to, the following:

- **Membership and Nominating** – The intent of the Membership Committee is to develop methods to increase the membership of the CME; insure that there is no discrimination with regard to age, race, sex, religion, national origin or physical or mental impairment; review membership applications; insure that members of the CME are kept informed of future activities; and maintain an up to date membership information list. The intent of the Nominating Committee is to present a slate of eligible candidates at a general meeting three (3) months prior to the election. Additional nominations may be made from the floor. This committee will consist of three (3) members appointed by the CME Officers.
- **Projects/Programs** – The intent of the Projects/ Programs Committee is to oversee the execution of all projects listed in the Corridor Management Plan; identify and record any additional projects generated by the implementation to the Corridor Management Plan; develop and implement strategies to promote Scenic and Historic A1A; and to ensure that implementation of projects are accomplished in accordance to the Action Plan.
- **Publicity** – The intent of the Publicity Committee is to disseminate information to the community and public at-large by announcing upcoming meetings and activities with local news media; by distributing educational brochures; advertising audio tour of the Scenic Highway; providing travel information to establish travel services; overseeing the construction of and placement of interpretive signage, and information kiosks; and working with established funding partnerships.
- **Fundraising/Grants** –The intent of the Fundraising/Grant Committee is to enlist individuals to write grants, sponsor projects and to plan activities of the CME.
- **Hospitality** – The intent of the Hospitality Committee is to provide refreshment at public events, meetings and as needed and welcome guest speakers.
- **Education/Awareness/Community Participation (EACP)** – The intent of the EACP Committee is to develop and implement education programs to promote a better understanding of the heritage of the Scenic and Historic A1A, develop and implement programs to increase the community's awareness of its heritage, including a speakers program and utilize the local media; promote the knowledge of the Scenic and Historic A1A scenic highway within the community through related programs and activities.

- Historic – The intent of the Historic Committee is to serve as the custodian of the CME’s archive and will maintain complete documentation of the year’s activities in both written and pictorial form. This information shall be included in a scrapbook at the end of the year.
- Byway Designation – The intent of the Byway Designation Committee is to submit all required elements for byway designation, including the Corridor Management Plan; and must reply to all Federal and Florida Department of Transportation requests.
- Environmental – The intent of the Environmental Committee is to provide expert advice on all matters concerning natural resources and environmental issues and concerns; and serve as the CME’s primary source of environmental data, investigation and preservation.
- By-Laws – The intent of the By-Laws Committee is to review the By-Laws annually or as needed to meet changing conditions.

ARTICLE VI - OFFICERS

Initially there will be four officers consisting of the Chairman, Vice Chairman, Corresponding / Recording Secretary and Treasurer as well as any other officers that may be deemed necessary by the CME members.

Chairman: The Chairman shall convene regularly scheduled CME meetings, shall preside or arrange for other members of the CME Officers to preside at each meeting in the following order: Vice Chairman, Corresponding / Recording Secretary and Treasurer. The Chairman has and exercises general charge and supervision of the affairs of the CME and shall perform all such other duties as may be assigned to him/her by the CME members.

Vice Chairman: At the request of the Chairman, or in his/her absence or disability, the Vice Chairman shall perform the duties and possess and exercise the powers of the Chairman; and to the extent authorized by law, the Vice Chairman shall have such other powers as the CME members may determine, and shall perform such other duties as may be assigned to him/her by the CME members.

Corresponding / Recording Secretary: The Corresponding / Recording Secretary shall have general charge and supervision of the correspondence of the CME including notification of meetings, and distributing copies of minutes and the agenda to each of the CME members. In addition the Corresponding / Recording Secretary shall sign all such papers pertaining to the CME Members he/she may be authorized or directed to sign by the CME Officers. This Secretary shall serve all notices required by law and by these By-laws and shall make a full report of all matters and business pertaining to his/her office to the members at the annual meeting. The CME Membership seal shall be kept and affix it to all papers requiring a seal. All CME required reports and a complete record of all meetings of the CME will be kept by this Secretary.

Treasurer: The Treasurer shall have custody of all funds, property and securities of Scenic and Historic A1A, subject to such regulations as may be imposed by the CME members. When necessary or proper, he/she may endorse, on behalf of Scenic and Historic A1A CME for collection, checks, notes and other obligations and shall deposit the same to the credit of Scenic and Historic A1A at such bank or banks or depository as the CME members may designate. The treasurer shall sign all receipts and vouchers and, together with such officer or officers, if any, as shall be designated by the CME members, he/she shall sign all checks of Scenic and Historic A1A, bill of exchange and promissory notes issued by Scenic and Historic A1A, except in cases where the signing and execution thereof shall be expressly designated by the CME members or by these by-laws to some other officer, employee or agent of Scenic and Historic A1A. The treasurer shall make such payments as necessary or proper to be made on behalf of Scenic and Historic A1A. He/she shall enter regularly on the books of Scenic and Historic A1A to be kept by him/her, a full and accurate account of all monies and obligations received and paid by him/her, for or on account of Scenic and Historic A1A, and shall exhibit such books at all reasonable times to any CME members after application, at the offices of the

Scenic and Historic A1A. The treasurer shall, in general, perform all duties incident to the office of the treasurer, subject to the control of the CME. The treasurer may delegate any of his/her duties of a routine or bookkeeping nature to any employee or agent of Scenic and Historic A1A without the approval of the CME members. The CME members may direct the delegation of any duty of the treasurer to an employee or agent.

Dissolution of Scenic and Historic A1A: Upon the dissolution of Scenic and Historic A1A, assets shall be distributed to one or more non-profit organizations or governmental entities for the preservation and beautification of Scenic and Historic A1A.

ARTICLE VII - NON DISCRIMINATION

In all matters pertaining to the operation of Scenic and Historic A1A, including the selection and appointment of CME members, the employment of the staff, the provision of services to eligible persons and the conduct of Scenic and Historic A1A business, Scenic and Historic A1A and its CME Officers, agents and employees shall not discriminate against any person on account of age, race, sex, religion, national origin or physical or mental impairment.

ARTICLE VIII - FISCAL YEAR

The fiscal year of Scenic and Historic A1A shall begin in January of each calendar year; while the election of CME Officers shall occur in November of the prior year.

ARTICLE IX - RULES OF ORDER

The current "Robert's Rules of Order" shall be the parliamentary authority for all meetings and matters of procedure specifically covered by these by-laws.

ARTICLE XI - AMENDMENTS TO BY-LAWS

Scenic and Historic A1A may make, amend, revise, alter or rescind these by-laws, from time to time, in whole or in part, by a majority vote of the members of Scenic and Historic A1A present at any meetings of the CME membership duly called and convened at which a quorum is present, provided that a reasonable advance notice thereof shall have been given in writing to each member prior to such meeting.

We, the undersigned, hereby certify that the foregoing by-laws were duly adopted by Scenic and Historic A1A at a meeting duly held and called on the _____ day of _____, 2001



7.0 BACKGROUND CONDITIONS ANALYSIS

Potential opportunities and constraints within the AIA Scenic Highway have been identified and are detailed herein. Goals, objectives, and strategies developed to address these issues are detailed in the following section. In 2007, a completed Master Plan (in 2007) was developed based on opportunities and constraints observed along A1A and are included later in this section.

Corridor Limits

The proposed Scenic and Historic AIA Corridor is a 52.12 mile section of SR A1A, located in St. Johns County, Florida, that runs along the eastern shore of north Florida, between the Intracoastal Waterways and the Atlantic Ocean. The scenic highway begins at the Flagler/St. Johns County line to the south, and ends at the St. Johns/Duval County boundary line to the north (Figures 7-1 through 7-5). A1A is a State Road and is not a part of the Florida Interstate Highway System.



Ocean Shore Boulevard

Various segments of the scenic corridor have several different local names. Since all highways are identified from south to north and from west to east, we will begin from the Flagler County boundary line. Beginning in the Town of Marineland, SR A1A is locally known as Ocean Shores Boulevard, SR A1A South, through St. Augustine Beach the road is known as CR A1A/Beach Boulevard, from south of Old Quarry Road to the Bridge of Lions the highway is called Anastasia Boulevard, San Marco Avenida Menendez, May Street, Usina Bridge, Coastal Highway, South Ponte Vedra Boulevard, Ponte Vedra Boulevard, SR A1A North.

Roadway Right-of-Way

Roadway characteristics, such as the width of the right-of-way, the number of lanes, and posted speeds, vary significantly along the corridor. From the Flagler County Line to Pope Road, SR A1A maintains a 100- foot ROW. North of St. Augustine Beach, between Pope Road and St. Augustine City Limits, the ROW varies between 100 and 135 feet. Through the City of St. Augustine and continuing north to the Duval County line, the ROW varies between 66 feet and 200 feet.

The Corridor Advocacy Group, (CAG) understands that if the corridor utilizes any Federal Highway Administration funds, all real property acquisition or real property rights related to the federalized project must follow the provisions of the Uniform Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

Table 7-1
A1A Right-of-Way Widths*

FROM	TO	EXISTING NO. OF LANES	ROW WIDTH (FEET)
Flagler County Line	Owens Avenue	2	100
Owens Avenue	Pope Road	4	100
Pope Road	City of St. Augustine Southern City Limits	4	100 & 135
City of St. Augustine Northern City Limits	SR A1A (Coastal Highway)	2	100
SR A1A (Coastal Highway)	3 rd Street	2	66
3 rd Street	Guana River State Park Entrance	2	66 & 100
Guana River State Park Entrance	Mickler Road	2	66 & 100 200
Mickler Road to Sawgrass Entrance	TPC Boulevard	2	200
TPC Boulevard C.R. 210 (Corona Road)	C.R. 210 (Corona Road)	2	200 & 188
	Duval County Line	4	188

*Source: St. Johns County 2015 Comprehensive Plan, Table B-15

Roadway Description

Scenic and Historic A1A begins as a two-lane roadway in the Town of Marineland, where the nation's first 1937 oceanarium was originally built. Traveling north towards Crescent Beach, SR A1A crosses a tributary of the Matanzas River, also known as the Intracoastal Waterway. The southernmost portion of SR A1A that runs through Crescent Beach retains much of its small town, beach community characteristics despite condominiums and small commercial establishments.

Local residents consider the scenic highway designation an appropriate means of preserving the quaint, natural, and scenic resources of their community.

The two-lane roadway continues through Crescent Beach until it reaches the Owens Avenue intersection. At Owens Avenue, the roadway expands into a four-lane cross-section. Along this urban section of the roadway are bicycle lanes, sidewalks, and landscaped medians.

Farther north, the Scenic and Historic A1A roadway travels along Beach Boulevard in St. Augustine Beach, parallel to the Atlantic Ocean, where scenic vistas of the ocean are visible; and the roadway provides access to a number of locally significant cultural, natural and recreational spots.

Through the City of St. Augustine Beach, CR A1A/ Beach Boulevard, maintains a similar urban typical section of paved shoulders, sidewalks and marked bicycle lanes on either side of the roadway. Just north of Pope



SR A1A

Road, CR A1A / Beach Boulevard meanders through the picturesque Anastasia State Park and merges with SR A1A north at the SR 312 intersection. This four-lane section of roadway, (also known as Anastasia Boulevard), includes a continuous left-turn lane.

Nestled for 5-mile between the Intracoastal Waterway and the Atlantic Ocean, the roadway also meanders through the City of St. Augustine, the nation's oldest continuously occupied European settlement. The historically significant Bridge of Lions connects SR A1A across the Matanzas River to the City of St. Augustine. The Florida Department of Transportation (FDOT) has been investigating the future of the Bridge of Lions over

the last several years. After engineering and environmental evaluations, as well as public input, the FDOT is pursuing rehabilitating the existing bridge in its present location.



View of St. Augustine from the historic Bridge of Lions

The Bridge of Lions is listed on the National Register of Historic places and is considered an important component to the historic context of the City of St. Augustine. Due to its historic importance (local, state and national level), the FDOT recommended rehabilitating the existing bridge to avoid any negative impacts to the appearance of the bridge. Once complete, this will maintain the bridge as a viable vehicular crossing.

The City of St. Augustine has indicated through their Comprehensive Plans that the Bridge of Lions should remain a two-lane structure. At this time, the FDOT has no plans to increase the laneage of the bridge.

The rehabilitation of the bridge was scheduled to begin during FDOT's 2003/ 04 fiscal year; however, the actual construction did not begin until February 2005. It was anticipated that it would take approximately two years to complete in 2002; however, after construction began in 2005, it was then determined that it would take four years to complete the Bridge of Lions rehabilitation and the anticipated completion date is now the Fall of 2009. A temporary bridge will be utilized to maintain traffic during construction and will be completely removed by the Spring 2010.



The historic Bridge of Lions

SR A1A extends through downtown St. Augustine and again crosses the Intracoastal Waterway at the northern edge of the city. Through Vilano Beach, the roadway continues as a two-lane section. Bike lanes are provided along the road; however, they are not continuous throughout Vilano Beach. The two-lane section runs through the Guana River State Park into South Ponte Vedra Beach. In the park, the state has attempted to discourage the use of historic pull-offs along the dunes by providing designated parking areas west of the roadway.

Two pedestrian overpasses cross the roadway. Boardwalks across the dunes provide pedestrian access to the beach. The State is investing in efforts to protect the dunes abutting the roadway from further erosion and deterioration due to human activity.

At South Ponte Vedra Beach, bike lanes are not provided along the two-lane roadway. Bike lanes are provided in Ponte Vedra Beach from south of Mickler Road north to the county line. The two-lane roadway widens to four lanes just south of its intersection with CR 210. The highway from this point north to the Duval County Line is a four-lane divided highway with landscaped medians. Development along the current SR A1A in this area can be characterized as highway commercial or strip commercial. It is this type of growth and development that has spurred much of the current controversy regarding SR A1A.

Utilities

Several utility companies provide service along SR. A1A's Scenic Highway Corridor. Florida Power and Light and Jacksonville Beach Electric provide electricity. Bell South provides telephone service. The City of St. Augustine, St. Johns County, Ponte Vedra Utilities, Intercoastal Utilities, North Beach Utilities, Camanche Cove Yacht Harbor Inc., United Water and Homeowners Utilities (Porpoise Point) provide water and sewer service. Media One and Time Warner provide cable service. The corresponding implementing Goals, Objectives, and Strategies include Goal 1, Objective 1.3., Goal 2, Objective 2.1., and Strategy 2.1.7.

Maintenance

The Florida Department of Transportation (FDOT) maintains S.R. A1A corridor from the Flagler/ St. Johns County line to the St. Johns/Duval County line. FDOT repairs potholes, trims trees, mows and maintains the signs. The Scenic and Historic A1A CAG considers it extremely important that the roadway and the adjacent development continue to reflect the history and culture of this beach community.



Overhead utilities along SR A1A

Once designated as a State Scenic Highway, a consistent landscaping plan along or adjacent to the highway will be prepared. Wildflowers and other types of planted landscape materials, including selective tree trimming should be considered as part of the roadway improvements. Landscape medians need to have Maintenance Agreements with the local government entities responsible for the upkeep. The Corridor Management Entity (CME) will work with the FDOT and any other agency with jurisdiction and any project in which they are involved.



Another scenic stop along SR A1A

Existing Land Uses and Zoning classifications, Future Land Uses, Highway Constraints, and Opportunities

Land uses are governed by the Town of Marineland, City of St. Augustine Beach, City of St. Augustine, and St. Johns County. Each of the individual town and municipalities regulates development according to their own adopted Comprehensive Plans and Land Development Codes (LDCs).

St. Johns County regulates development in the unincorporated areas through their updated and adopted 2015 Comprehensive Plan and 1999 Land Development Regulations. Since the adoption of these regulations each one of the corridor visioning groups (Visioning District 4, Southern District 4, Mid-Anastasia and South Anastasia Island) have completed their individual visioning documents and have adopted their own Overlay Districts (Ponte Vedra / Palm Valley Coastal Corridor, North Coastal Corridor, Mid-Anastasia Island Coastal Corridor and South Anastasia Island Coastal Corridor). Each Overlay Districts has its own individual Architectural Review Committee or Design Review Board, which regulates commercial, multi-family, and Plan Unit Developments (PUDs). The Overlay District provides further regulation of the site design, architectural design, landscaping buffers, signage, and lighting. In addition to these requirements, the Ponte Vedra has its own separate zoning regulations and Adjustment Board to regulate proposed development projects specifically in theft area. All the development proposals within the unincorporated areas of St. Johns County are reviewed by staff prior to being reviewed by the Planning and Zoning Board and Architectural Review Committee (or Design Review Board)

Town of Marineland

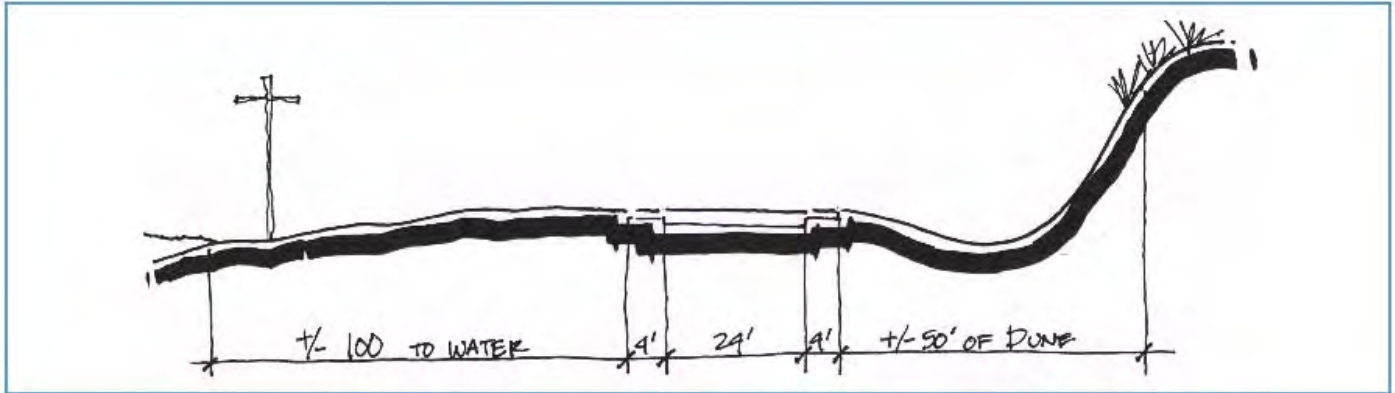
A portion of the Pellicer Creek Aquatic Preserve and Faver Dykes State Park defines the Flagler/St. Johns County jurisdiction line on the mainland, a short drive from the coast along the scenic highway just north of Whitney Lab.

The Town of Marineland, which straddles the St. Johns/Flagler County line, is a small coastal town consisting of 160 acres, four landowners (Town of Marineland, University of Florida, Marine Park of Flagler, and Flagler County) and approximately 6-12 residents. The Town of Marineland was designated as the first Remarkable Coastal Place in July 2000 by the Department of Community Affairs (DCA). This small land area houses the University of Florida's Marine Education Center, Marineland Ocean Resorts (a 501c-3 corporation), the National Estuarine Research Reserves Administration Headquarters, Sea Grant College Facility, and the University of Florida's Whitney Lab.

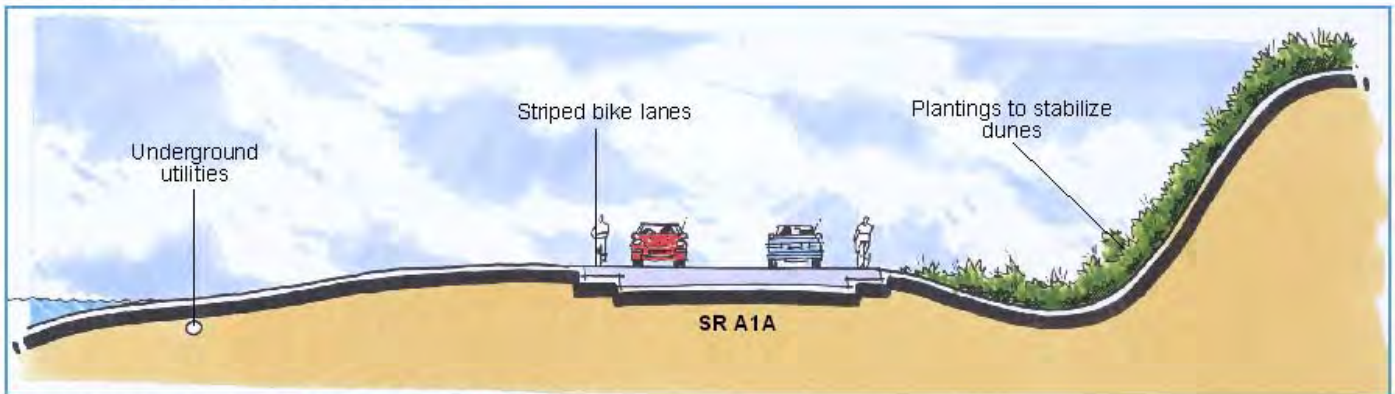


Looking south along SR A1A into the Town of Marineland

The Marineland Attraction was built in 1937 and is a historic landmark listed on the National Register of Historic Places. After a damaging 2004 hurricane season, Marineland closed its doors. Jacoby (the developer) replaced the existing Marineland Dolphin Conservation Center with a similar facility and expanded the types of dolphin swimming interaction programs (i.e., dolphin design, flippers and fins, discover dolphins and immersion). On March 4, 2006 the new Marineland Dolphin Conservation Center held a grand opening, similar to the original Marineland's grand opening in 1937, and the new owner was pleasantly surprised by the quantity of people (approximately 30,000) who attended this function.



Existing conditions for the Town of Marineland



Proposed roadway improvements for the Town of Marineland

Shortly after this event, Marineland's historic cold bolt blue arches were taken down.

Much of the land located along the oceanfront (particularly adjacent to the northern and southern boundaries), except for Marineland Attraction and the restaurant, has been designated as Conservation Land on the Town's Future Land Use Map.

In 1998, the Trust for Public Lands (TPL) purchased all the land, except for the University of Florida's Whitney Lab and the Marineland Attraction, which was in bankruptcy court in 2002. That same year, Flagler County and the Town of Marineland were jointly awarded a Florida Community Trust (FCT) grant to purchase 90 acres of environmentally sensitive lands thus creating the River to Sea Preserve. The remaining 40 acres was sold to Marine Park of Flagler, a subsidiary of Jacoby Development, Inc., which is slated for development as a place for a human-dolphin therapeutic interaction development. As a consequence of the land acquisition, the campground, general store and several oceanfront hotels were closed, the hotels were destroyed and some of the land was converted back to its natural state.

Within the River to Sea Preserve, the Florida Department of Environmental Protection (FDEP) is leasing land at the closed campground to serve as the southern administrative head quarters for the Guana, Tolomato, and Matanzas National Estuarine Research Reserve (GTM-NERR). The GTM-NERR is the 25th federally designated NERR in the nation as designated by the National Oceanic Atmospheric Administration (NOAA).

The University of Florida's Whitney Laboratory is a leading marine biotechnology research center and training site for future marine biologists. In October 2005 the University of Florida constructed an educational and out reach building which opened March 2007. In addition, the Sea Grant College facility and program provides marine education and research opportunities that supports and promotes the universities and state and federal agencies.

Future community land uses will be defined in the Comprehensive Plan update reflecting the community's interest in creating a sustainable educational community for natural/historical resources while promoting eco-

heritage tourism, scientific research and public education.

Within and adjacent to the AIA corridor, the natural environment offers a variety of nature-based recreational and education opportunities. With careful program consideration, eco-tourism can be a viable industry in conjunction with the educational/research facilities. To become successful, careful planning will need to provide additional public access to the natural areas while minimizing potential impacts. Currently, parking along the edge of the road and pedestrians walking over the dunes are impacting and eroding the natural dune formations found between the road and the ocean beach. Crosswalks, dune walkovers, organized parking, bike lanes, dune revegetation are some of the necessary physical improvements that are needed within this portion of the corridor.

Implementing the following Goals, and their associated strategies, detailed in Section 2.0 of this Corridor Management Plan (CMP), will aid in successful road way improvements and resource protection:

Goal 1: Protect, preserve, and maintain the intrinsic resources.

Goal 2: Provide safe vehicular and non-vehicular transportation

Goal 3: Promote awareness of intrinsic resources

Goal 4: Promote economic development, eco-tourism opportunities

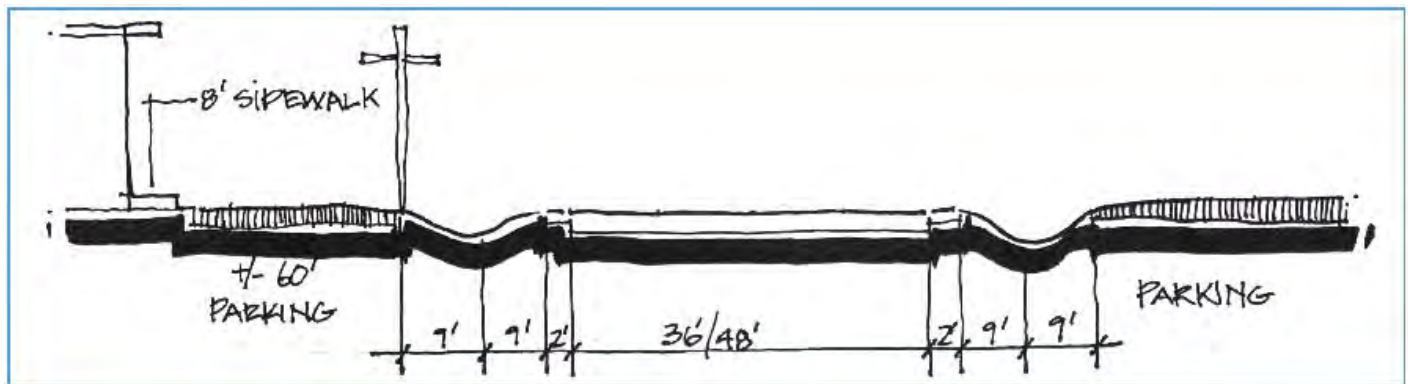
Goal 5: Enhance recreation resources

Goal 6: Protect and preserve cultural, historic, and archaeological sites.

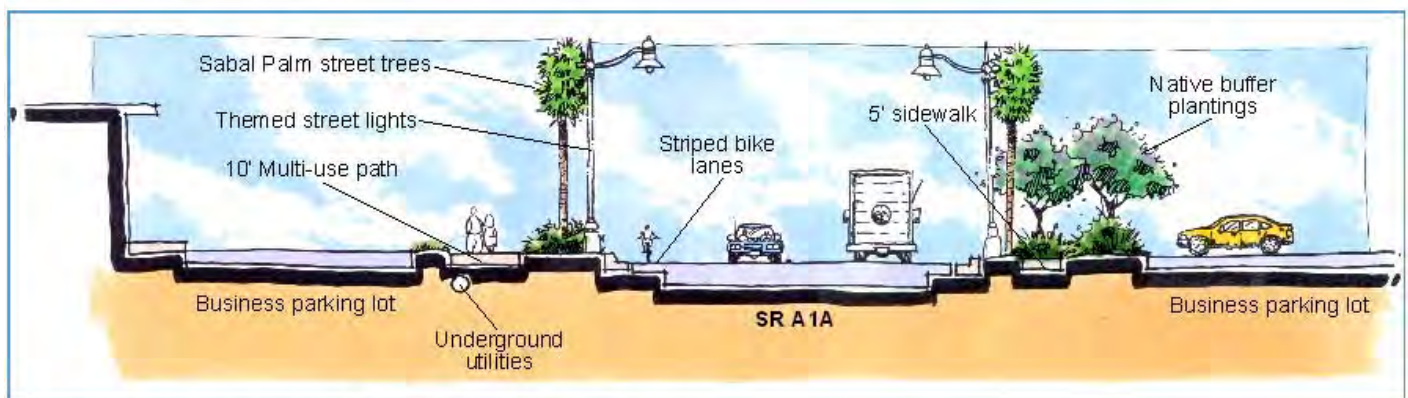
South Anastasia Island

Anastasia Island existing uses are defined by vacant land, and low-density residential development. On the second bridge from Whitney Lab looking west, the traveler can see Princess Place Park. The beach homes in this area are uniquely designed and are tucked beneath the coastal scrub oaks. Ft. Matanzas National Monument, a federally designated historic landmark, is located north of Whitney Lab.

Further north there are institutional land uses, parklands (Frank Butler Beach Park and Windswept Park), neighborhood commercial uses, sparsely located high-density residential developments (condominiums), fish



Existing roadway conditions for South Anastasia Island



Proposed roadway improvements for South Anastasia Island

camp and RV parks. Scenic residential developments located just before and after the Matanzas River Inlet where excellent vista views of both the Atlantic Ocean and the Matanzas Inlet can be found. The National Oceanic and Atmospheric Administration has designated Matanzas River, in this area, as a National Estuarine Research Reserve (NERR).



Homes along old A1A

The County has designated this section of A1A, from the entrance road of Ft. Matanzas National Monument to SR 206, as a “constrained roadway segment” in both its 1998 Evaluation and Appraisal Report (EAR), and in the 2000 Transportation Element of its Comprehensive Plan update (EAR-based amendment).

The general zoning classifications on either side of A1A in this area include: Single Family Residential (RS-2, RS-3); General Residential, i.e., Single Family Dwellings, Multiple Dwellings and Family Day Care Homes (RG-1); General Residential, i.e., Single Family Dwellings, Multiple Dwellings, Hospitals, Medical Clinics, Rooming Houses, Boarding Homes and Family Day Care Homes (RG-2, RG-2 (B)); Residential Mobile Home, i.e., Mobile Home Parks and Mobile Home Subdivision (RMI-I (5)); Planned Unit Development (PUD); Commercial Neighborhood (CN); Commercial Highway and Tourist (CHT, CHT (B)); Commercial General (CG) and Open Rural District (OR).

The South Anastasia Visioning Group’s primary focus is to maintain the integrity of this natural environmental coastal community. Due to development pressures in this area, during the summer of 1998, community citizens and business owners formed the South Anastasia Visioning Group and created a South Anastasia Visioning document, which emphasizes the commitment of local citizens to maintain the integrity of

this “Rural Beach Community.” Development pressures in this coastal region are evident and will continue.

Since the South Anastasia Visioning Document was created, an Overlay District was adopted. The South Anastasia Island Coastal Corridor Overlay District provides further protection for the community’s commercial, multi-family, and Planned Unit Developments (PUDs). All of these types of new developments are reviewed by the Architectural Review Committee according to the adopted architectural criteria, site design standards, landscaping, buffering, lighting, and signage standards. Since the Overlay District was adopted by the Board of County Commissioners there have been very few new commercial, multi family and PUD developments approved within the South Anastasia area over the past five years.

The future land use designations in this region defined in the 2015 Comprehensive Plan include; Residential Density A (4-1.0 unit/acre), B (2.0 - 2.0 unit/acre) C (2.0-4.0 unit/acre) and D (4.0 - 8.0 unit/acre); Commercial and Park and Open Space. State law requires that the County’s zoning requirements implement the Future Land Use Map and the Comprehensive Plan GOPs are implemented through the Land Development Code.

Driving through this segment of the A1A corridor, the uniqueness of South Anastasia Island is visible due to the close proximity of the natural environment and Florida beachfront community developments. The two-lane roadway cross-section with its development pattern contributes to the community’s charm and integrity. As new development opportunities on vacant lands diminish along the corridor and the pressure for redevelopment increases, this area of the corridor will need to ensure that its unique character is maintained by controlling future development patterns with strict guidelines.

Implementing the following Goals and their associated strategies detailed in Section 2.0 of this Corridor Management Plan (CMP), will aid in successful development protection, and provide opportunities to utilize the surrounding natural resources:

- Goal 1:** Protect, preserve, and maintain the intrinsic resources.
- Goal 2:** Provide safe vehicular and non-vehicular transportation.
- Goal 3:** Solicit support and participation in the CMP implementation process.

Goal 4: Promote economic development while preserving the highway's uniqueness.

Goal 5: Enhance recreation resources.

Goal 6: Enhance recreational resources.



Mid Anastasia Island

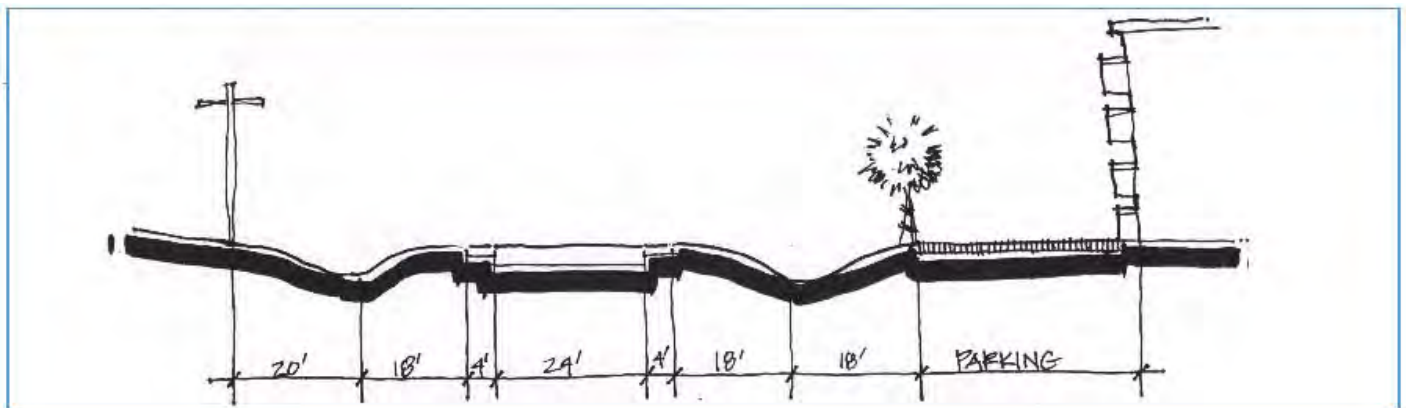
Mid-Anastasia Island (Owens Avenue to the City of St Augustine Beach)

Beginning at Owens Avenue, AIA widens into a four-lane road and from this point there is a noticeable difference in the existing land use pattern. The area surrounding the four-lane segment has undergone greater urbanization than the areas located south along the two-lane roadway segment. The residential development in this area is more compact and there are fewer natural buffers along the roadway. Views of the ocean and river are limited and strip-type commercial developments are more prevalent. Existing land uses include vacant land, low, medium, and high-density residential developments, commercial development, recreational/ open space lands, institutional land uses, RV parks, and campgrounds.

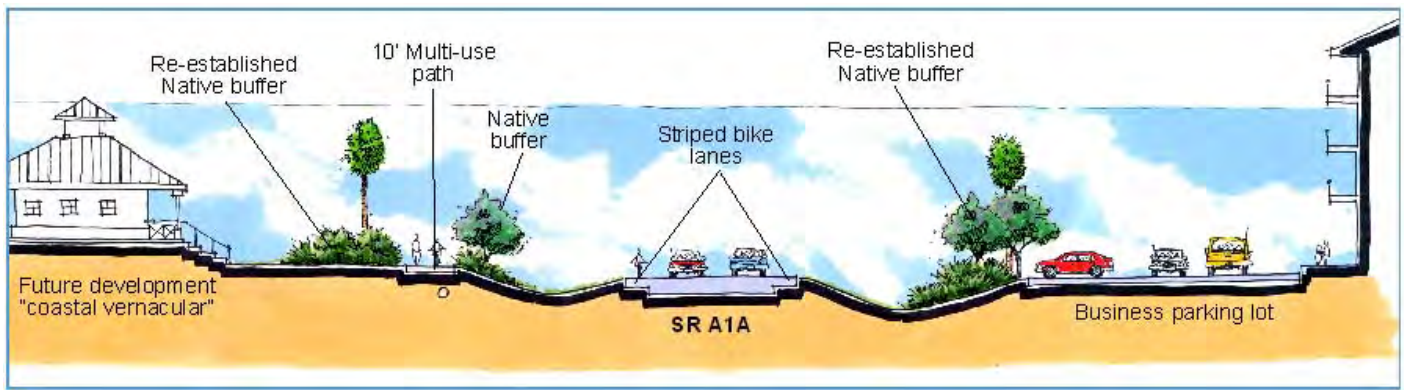
The general zoning classifications lying on either side of AIA in this area include: Single Family Residential (RS-2, RS-3); General Residential, (i.e., Single Family Dwellings, Multiple Dwellings), Medical Clinics, Rooming Houses, Boarding Homes, and Family Day Care Homes (RG-1, RG-2, RG-2 (B)); Residential Mobile Home, (i.e., Mobile Home Parks and Mobile Home Subdivisions (RMH (S)); Planned Unit Developments (PUDs); Planned Special Developments (PSD); Commercial Neighborhood (CN); Commercial General (CG, CG(B)); Commercial Highway and Tourist (CHT, CHT (B)) and Open Rural District (OR).

The Mid-Anastasia Visioning Group began their visioning process in the spring of 1999. The citizens participating in this visioning process developed a long-range plan for the community. In October of 2000 the Mid-Anastasia Island Coastal Corridor Overlay District was adopted. This Overlay District further regulates commercial, multi-family and Planned Unit Developments (PUDs) and provides additional controls including architectural criteria, site planning standards, landscaping, buffer, lighting and signage regulations. Since the Overlay District was adopted by the Board of County Commissioners, over the past five years, there have only been a few new commercial, multi family and PUD developments approved in the Mid- Anastasia Overlay District area.

According to the adopted 2015 Comprehensive Plan, the future land use designations in this region include; Residential Density B (2.0 unit/acre), C (2.0 - 4.0 unit/acre), and D (4.0 - 8.0 unit/acre); Commercial; and Public. Residential Density C (2.0 - 4.0 unit/acre) is the predominant land use adjacent to the City of St. Augustine Beach.



Existing roadway conditions for Mid-Anastasia Island



Proposed roadway conditions for Mid-Anastasia Island

Traveling from the South Anastasia Island area into the Mid-Anastasia Island communities, the increase in the amount and type of commercial development is obvious. As a result, the connections, both visual and physical, to the surrounding natural environment have decreased. Along the corridor it is important that landscape buffers are increased between commercial properties and the Scenic Highway. Additional protection will be necessary to maintain views of the ocean and river.

Implementing the criteria of the Coastal Corridor Overlay District as discussed above, and the following Goals and their associated strategies detailed in Section 2.0 of this Corridor Management Plan (CMP), will aid in successful corridor enhancements and provide opportunities to view and connect to the surrounding natural resources:

- Goal 1:** Protect, preserve, and maintain the intrinsic resources.
- Goal 2:** Provide safe vehicular and non-vehicular transportation.
- Goal 3:** Solicit support and participation in the CMP implementation process.

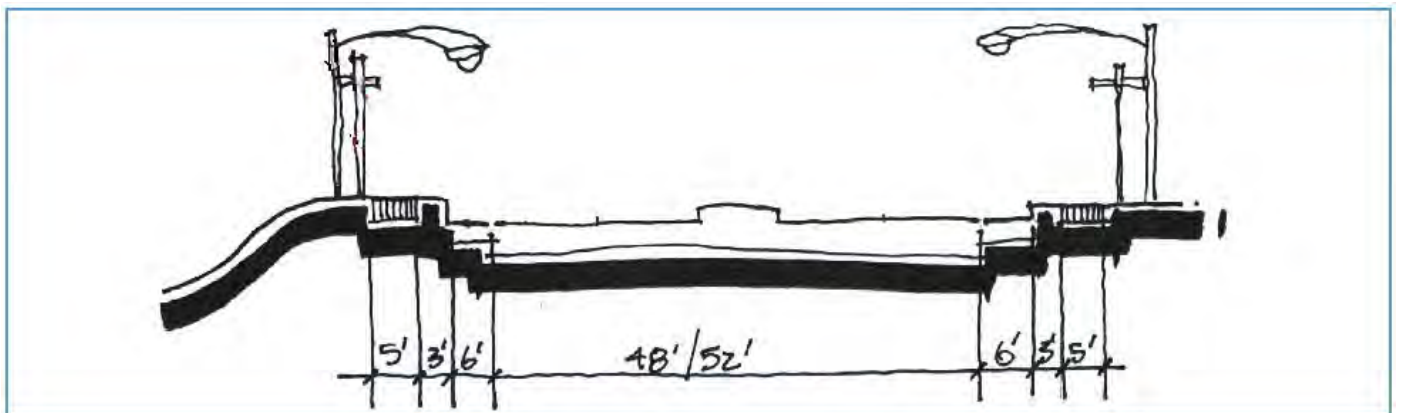
Goal 4: Promote economic development while preserving the highway's uniqueness.

Goal 5: Enhance towns and activity centers.

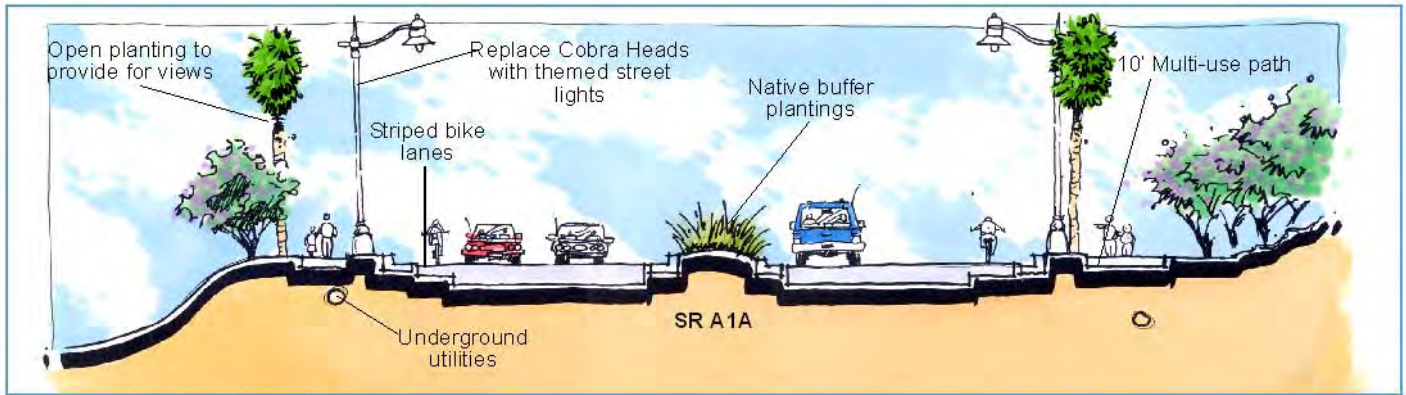
Goal 6: Enhance recreation resources

The City of St Augustine Beach

The City of St. Augustine Beach is a coastal community consisting of 2.5 square miles and approximately 6,031 people in 2007. The existing land uses reflect a compact Florida Beach Community, which was originally settled, and platted by the Chautauqua's in approximately 1911. Anastasia State Park lies adjacent to the City of St. Augustine Beach's northern City limits boundary. The majority of the existing land uses along the C.R. A1A corridor are small one-story neighborhood commercial establishments, professional offices and a miniature golf course interspersed with many multi-story condominiums and hotel/motels. The depth of the commercial uses along C.R. A1A on the east side of the road extend from the center line of the CR. A1A east 150 feet and on the west side of the road extends from the center line of C.R. A1A west 300 feet. The residential developments located along this road are medium



Existing roadway conditions for the City of St. Augustine Beach



Proposed roadway improvements for the City of St. Augustine Beach

density multi-family structures and/or high-density multi story condominiums some of which have been developed as Plan Unit Developments (PUDs.). F Street is particularly scenic, with its large overhanging canopy oak trees. In addition, there were some institutional/governmental uses located along C.R. A1A which included an old City Hall and the County Pier. In recent years, the new City Hall was built adjacent to SR A1A and the old City Hall was converted into a community cultural center, and a splash park was built. Beyond these types of land uses there are some remaining valuable vacant lands, which contain predominately coastal hammock vegetation.

One of the undeveloped coastal hammock tracts, the Fleeman Tract, contained approximately 111 acres. In 1995, 25 acres of this tract was awarded 2.1 million dollars from the Florida Community Trust (FCT) in 1996, 60.7 acres of this tract was awarded 3.9 million dollars from the FCT; and in 1997, 25.54 acres of this tract was awarded 2.15 million dollars from the FCT for the City to purchase these coastal tracts. In total, the FCT awarded the City 8.19 million dollars to purchase a total of 111 acres of the Fleeman Tract. However, the owner was requesting 10 million dollars for the coastal hammock land and despite great attempts by both the City and the County to raise an additional 2 million dollars to acquire these properties, their attempt were unsuccessful. Consequently, a developer purchased the land and proposed a low-density residential development known as Maratea. This tract of land is in the process of being developed; however, a small strip of land has been donated to the City for the use of a pedestrian dune cross over.

The City of St. Augustine does not have zoning categories. Instead, the City allows certain types of uses within each one of its Future Land Use designations. The City of St. Augustine Beach manages its land uses through its updated 1999 and 2009 Comprehensive Plan.

Along CR A1A, the City's Future Land Use map indicates a couple of land uses such as commercial, high density residential (8-12 units/ac), PUD recreational, governmental and vacant. After the Scenic & Historic A1A – Master Plan design sketches were developed for downtown St. Augustine Beach in 2005 - 2006, the City decided to hire another consultant, Wallace Roberts & Todd (WRT), to prepare an A1A Beach Boulevard Corridor Vision Plan. The City's Vision Plan identified the need to create an Overlay District which would allow the land owners with non-conforming lots to update their developments without seeking variances or waiver. The Overlay District was adopted in 2007 and the boundaries for this area included all the land east of the boulevard. In addition, the City is in the process of amending its Comprehensive Plan to allow a mixture of residential and commercial use to co-exist next to each other instead of being located in separate areas along the boulevard. Since these regulations were changed there haven't been any new developments that have utilized the new requirements yet.

The extent of the commercial development along the east side of A1A through out St. Augustine Beach has hidden the ocean views from the travelers along this portion of the scenic byway. With the exception of a significant beachfront park in the northern section of the city, public access to the ocean and beaches is only designated in a few places along this section of the road. The byway members and the City strive to provide additional connections to the beach and other natural resources. Since 2002 when the CMP was completed, the county and the city have been working together to acquire land through funding awarded by the FCT grant program. In 2006, both the City and the County pre-acquired Hammock Dunes a 6.1 acre passive park located on the west side of the boulevard just north of the Publix Shopping Center, which is close to the City's southern boundary line.

Implementing the following Goals and their associated strategies detailed in Section 2.0 of this Corridor Management Plan (CMP), will aid in successful corridor enhancements, and provide opportunities to view and connect to the surrounding natural resources:

Goal 1: Protect, preserve and maintain the intrinsic resources.

Goal 2: Provide safe vehicular and non-vehicular transportation.

Goal 3: Solicit support and participation in the CMP implementation process.

Goal 4: Enhance recreation resources.

City of St. Augustine

The City of St. Augustine is the oldest continuously occupied City in the United States. This is a coastal community, which in 2007 consisting of 16 square miles and approximately 13,600 people. The City's southern boundary begins at Anastasia State Park, a beachfront park, which preserves the northern coastal hammock plant communities. Traveling north the viewer can observe community churches, public lodges, low-density single-family homes, a public school and several small-scale low intensity commercial tourist attractions such as the Alligator Farm and the renowned St. Augustine Lighthouse. The small scale low density, single-family homes and small scale, neighborhood commercial establishments continue north of the St. Augustine Lighthouse, until you reach the famous Bridge of Lions, which is listed on the National Register of Historic Places.

The Bridge of Lions serves as the gateway into the City of St. Augustine. On the Bridge of Lions, visitors begin to feel that they are entering a small European Town as you travel across the Bridge of Lions, over the Matanzas Bay, you can observe the City's municipal marina. Panoramic views of Historic Downtown St. Augustine can be seen from the crest of the Bridge of Lions, which provides a breathtaking view of yesteryear.

Just beyond the crest of the Bridge of Lions, the oldest City's varied skyline comes into full view. The view from the crest of the bridge includes the many towers and steeples of the Hotel Casa Monica, the Hotel Ponce De Leon (Flagler College), the Alcazar Hotel/Lightner Museum, the Atlantic Bank Building, the Cathedral Basilica of St. Augustine, the Episcopal Church, the Grace United Methodist Church and the Flagler Memorial Presbyterian Church's copper dome modeled



Grace United Methodist Church

after St. Marks Cathedral in Venice. As the traveler reaches the end of the Bridge of Lions their line of sight focuses on the central plaza, the center of community activity promulgated by the Royal Governor in 1600, along with the old grid street pattern characteristic during this time period. Major government and religious structures surround this Plaza.

Quaint, small scale, two story European structures, such as the Florida National Guard (Francis Barracks, administrative offices), bed and breakfast inns, hotels, neighborhood retail shops, restaurants, bars, and professional office structures all lie parallel to the St. Augustine Inlet (Intracoastal Waterway/Matanzas Bay). Only a few changes have been made in the past five years along the bay front, the Monterey Inn was renovated and the Monson Hotel was replaced with a new Hilton Hotel designed to look like an old historic structure.



The Bridge of Lions

Many of these structures were built by Henry Flagler and the architectural styles reflect the Spanish, the Spanish Colonial, the Venetian Renaissance, and Moorish Revival architectural styles of the Flagler era (1887-1913). The city also hosts many buildings built during the late nineteenth and early twentieth century whose architecture reflects the Victorian Era.

Within the City itself there are over 2,500 richly diverse historic structures visible to the scenic byway traveler, some of which are single-family residential homes and multi-family structures located beyond the major roadways. The central inner City, containing magnificent and diversified historic structures, is protected by the City's strict Historic Preservation regulations.

Recent changes in this area, north of the Bridge of Lions, include the renovation of the Castillo De San Marcos National Monument (in 2005-2007), improvements to the old City Gate, renovations to the Visitors Information Center and construction of the new parking garage and landscaping that was completed in 2006.

Beyond the City Gate and north of the Visitors Center, businesses lies a variety of retail and service establishments as well as tourist attractions such as the Old Jail, the Fountain of Youth, and Ripley's Believe it or Not Museum and "Antique Row", housed within large Victorian homes, lines both sides of the street in this area. Large canopy oak trees define May Street, where the old graceful single-family homes were built between 1915 and 1930. Over the past five years (2002-2007), due to the Deaf and Blind school's expansion several of the historic homes previously located in this area were

relocated to the Old Jail and Museum site in 2004. At the intersection of A1A and May Street, a commercial structure was demolished and the old Bozard Ford establishment was abandon.

The general zoning classifications lying on either side of A1A through the City of St. Augustine include: Residential, single-family-two (RS-2), Commercial low-two (CL-2), Government Use District (GU), Residential, general-use (RG-1), Commercial low-one (CL-1), Open Lands (OL), Historic Preservation (HP-2), Historic Preservation (HP-i), Historic Preservation (HP-3), Historic Preservation (HP-5) and Commercial medium-two (CM-2). In recent years (2007/08), the City is trying to create several additional Historic Districts to further the existing historic preservation regulations in this area.

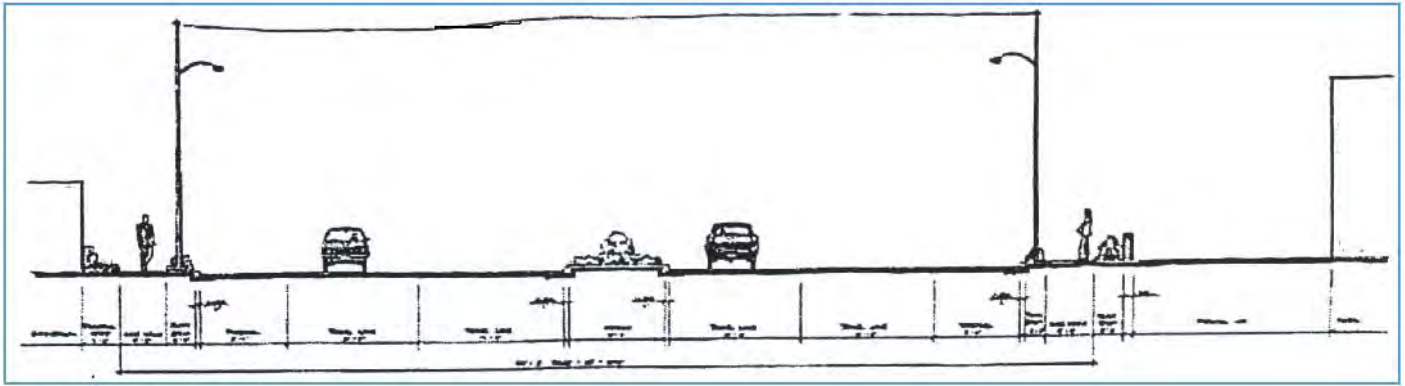
The significant historic and cultural resources in St. Augustine are vital resources to be protected and preserved within the corridor. These could be considered as the primary attraction for tourists in the area. The City's own development and preservation guidelines ensure that these resources are protected.

The future land uses along the A1A corridor include Recreational/Open Space, Commercial Low Intensity, Historic Preservation, Commercial Medium Intensity and Residential Low Density. Because of the City's unique heritage, the development patterns are characteristic of an older City, reflecting a compact, mixed- use, historic architectural pattern.

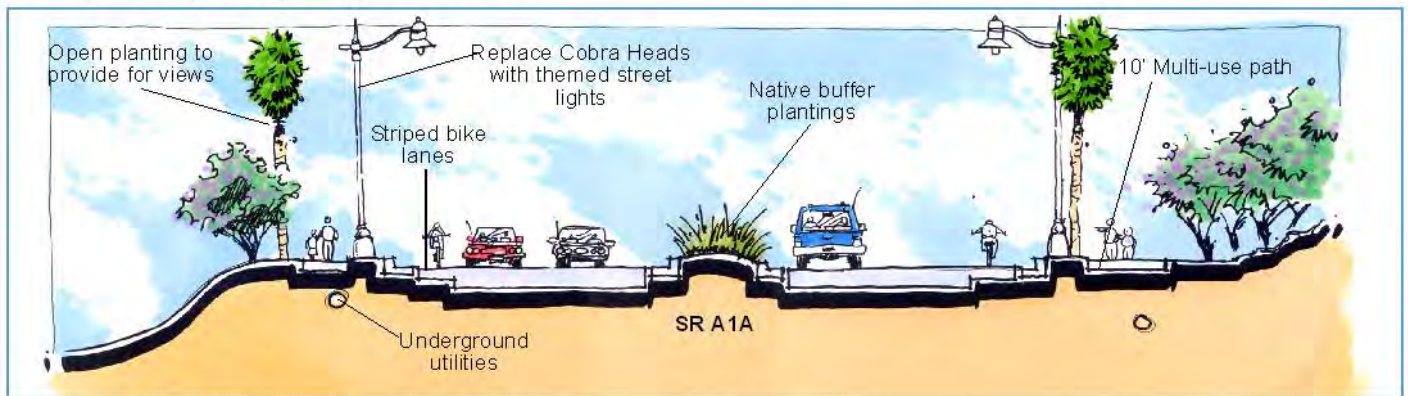
In 1995, the City's Visioning Steering Committee created a visioning plan consisting of several sections such as Arts and Culture, Economic Development, Historic



Downtown historic St. Augustine



The City of St. Augustine's prototypical road section



The City of St. Augustine's prototypical road section after improvements

Resources, Pedestrian/Vehicular Traffic Systems, Public Safety, Recreation/Leisure, Residential/Housing Tourist and Visitor Management, Funding and Finance and Governance. This report outlines approximately 200 vision strategies.

In addition, the City's consultants have completed a Downtown Traffic and Parking Master Plan, Guidelines for the Appearance of Entrance Corridors, Heritage Tourism Signage Project (Sign Design Standards) and a Conceptual Master Plan for a Transit Greenway System.

Due to its success as a tourist destination, pedestrian circulation and safety is constantly an issue with both vehicular and pedestrian traffic sharing the same corridor. In addition, due to its success as a tourist destination, a large number of visitors each year visit this area, so this gives Scenic & Historic A1A members a great opportunity to disseminate and promote byway information to the general public.

Implementing the City's guidelines as well as the following goals, and their associated strategies detailed in Section 2.0 of this Corridor Management Plan (CMP), will aid in successful corridor enhancements to provide pedestrian safety against vehicle conflicts and provide opportunities to view and connect to the surrounding natural resources:

- Goal 1:** Protect, preserve and maintain the intrinsic resources.
- Goal 2:** Provide safe vehicular and non-vehicular transportation.
- Goal 3:** Solicit support and participation in the CMP implementation process.
- Goal 4:** Promote awareness through public outreach and educational mechanisms.
- Goal 5:** Develop and maintain activity centers.
- Goal 6:** Protect and preserve cultural, historical, and archaeological resources and sites.

Vilano Beach

The entrance into Vilano Beach is at the eastern boundary of the City of St. Augustine at Hospital Creek, where views of Camachee Island, a mixed use high residential/commercial development consisting of a 325 slip marina and boat repair facility, sport fishing charter center, the Northeast Florida Marlin Association and St. Augustine Yacht Club can be observed. Across the street from this development is the Vilano Boat Basin, a major launching area for sports fishermen and fishing tournaments. The new Usina Bridge was built in 1995 to replace the old drawbridge that opened in the late

1940's. This new bridge bypassed the business community of Vilano Beach, but 685 feet of the old bridge remains on the east end of the Vilano Road which is now used as a fishing pier. Beyond this commercial area, at the southernmost tip lies a residential area known as Porpoise Point. In the 1980's Porpoise Point saw rapid development where sand dunes previously existed. Within the commercial area, now referred to as the Vilano Beach Town Center, there are several hotels, motels, and restaurants located adjacent to the county's beach access way and parking area.



The Vilano Boat Basin

Other existing land uses in this area include: medium density residential, commercial, fish camps, institutional, vacant, conservation/wetlands, as well as county and state park lands. Toward the northern end of Vilano Beach, there are several new large residential PUDs being built. The residential development built in Vilano Beach is designed to represent the old Florida cracker, art deco, and Florida vernacular architectural styles. This design vernacular blends with the natural setting of the area. Many of the old and new residential developments in this area have maintained the natural coastal scrub oak buffer along the roadside. In addition, the design of many of the single-family homes reflects the unique northern Florida beach community character in this region of ALA where views of the Atlantic Ocean are still preserved.

The general zoning classifications lying on either side of ALA in this area include: Single Family Residential (RS-2, RS-3); General Residential, (i.e., Single Family Dwellings, Multiple Dwellings), Medical Clinics, Rooming Houses, Boarding Homes and Family Day Care Homes (RG-1, RG-1 (B) RG-2, RG-2 (B)); Residential Mobile Home, i.e., Mobile Home Parks and Mobile Home Subdivision (RMH); Planned Unit Development

(PUD); Commercial Neighborhood (CN); Commercial General (CG, CG-B); Commercial Intense (CI); Commercial Highway and Tourist (CHT, CHT-B) and Open Rural District (OR).



The ATP International Headquarters

According to the adopted 2015 Comprehensive Plan, the future land use designations in this area includes Town Center Mixed Use District, Residential Density D (4.0-8.0 unit/acre) and Commercial and immediately adjacent to Guana State Park, Conservation/Wetlands, Public, and Parks and Open Space.

The Southern District 4 Visioning process began in the Fall of 1997 and was completed in the Winter of 1999. This document was the second visioning document created in the County. Similar to Ponte Vedra's Visioning document, the Northern Coastal Corridor District 4 Visioning committee adopted an Overlay District. The Overlay District is now reviewed by a Design Review Board to assure that developments comply with the adopted design standards.

After the citizens completed their Visioning Document, they applied for and received a Waterfronts Florida grant in 1999. This program is directed by the Department of Community Affairs (DCA) and assisted by the 1000 Friends of Florida.

Through the Waterfronts Florida program, this community and the county received funding and technical assistance. The Vilano Beach Waterfronts Revitalization Initiative was created by local residents and business owners to manage the Waterfronts funds.

The Vilano Beach Waterfronts Revitalization Initiative received funding for the following projects:

- Town Center Design
- Gateway Landscaping

- Stormwater Management Plan
- Signage
- Nature greenway boardwalk
- Pavilion designs and permits for waterfront entrances

Once this was completed, the Northern Coastal Corridor Overlay District - A1A corridor was adopted in March 2001, and another North Coastal Corridor Overlay District for Vilano Beach Town Center was adopted in May 2006. The architectural styles chosen for the newly created Vilano Beach Town Center was Art Deco (1940s) and Florida Vernacular. These regulations provide architectural standards, site design, and other site amenity standards for the community's commercial, multi-family, Town Center Mixed Use District and Planned Unit Developments (PUDs).

In 2002, Vilano Beach sought and became a Community Redevelopment Agency (CRA) so private improvements made in the Vilano Beach area which increased the tax base, could be used to fund other public redevelopment improvements projects funded through the CRA's Tax Increment Financing (TIF) mechanism. During the Fall of 2003, Vilano sought and became a Main Street community. The Main Street designation, administered through the Florida Division of Historic Resources, provided further technical assistance to the Vilano Beach community in four major categories, economic redevelopment, historic preservation, design, and promotional events.

In 2004 and 2006 St. Johns County's Board of County Commissioners (BCC) voted and passed two bonds totaling 12.6 million dollars for various capital improvement projects, for the Vilano Beach Streetscape. The Streetscape Improvements that were funded include underground utilities (storm water, water and sewer lines, lighting), decorative sidewalks, street amenities (i.e., benches, bus shelter, garbage receptacles), structural entry features, water fountains, landscaping and public art. Construction for the Vilano Streetscape began in the Spring of 2006 and it is anticipated it will be completed in the Summer 2008. The redevelopment of the Vilano Beach Town Center and the unique local culture contribute to this community's charm and appeal for tourists. The preservation of scenic views and access to both the river and ocean are also important amenities recognized by community leaders.

In 2006 the county applied for, and was awarded a Florida Communities Trust (FCT) grant to purchase Fiddlers Green, previously an old Atlantic Ocean restaurant nestled in the sand dunes. This 1.7 acre site,

known as Vilano Beach Oceanfront Park, is strategically located at the eastern terminus of the new Town Center. Over the past time frame (2002-2007) St. Johns County was awarded two other Florida Community Trust (FCT) oceanfront grants to acquire a 3.2 acre Nease Beachfront Park and a 8.5 acre Mussallem Beachfront Park.

The Guana River State Park forms the western boundary of this section of A1A. Approximately 11,500 acres of the coastal land are included within the Guana River State Park and Guana River Wildlife Management Area. The Florida Department of Environmental Protection (DEP) manages approximately 2,500 acres of State Park and the Florida Fish and Wildlife Conservation Commission (FWCC) manages the remaining acreage. Both properties are within the Guana River Marsh Aquatic Preserve and within Guana, Tolomato, and Matanzas National Estuarine Research Reserve (NERR). The Aquatic Preserve is administered by DEP. The NERR is jointly administered by the National Ocean and Atmospheric Administration (NOAA) and DEP's office of Coastal Aquatic Managed Areas.

In 2002, because the Guana State Park/Wildlife Management Area is located within the federally designated Guana, Tolomato, Matanzas National Estuarine Research Reserve (GTMNERR) boundaries, previously a state park, it was renamed to the GTMNERR. The GTMNERR north-south boundaries basically extended from Ponte Vedra where the Guana State Park lies, located beyond were the Pellicer Creek Aquatic Preserve is located, down to the Washington Oaks State Garden in Flagler County. The GTMNERR entire boundary area consists of 64,000 acres, including both uplands and submerged lands. In the Fall of 2005 within the old Guana State Parks boundaries, NOAA and DEP had a grand opening for the newly constructed GTMNERR Educational Building where many coastal aquatic interpretative displays can be found.

Implementing the following Goals and their associated strategies detailed in Section 2.0 of this Corridor Management Plan (CMP), will aid in successful town center and corridor enhancements to provide pedestrian safety against vehicle conflicts and preserve opportunities to view and connect to the surrounding natural resources:

Goal 1: Protect, preserve, and maintain the intrinsic resources.

Goal 2: Provide safe vehicular and non-vehicular transportation

Goal 3: Solicit support and participate in the CMP process.

Goal 4: Promote awareness through public outreach and educational mechanisms.

Goal 5: Promote economic development and eco-tourism.

Goal 6: Enhance town and activity centers.

Ponte Vedra

The community of Ponte Vedra is located north of the Guana River State Park. The area north of the GTMNERR (previously Guana State Park) includes vacant land and large picturesque residential estate homes. These homes are sited in a stately manner, set back from the roadway. Both the residents and the developers have chosen to maintain the natural coastal scrub oak buffers along A1A in this area. Mickler's Landing County Park provides beach access and parking. The newer, large residential developments begin soon after this point. The grand entrances to these residential golf community developments are set back from A1A and are well landscaped. These types of developments are found along most of A1A in this area. The community commercial shopping areas are also set back from the road and are well landscaped.

The land use types in Ponte Vedra along the corridor include: institutional, public uses (County Annex, Ponte Vedra Coast Guard, Library, and Library Park etc.) and specialty uses, such as the Ponte Vedra Inn, PGA, and the TPC Headquarters.

In October of 1965, the Ponte Vedra Zoning District was established with five zoning designations consisting of single family, R-1A, R-1B, R-1C; multi family R-2 and multi-family/commercial. During this time the Board of Adjustment reviewed for compliance with the Ponte Vedra Zoning Ordinance.

In October of 1974, the Ponte Vedra Zoning District adopted their first zoning ordinance. From 1965 to 1999

the Ponte Vedra Zoning District's zoning designation expanded into eight zoning designations consisting of single family R-1A, R-1B, R-1C, R-ID; multi-family R-2, commercial R-3, recreational R-4 and utilities R-5. Since that time all the current developments located within this district were reviewed by the Ponte Vedra Zoning and Adjustment Board.

The land use designation located within the boundaries of Ponte Vedra consists of Residential Density B (2.0-2.0 unit/acre), C (2.0-4.0 unit/acre), and D (4.0-8.0 unit/acre), Caballos Delmar DRI, commercial, public, Conservation/Wetlands, Parks and Open Space. Since the adoption of the original Comprehensive Plan (initially adopted in 1990), all the proposed new developments must be reviewed according to the adopted Comprehensive Plan GOPs, in addition to the zoning requirements of the Ponte Vedra Zoning District.

In 1995 Ponte Vedra citizens began their Visioning process. The District 4 Visioning document was prepared and accepted by the Board of County



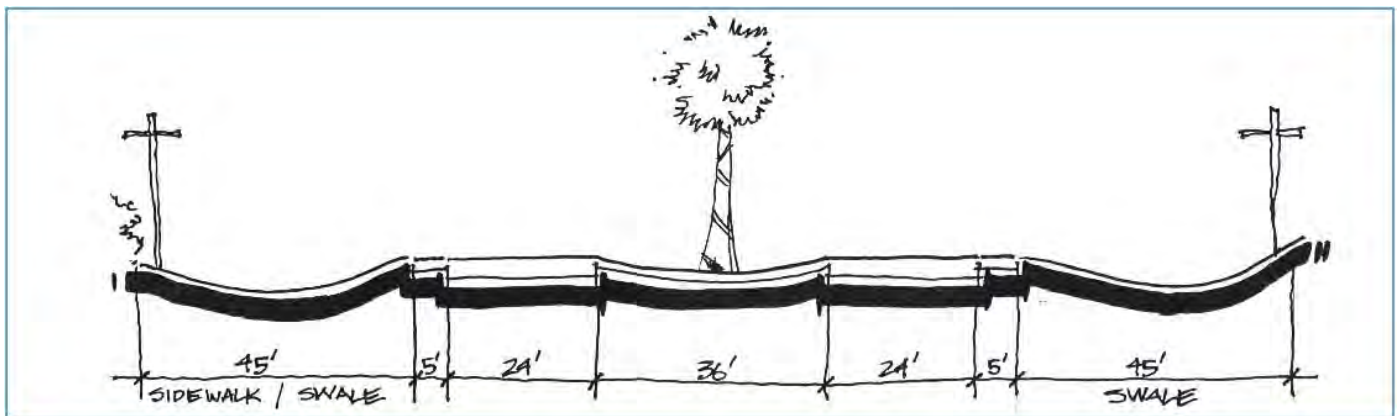
Proposed widening of existing sidewalk on west side of A1A to 10-foot multi-use trail with landscaped buffer - four lane section north of Fairfield Boulevard to Duval County line.

Commissioners in May 1997. In accordance with the objectives and action statements created by the District 4 Visioning Document, the Ponte Vedra Overlay District was created along with an Architectural Review Committee Board in 1997. This Overlay Ordinance regulates site design criteria, buffers, parking, signage, landscaping, tree protection, architectural design standards and lighting stand for commercial, multi-family and Plan Unit Developments (PUDs).

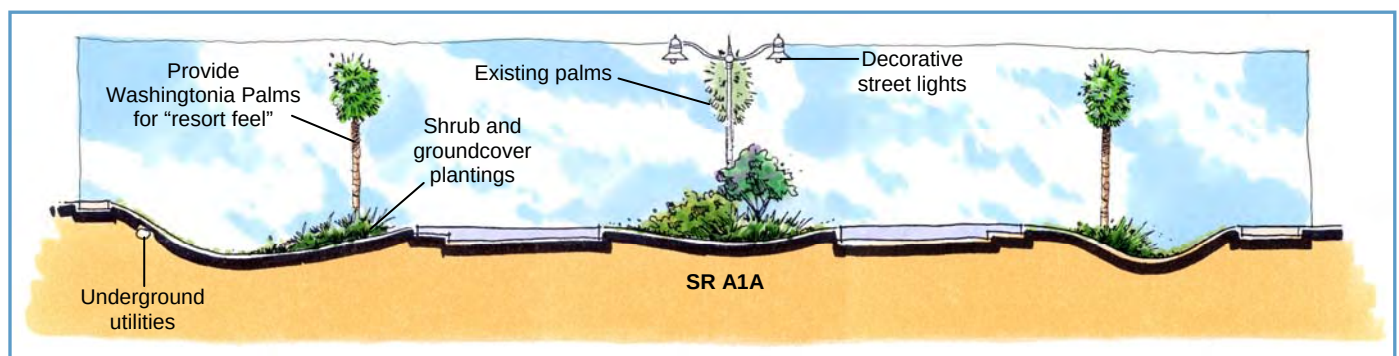
Over the past five years only eight (8) new commercial buildings amounting to 75,920 square feet, thirteen (13) multi-family structures containing 263 units, a funeral home, a marina with dry storage, Marriott and Sawgrass Resort Hotel (renovated), a church and new cell tower were constructed.

Implementing the following Goals, and their associated strategies detailed in Section 2.0 of this Corridor Management Plan (CMP), will aid in successful corridor enhancements to provide pedestrian safety against vehicle conflicts and preserve opportunities to view and connect to the surrounding natural resources:

- Goal 1:** Protect, preserve, and maintain the intrinsic resources.
- Goal 2:** Provide safe vehicular and non-vehicular transportation.
- Goal 3:** Solicit support and participation in the CMP implementation process.
- Goal 4:** Promote awareness through public outreach and educational mechanisms.
- Goal 5:** Enhance town and activity centers.
- Goal 6:** Enhance recreation resources and opportunities



Existing roadway conditions for Ponte Vedra



Proposed roadway improvements for Ponte Vedra

Future Land Use

Unincorporated St. Johns County consists of approximately 605 square miles and a population of 173,935. The County regulates development in the unincorporated areas through their adopted 2015 Comprehensive Plan and 1999 Land Development Regulations. As required by law, the county periodically (every seven years) updates and amends their Comprehensive Plan and Land Development Code. The Future Land Use Maps series and the County's Comprehensive Plan's goals, objectives and policies (GOPs) regulate land uses located within the unincorporated areas of the County. Since the adoption of the Comprehensive Plan, all proposed developments must be reviewed according to the adopted Comprehensive Plan GOPs, in addition to the adopted zoning and development regulations.

The other three municipal entities (the Town of Marineland, the City of St. Augustine, and the City of St. Augustine Beach) located along the Scenic and Historic AIA corridor regulate their own Comprehensive Plan. Each of the governmental entities implements their own Comprehensive Plan GOPs and FLUE Maps through their Land Development Regulations and/or zoning and development regulations.

As previously stated, in the unincorporated areas of the County, South Anastasia, Mid-Anastasia, Southern District 4 (Vilano Beach) and District 4 (Ponte Vedra) have prepared Visioning documents that were accepted by the Board of County Commissioners. These Visioning documents are implemented through the Overlay Districts which regulate commercial, multi family, and PUDs by requiring additional site planning, architectural, lighting, landscaping, and signage requirements.

The Future Land Uses from south to north along the Scenic and Historic AIA corridor are described within each one of the separate sections on pages 7:3 - 7:15.

Signage

Signs have proven to be a controversial topic in St. Johns County. In 1998, the County Commission placed a year long moratorium on the construction of new bill boards. Billboard lobbyists and residents were in opposition over the type and extent of legislation that was appropriate for the community.

The Commission and staff made a concerted effort to understand and to address the concerns of all constituents. Marathon sessions of public hearings were

held, culminating a proposal that allows billboards under certain swap down parameters and restricts the location, size and components of all signs. The ordinance also established a county registry to aid in monitoring billboards. The County Commission adopted this new ordinance regulating signs on February 26, 1999. The Board of County Commissioners adopted the details of the swap down proposal on May 17, 1999. The swap down proposal caps the total number of billboard faces throughout the County and encourages billboards to be removed from Scenic Vistas and Scenic Highways. Below is a complete listing of all signs located in or adjacent to SR A1A as of 2007.

2007 Billboards

No.	Mile Post	Side of the Rd.	Sign Reads	Billboard Account
1.	0.186	Left	Left	Infinity Outdoor of Fla., Inc.
2.	0.190	Left	Right	Clear Channel OTDR - Melbourne
3.	2.309	Right	Right	Clear Channel OTDR - Melbourne
4.	2.309	Right	Left	Clear Channel OTDR - Melbourne
5.	7.032	Left	Left	Infinity Outdoor of Fla., Inc.
6.	7.032	Left	Right	Infinity Outdoor of Fla., Inc.
7.	7.242	Left	Left	Infinity Outdoor of Fla., Inc.
8.	7.242	Left	Right	Infinity Outdoor of Fla., Inc.
9.	7.276	Right	Left	Clear Channel OTDR - Melbourne
10.	7.276	Right	Right	Clear Channel OTDR - Melbourne
11.	7.358	Left	Right	Infinity Outdoor of Fla., Inc.
12.	7.606	Right	Right	Infinity Outdoor of Fla., Inc.
13.	8.425	Left	Right	Ripley Entertainment, Inc.
14.	8.678	Left	Right	Infinity Outdoor of Fla., Inc.
15.	8.678	Left	Left	Infinity Outdoor of Fla., Inc.
16.	8.963	Left	Left	Infinity Outdoor of Fla., Inc.
17.	8.963	Left	Right	Infinity Outdoor of Fla., Inc.
18.	9.594	Right	Right	Infinity Outdoor of Fla., Inc.
19.	9.594	Right	Left	Infinity Outdoor of Fla., Inc.
20.	9.720	Right	Right	Infinity Outdoor of Fla., Inc.
21.	10.70	Left	Right	Infinity Outdoor of Fla., Inc.
22.	10.70	Left	Left	Infinity Outdoor of Fla., Inc.
23.	11.58	Left	Right	St. Johns Outdoor ADV, Inc.
24.	11.58	Left	Left	St. Johns Outdoor ADV, Inc.
25.	12.37	Left	Left	Clear Channel OTDR - Melbourne
26.	12.37	Left	Right	Clear Channel OTDR - Melbourne

No.	Mile Post	Side of the Rd.	Sign Reads	Billboard Account
27.	13.49	Left	Left	Infinity Outdoor of Fla., Inc.
28.	13.49	Left	Right	Infinity Outdoor of Fla., Inc.
29.	13.73	Right	Left	Clear Channel OTDR - Melbourne
30.	13.73	Right	Right	Clear Channel OTDR - Melbourne
31.	13.76	Left	Right	St. Johns Outdoor ADV, Inc.
32.	13.76	Left	Left	St. Johns Outdoor ADV, Inc.
33.	13.96	Right	Right	Infinity Outdoor of Fla., Inc.
34.	13.96	Right	Left	Infinity Outdoor of Fla., Inc.
35.	15.08	Right	Right	Infinity Outdoor of Fla., Inc.
36.	15.08	Right	Left	Infinity Outdoor of Fla., Inc.
37.	15.13	Right	Right	St. Johns Outdoor ADV, Inc.
38.	15.94	Right	Left	Conch House Marina Resort
39.	0.080	Right	Right	Camachee Cove Yacht HBR, Inc.
40.	0.080	Right	Left	Camachee Cove Yacht HBR, Inc.
41.	0.697	Right	Left	St. Johns Outdoor ADV, Inc.
42.	0.697	Right	Right	St. Johns Outdoor ADV, Inc.
43.	1.900	Left	Right	Standard Outdoor Advertising

Source: FDOT District II

The purposes of the St. Johns County sign ordinance as it relates to the scenic highways and scenic resources are as follows:

- The County is committed to improving its visual environment using techniques that include the designation of scenic highways standards, the implementation of scenic highways, the implementation of the Billboard Swap down Program, sponsoring county, river, and beach cleanups and the “Adopt-a- Road” program;
- Scenic highways require aesthetic protections to provide citizens and visitors with a unique visual and recreational experience based on the natural environment, and intrinsic resources.

Property owners are required to obtain a sign permit based on conformance with the requirements as established in the St. Johns County’s Land Development Regulations (LDR), Article VII, adopted July 1999. This procedure enables County staff to monitor the location, size, and type of signs along the County’s roadways.

Existing signs may be removed when signs are determined to be unsafe, lack regular routine maintenance or are unlawful. The Building Official carries out sign removal. No signs may be removed until the owner or lessee of the sign has been notified.

The Article VII of LDRs establishes a billboard reduction and compliance program based on the concept that the total number of billboards in St. Johns County will not be increased. New billboards will only be allowed in compliance with the swap down program.

In addition to the general provisions that affect signs throughout the County, specific regulations of signs are applied along designated scenic highways. The LDRs Advertisement Article VII provides definitions of the following terminology:

- A *scenic highway* is any road or highway designated as such by the St. Johns County Board of County Commissioners or state government.
- *Scenic resources* are natural and manmade features that give remarkable character to the visual landscape. These resources are described as “striking in appearance” and “a pleasing and memorable experience.”
- *Scenic vistas* are specific points and areas along a roadway that have beauty due to the natural environment, topography, cultural and historic resources.

Special requirements pertain to signs along the William Bartram Scenic Highway, as designated by the State Legislature, and the portion of International Golf Parkway that passes through Twelve Mile Swamp, as designated by the Board of County Commissioners. These requirements serve as examples of the type of restrictions that may be applied to Scenic and Historic AIA. Along these roadways, no off premises signs are allowed within 350 feet from the edge of the right-of-way and any signs beyond this 350 feet must not be visible from the roadway. Signs beyond 2500 feet from the centerline are defined as not visible, even though they may be visible to the unaided human eye.

On-premise signs along the William Bartram Scenic Highway and International Golf Parkway are also subject to certain restrictions. These signs are limited to the following types:

- Ground sign
- Pole sign
- Monument sign
- Building sign
- Canopy sign
- Fascia sign
- Subdivision sign
- Wall sign
- Window sign

No more than two such signs may be placed on site, and each must be a 'natural or earth tone color.' Fascia, building, canopy, or other signs affixed to walls or buildings must be compatible in color, material and design with the structure upon which the signs are affixed. Additional requirements further restrict sign location, size, and height in the corridor. Those mentioned above contribute significantly to the protection and enhancement of scenic roadway corridors by reducing visual clutter along the road right-of-way. The corresponding implementing Goals, Objectives, and Strategies include Goal 1, Objective 1.3.1., and Strategies .1.3.1., .1.3.4., and .1.3.6.

Billboard Prohibition

Pursuant to Title 23, United States code, Section 131 (s), states having a scenic byways program must withhold the issuance of permits for new outdoor advertising signs on the Interstate, National Highway Systems and Federal-Aid primary (June 1, 1991) system roadways that are designated under the states scenic byways program. This includes the prohibition of new signs in zoned or unzoned commercial and industrial areas adjacent to designated scenic byways. Chapter 335.093, Florida Statutes, extends this prohibition against new outdoor advertising signs to include highways that are on the State Highway System. The FDOT will not issue new outdoor advertising permits once the Scenic Highway Designation is obtained.

Safety Issues

Crash data for the past five years, (from 2002-2007), provided by the FDOT, shows that the number of crashes increased during most of the years, while the number of injuries and fatalities decreased per year as shown below.

A1A Scenic & Historic Coastal Byway MP 0.00 – 17.041 Section 78 040 000			
Year	Crashes	Injuries	Fatalities
2002	109	112	2
2003	96	118	2
2004	110	95	1
2005	110	118	3
2006	115	110	2
2007	121	93	0

Source: FDOT Auto Crash Data 2002 - 2007

Traffic Volumes

Traffic data show that traffic volumes and traffic growth patterns vary significantly along the S.R. A1A corridor. The Florida Department of Transportation (FDOT) collects traffic counts at nineteen locations along SR. A1A in St. Johns County. The traffic data provided by the FDOT were used to evaluate traffic growth along S.R. A1A between 2000 and 2007.

S.R. A1A - Flagler County Line to Owens Avenue

In the southern section, between the Flagler County Line and the intersection of Owens Avenue, S.R. A1A is maintained as a two-lane cross section.

In this section, traffic volumes are low but traffic growth rates are high compared to sections located to the north. In 2007, the Annual Average Daily Traffic (AADT) in this area ranged between 6,500 and 13,800 trips per day. The average yearly percent increase in AADT ranged between 2.53% and 5.10% from 2000 to 2007. The highest AADT measured in this section in 2000 occurred at Count Station 780275, north of SR. 206. At this location, the 2000 AADT was recorded as 9,600 trips. At the same location, the 2007 AADT was recorded as 13,800 trips, and the data over the seven-year range suggests an average yearly increase of 4.5 percent.

Traffic in this area is projected to double within the next ten years. The St. Johns County 2020 traffic projections estimate that AADT will range between 14,000 and 20,000 trips per day between the Flagler County Line and Owens Avenue.

SR A1A Owens Avenue to San Marco Avenue

North of Owens Avenue, SR. A1A widens to four lanes, and traffic volumes increase significantly. In the year

Table 7-2**FDOT Traffic Counts - Flagler County Line to Owens Ave.**

Station Count	Location	Average Annual Daily Traffic								Average Yearly Increase
		2000	2001	2002	2003	2004	2005	2006	2007	
780020	2.80 miles north of the Flagler County Line	5,593	5,100	6,100	5,000	5,900	6,200	6,400	6,500	2.53%
780276	South of SR 206	7,481	10,000	11,000	9,200	12,000	12,500	12,800	13,200	5.10%
780275	North of SR 206	9,600	10,100	10,100	10,600	12,900	12,900	13,300	13,800	4.55%

Source: FDOT District II

Table 7-3**FDOT Traffic Counts - Owens Ave. to San Marco Ave.**

Station Count	Location	Average Annual Daily Traffic								Average Yearly Increase
		2000	2001	2002	2003	2004	2005	2006	2007	
780110	South of Versaggi Drive	17,857	23,000	21,000	22,000	27,500	21,000	21,400	21,700	1.25%
780239	0.1 miles north of CR A1A	21,000	21,500	21,000	23,000	21,000	22,000	22,900	23,700	1.37%
780329	531 feet South of 16th Street	22,331	23,661	24,387	25,132	25,391	25,223	26,100	26,900	2.04%
780240	South of Anastasia Park	23,500	21,500	24,500	24,000	32,000	27,500	28,200	28,900	3.39%
785036	150 feet Northwest of Old Beach Road	23,000	24,500	25,500	22,000	24,000	24,000	24,400	24,800	0.47%
785025	75 feet East of Gerado Street	23,000	24,000	23,500	21,000	24,000	24,000	24,600	25,100	1.06%
785024	200 feet East of Gerado Street	21,000	21,500	21,500	19,000	22,500	21,000	21,100	21,200	0.08%
780114	East of the Bridge of Lions	22,000	23,000	25,000	22,000	21,500	22,000	21,100	22,200	-0.98%

Source: FDOT District II

2007, AADT volumes ranged between 21,700 and 22,000 trips per day. St. Johns County 2020 traffic projections estimate that the AADT will range between 14,232 and 28,734 trips per day along A1A between C.R. 206 and the City of St. Augustine.

SR A1A San Marco Avenue to CR 210

The road returns to a two-lane cross section at the Bridge of Lions. In 2007, AADT volumes ranged between 8,200 and 15,500 in this area. The average yearly percent increase in AADT ranged between -0.98% and 3.39% from 2000 to 2007.

SR A1A CR 210 to Duval County Line

At CR 210 the road widens to four lanes. In 2000, the highest AADT measured was 44,000 trips. This measurement was taken at station count 780080, South of Marlin Boulevard. In the year 2007, the AADT at this

same location was 52,200 trips, and the seven-year range of data suggests an average yearly increase of 2.03%.

By the year 2020, traffic volumes along SR A1A north of St. Augustine are projected to range between 23,500 and 75,000 trips per day.

Table 7-4
FDOT Traffic Counts - San Marco to CR 210

Station Count	Location	Average Annual Daily Traffic								Average Yearly Increase
		2000	2001	2002	2003	2004	2005	2006	2007	
785027	265 Ft E. of SR 5A	13,900	13,900	14,200	14,400	14,900	14,200	14,600	15,000	0.093%
780009	East of Vilano Bridge	13,000	12,500	14,400	14,700	15,600	14,800	15,200	15,500	2.43%
780078	6.4 miles S of CR 203	4,200	5,400	4,900	5,200	5,100	5,600	5,800	5,900	3.10%
780267	N of CR 203 & S of Mickler Rd	6,200	6,900	6,400	6,800	6,900	7,700	8,000	8,200	3.33%
780274	0.1 miles S of CR 210	18,900	18,900	15,200	16,500	13,100	13,300	13,300	13,300	-8.09%

Source: FDOT District II

Table 7-5
FDOT Traffic Counts - CR 210 to Duval County Line

Station Count	Location	Average Annual Daily Traffic								Average Yearly Increase
		2000	2001	2002	2003	2004	2005	2006	2007	
780081	0.1 miles south of the Fairways	32,000	29,000	33,000	33,500	32,500	39,500	40,200	40,800	3.83%
780266	0.1 miles south of the Solana Road	40,000	40,000	39,500	42,500	44,000	45,500	45,600	46,700	2.34%
780080	South of Marlin Blvd.	44,000	45,000	51,000	49,500	55,000	50,500	51,400	52,200	2.03%

Source: FDOT District II

User Types

Bicycling and walking are common travel modes in beachfront communities. While bicyclists and walkers can be seen throughout the corridor, one is not likely to find many people enjoying long distance travel via either mode. The possible exception is experienced cyclists. The lack of continuous bicycle lanes and side walks for pedestrians along the length of SR AIA means that at times bicyclists must share the road with vehicles, and pedestrians may be required to walk along the grassy shoulder of the road.

The county recognizes the importance of transportation facilities to serve both local residents and tourists. Discussed later in this section are some of the improvements being made to this roadway to accommodate modes of travel other than the automobile.

The corresponding implementing Goals, Objectives and Strategies include but are not limited to, Goal 2, Objective 2.2., Strategies .2.2.1., .2.2.3., .2.2.4., .2.2.5., Goal 7, Objective 7.1, and Strategy.7.1.1.

Level of Service

In St. Johns County, the adopted Level of Service (LOS) standard for arterials is LOS C in rural areas and LOS D in urban or transitioning areas. Scenic and Historic AIA travels through rural, urban, and urbanized areas. Table 7-6 (following page) presents the adopted LOS standard and 1999 LOS for different sections along AIA.

Information provided by the St. Johns County Planning Division show that the section of S.R. AIA between TPC Boulevard in Ponte Vedra and the Duval County Line is currently deficient, meaning that more than 100 percent of the maximum service volume is being utilized in the year 2001.

St. Johns County 2015 Comprehensive Plan lists three sections of S.R AIA as constrained roadway segments. These sections are:

- AIA from the Flagler County Line to S.R. 206,
- S.R. AIA from southern St. Augustine City Limits to Mickler Road, and

- S.R. A1A from C.R. 210 (Palm Valley Road) to Duval County Line.

Due to physical, environmental, or policy constraints, these roadway segments cannot be widened by two or more lanes.

Table 7-6
Level of Service Standards

Section	Area Type	Roadway Type	Adopted LOS Standard	Capacity Adopted LOS	1999 AADT (Location, Highest Recorded)	1999 LOS
SR A1A-Flagler County Line to Owens Avenue	Rural	2 lane Minor Arterial	C	12,300	11,000	C
SR A1A-Owens Avenue to St. Augustine Boulevard	Urban Area	4 lane Minor Arterial	D	35,400	21,500	A
AR A1A-San Marco Avenue (north) to 3rd St.	Urban Area	2 lane Minor Arterial	D	17,700	13,400	A
SR A1A-3rd St. to Mickler Road	Rural	2 lane Minor Arterial	C	15,600	6,100	A
SR A1A-Mickler Rd to CR 210	Urban Area	2 lane Minor Arterial	D	28,000	17,600	A
SR A1A-CR 210 to Duval County Line	Urban Area	4 lane Minor Arterial	D	36,100	45,500	E

Source: www.dot.state.fl.us/programdevelopmentoffice

Transportation Planning and Roadway Improvements

Along S.R. A1A in St. Johns County, the FDOT five-year work program includes funding for a number of projects, including:

- Roadway resurfacing and bridge restoration and replacement;
- Investments in safety, including drainage improvements and additional sidewalks; and
- Landscaping along various sections of SR A1A.

The Florida Department of Transportation is currently conducted a Project Development and Environmental Study (PD&E) for the Bridge of Lions. The chosen alter-

native is to rehabilitate the bridge to 11-ft lanes with sidewalks.

This project has proven controversial. The bridge was among the eleventh most endangered historic structures chosen by the National Trust for Historic Preservation (NTHP). The Bridge of Lions was also featured in a NTHP magazine article which fueled even greater attention and controversy to this issue. Construction began February 2005 and it is anticipated that the Bridge of Lions will be completed in the Fall of 2009.

The estimated investments in each project from 2008 to 2012 are presented in **Table 7-7**.

The corresponding implementing Goals, Objectives and Strategies include but are not limited to, Goal 2 and 3, Objectives 2.2., and 3.2., in addition to Strategies 2.2.6. and 3.2.1.

Environmental Conditions

Much of A1A is bordered by outstanding examples of natural habitats and environmental treasures. At the southern end of the county one may see a cross section of a classic barrier island with primary and secondary dunes, maritime forest, and marshes. Matanzas Inlet, a natural inlet without intruding jetties, is a link between the ocean and marsh and the home to much aquatic and shorebird activity. It is the largest interior least tern nesting area (an endangered species) on the east coast of Florida. This area is also one of the few places along this coast of Florida still open to recreational and commercial oyster and clam harvesting. This is an indication of good quality water. In September of 1999 the Intracoastal Waterway was designated a National Estuarine Research Reserve (GTMNERR). To the north the GTMNERR is also an area of great biological diversity. It is the site of much waterfowl activity and the home to various threatened species including the interior least terns, the Anastasia Beach mouse (which was reintroduced in 1992), migrating peregrine falcons, indigo snakes, gopher tortoises, wood storks, alligators, and piping plovers. The coastal waters in this location are a also calving areas for northern right whales.

There are significant rookeries at the Alligator Farm. The Intracoastal waters are home to the endangered manatee and endangered sea turtles nest along the beaches. The threatened but rebounding brown pelican can be seen in abundance in the Intracoastal and Atlantic Ocean.

Table 7-7
FDOT Five Year Work Program 2008-2012 (Estimated Investment Per Year)

Project Location	Type of Work	2008	2009	2010	2011	2012
A1A Scenic & Historic Coastal Byway	CMP- 5 Year Update	Update to the existing CMP - \$25,000				
A1A Vilano Beach/ Ceder Ave. to CR 203	Resurfacing				\$5.5 Million	
Bridge of Lions	Landscaping			\$308,000		
Historic Restoration of the St. Augustine Lighthouse Tower	Historic Restoration (ironwork, lantern and masonry)		\$250,000			
SR A1A Castillo De San Marco - Fort	Feasibility Study			\$1 Million		
SR. A1A Mickler's cutoff road	Intersection Modification (add a left lane)	\$2.9 Million				
SR A1A from Fairfield Dr. to Duval County Line	Ponte Vedra median irrigation and landscape design plus installation.		\$1.2 Million			
SR A1A from Owens Ave to SR 312	Landscaping		\$856,000			
SR A1A from Vilano Bridge to Beachcomber Way	Landscaping	\$291,696				
SR A1A Sawgrass Entrance to Duval County Line	Resurfacing (4.7 miles)				\$5.5 Million	
SR A1A – Revetment 0.9 miles north of Flagler County line	Construct a Special Structure		\$1,000		\$6.8 Million	
SR A1A Summer Haven Bridge over the Matanzas River (#780076)	Bridge Replacement		\$ 13.5 Million			
SR A1A Summer Haven Bridge over the Matanzas River (#780077)	Bridge Replacement	\$62,548	\$14.2 Million	\$58,150		
St Augustine Heritage Signage Program	Sign / Pavement Markings	\$100,000				
St. Augustine ADA Improvements at various locations.	Pedestrian Safety Improvements	\$500,000	\$500,000			

Source: FDOT District II

The greatest threat to the natural environment along AIA is mismanaged development that may result in the degradation of habitat, environmental excellence, and water quality. This area has some of the few remaining natural vistas along the east coast. However, these lands are rapidly being purchased and developed. Steps taken to address these situations include: direction by the Board of County Commission (BCC) to acquire environmentally sensitive areas; direction by St. Johns Water Management District (SJRWMD) to protect the natural areas and water quality, and ensure wise use; and designation as a National Estuarine Research Reserve (NERR). In addition in 1999 the county created a Land Acquisition and Management Program (LAMP) Board to identify land to acquire in the County. This Board was created through the adoption of the LAMP ordinance.

The corresponding implementing Goals, Objectives and Strategies include, but are not limited to, Goal 7, Objective 7.1. and 7.2, in addition to Strategies 7.1.2., 7.2.7., 7.2.8., 7.2.9, and 7.2.10.

Other Programs

As previously mentioned, four of the segments of the corridor study, South Anastasia Island, Mid Anastasia, Southern District 4 (Vilano), and District 4 (Ponte Vedra) have completed their visioning studies. In addition, each one of the Visioning Groups has an Overlay District which provides an additional layer of protection for all commercial, multi-family, and Planned Unit Developments (PUDs). Each of the visioning studies support the designation of State Road AIA as a Florida Scenic Highway and National Scenic Byway (NSB). Their goals and recommendations, while reflecting the individual characteristics of each district, are similar in general intent. The visioning studies look to preserve and enhance quality of life, improve safety, and preserve scenic vistas. Specific recommendations for each district are similar.

The visioning studies originated as grass-roots efforts, seeking to maintain and strengthen the sense of community and sense of place that makes each community unique and contributes to its quality of life. The Ponte Vedra and Vilano areas are attempting to restore their town centers as a focus for community activities. South Anastasia seeks to maintain its rural beach community ambiance. Possible vehicles to provide accomplish these goals are Design Guidelines that will protect against uncontrolled growth and commercialization while providing a framework for compatible use by residents and the business

community. An important issue related to roadway design is the desire to maintain the existing character if the two lane segment of SR A1A while providing safe access to residents and visitors.

As tourism and population increase, the issue of safety will become more critical. Major improvements, requested by all of the visioning groups, include additional bike paths and sidewalks. The ultimate goal is to provide a continuous network of pedestrian and bicycle facilities that link the elements along the corridor. There is interest in creating a loop road to link with the mainland via SR 206, US 1 and SR 312. There is a considerable need to update crosswalks and add additional overpasses or tunnels for pedestrian safety. There is some interest in bike and walking path links to the mainland via SR 206 and SR 312.



Eco tours available along the corridor

A major area of concern for this region is the preservation of scenic vistas. This addresses the visual as well as the environmental qualities of the roadway. Suggested means of protecting and enhancing these aspects of the roadway include:

- Land trusts for the acquisition of threatened vistas and habitats
- Scenic and conservation easements
- Creation of wildlife corridors
- Development of greenway and blueway systems
- Sign guidelines and landscape screening
- Litter control programs
- Undergrounding of existing utilities
- Height and spacing restrictions for construction
- Regulations on utility towers, communication towers, and lighting

- Beautification efforts in conjunction with the City of St. Augustine Beach's Beautification Advisory Committee; garden clubs; tree planting programs; incentives such as area competitions and awards rather than ordinances and Florida Department of Transportation programs such as the State of Florida Highway Beautification Grant Program.

- Citizens for a Scenic St. Johns
- East Coast Greenway Alliance
- Great Birding Trail
- Remarkable Coastal Places
- Save the Manatee
- Vilano Waterfronts Committee

Some of these goals have become legal ordinances and there are continuing efforts to create and adopt ordinances that will enable the implementation of the more recent studies.

The corresponding implementing Goals, Objectives and Strategies includes but are not limited to, Goal 1, Objectives 1.1., Strategies 1.1.1., 1.1.2., 1.1.4., and 1.1.5.



8.0 DESIGNATION CRITERIA



The Bridge of Lions spans Matanzas Bay (or Intracoastal Waterway) in downtown St. Augustine

Universal Criteria No. 1 - Resource(s) must be visible from the roadway.

The SR A1A Corridor has numerous resources visible from its right-of-way. A summary of the Field Inventory list and Corridor Impression Surveys is included in the **Appendix D**. These and other resources are identified on maps in the Intrinsic Resource Assessment and the Resource Specific Criteria included in this document. Additionally, the Intrinsic Resource Assessment forms completed by the CAG specifically enumerate which resources are fully, partially or not visible from the roadway.

Universal Criteria No. 2 - The corridor must tell a story that relates to its intrinsic resources.

Refer to the section containing the Corridor Story. A general overview of the corridor story is provided below.

- I. Living History of interaction of environment and culture
- II. Archeological record of indigenous populations
 - A. Settlement related to rich bio-diversity, ocean and estuary- hunting and fishing
 - B. Transportation by water-ocean, estuary
- III. European Conquest-Blending of Cultures
 - A. Transportation-safe harbor-inlets
 - B. Spanish settlement
 - C. Defeat of French at Fort Matanzas
 - D. British Period
 - E. Minorcan Community
- IV. U.S. Territory-Statehood-New interaction of environment and culture
 - A. Railroad makes accessible to visitors
 - B. Climate attractive for recreation
 1. Hunting and fishing
 2. Grand Hotels of Saint Augustine
 3. Ponte Vedra, Beach Clubs, 1928
 4. Bridge of Lions, access to beaches, boating, water sports
 5. Tourism-Outdoor recreation and Historical sites
 - C. Highways make accessible to wider population
 1. Tourism-historical, outdoor recreation, entertainment
 2. Ecology and environment, "eco-tourism"
 3. Residential and commercial development



The Flagler Hotel



S.R. A1A, Looking North

The corridor's rich history will be told through the use of various methods such as information kiosks, interpretive signs, audio tours and informational brochures.

Universal Criteria No. 3 - The roadway must be a public road that safely accommodates two-wheel drive automobiles.

The route is designated State Road A1A throughout most of St. Johns County. SR A1A is a state-owned and maintained public road. This roadway has several recognized local names based on location in the County. These names include:

1. Ocean Shore Boulevard,
2. A1A South,
3. Beach Boulevard / CR. A1A,
4. Anastasia Boulevard,
5. Bride of Lions,
6. Avenida Menendez,
7. San Marco Avenue,
8. May Street,
9. The Frank and Mary Usina Bridge,
10. Coastal Highway,
11. South Ponte Vedra Boulevard and
12. A1A North.

During the Summer of 2001, the City Commission of St. Augustine Beach decided to participate in the scenic designation for SR A1A. The route will follow CR A1A, or Beach Boulevard, through downtown St. Augustine Beach.

Universal Criteria No. 4 - The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.

The history and cultural and environmental diversity of this area have provided the corridor with diverse, high quality resources. These and other resources are described in depth in the Intrinsic Resource Assessment and Resource Criteria Assessment included in this document. Listed below are some of the significant, exceptional and distinctive features of this area.

Significant Resources/State & National Recognition

- Bridge of Lions
- Castillo de San Marco
- City of St. Augustine
- Fort Matanzas
- Fort Mose
- Mission of Nombre de Dios



Intracoastal Waterways

- National Historic Districts
- Shell Bluff Archaeological Site
- Marineland

Exceptional Resources/Outstanding Quality

- Anastasia State Park
- Atlantic Ocean
- Flagler College (Former Ponce de Leon Hotel)
- Lightner Museum (Former Alcazar Hotel)
- Guana River State Park
- Guana River Wildlife Management Area
- Guana River Marsh Aquatic Preserve
- Intracoastal Waterway
- Lighthouse
- National Estuarine Research Reserve
- St. Johns River Water Management District - Northern Coastal Basins Program

Distinctive Resources/Uniqueness to Region

- Artifacts of American Indian, Spanish, French and British Occupation
- Wide Beaches
- Beach Access and Vistas
- Habitat for Endangered Species
- Maritime Business Enterprises and Recreation (including fish camps, boat ramps, etc.)
- Native Ocean Scrub Vegetation
- Whitney Laboratory of the University of Florida
- Class Two Waters
- National Estuarine Research Reserve Designation
- Matanzas Inlet
- Shellfish Harvesting Areas
- Coquina Quarries
- Historical Re-enactments
- Spanish Quarter Living History Museum

Universal Criteria No. 5 - The roadway must be at least one mile in length and, if appropriate, provide access to the resources.

The Scenic and Historic A1A corridor is over 50 miles in length. The roadway extends from the Flagler County line north to the Duval County line. Along this roadway there are hundreds of natural, scenic, historic, recreational, cultural and archaeological resources. All of



Basilica, City of St. Augustine

these resources comprise the story of the Scenic and Historic A1A corridor and contribute to its rich tapestry.

Most of the resources are accessible or visible by car from SR A1A. Additionally these resources are well distributed along the length of the corridor. Visitors need only drive a short distance in any direction along this corridor before encountering an opportunity to experience the richness of this corridor and the communities through which it travels.

The locations of some archeological resources remain unidentified, and therefore are not accessible to the public. Because these archaeological resources are rare and unique to this area, they can become subjected to looting or vandalism. Also the frailty of these unique resources is a major concern. Foot traffic can contribute to the erosion or other disturbance of areas that have archaeological significance. Therefore, access to a few rare sites is limited or controlled. Nevertheless these sites contribute significantly to the corridor story. They provide the material evidence on which the story rests. By providing information on these resources outside of the context of their location, residents and visitors can appreciate their significance.

Universal Criteria No. 6 - A majority of the corridor must exhibit the qualifying resources. These resources should be as continuous as possible, for the present and the future.

The maps included in the INTRINSIC RESOURCE ASSESSMENT section demonstrate the broad distribution of resources along the length of the corridor. While many cultural and historic resources are concentrated in the City of St. Augustine, many of the natural, scenic and recreational resources exist to the north and south of the city. Select resources were chosen from the 2,000 possibilities. The resources were identified based both on their significance and on their location in the corridor to provide a broad representation of the richness of the corridor. A few of the more significant resources are categorized and listed below.

Archaeological and Historical

- Bridge of Lions
- Castillo de San Marcos
- Fort Matanzas
- Fort Mose
- Fountain of Youth
- St. Augustine Historic Structures



The St. Johns Beaches are Fruitful Turtle Nesting Sites

- Flagler College (Ponce de Leon Hotel)
- St. Augustine Lighthouse and Keeper's Quarters
- Government House
- Anastasia State Park
- City Gates
- Cathedral Basilica of St. Augustine
- Trinity Episcopal Church
- Coquina Quarry

Cultural

- Ponte Vedra Cultural Center
- St. Augustine Art Associates
- Castle Ottis
- Flagler College (Former Ponce de Leon Hotel)
- Lightner Museum (Former Alcazar Hotel)
- Florida School for the Deaf and Blind
- St. Augustine Lighthouse
- Plaza de la Constitution
- Festivals and Re-enactments
- Fort Mose
- ATP, TPC, PGA Headquarters
- Castillo de San Marcos
- Fort Matanzas
- Mission of Nombre de Dios
- Steel Cross

Natural

- Atlantic Ocean
- Beach Dunes
- Native Vegetation
- Intracoastal Waterway
- Wetlands
- Threatened & Endangered Species
- St. Augustine Inlet
- Coquina Outcroppings
- Guana River State Park and Wildlife Management Area

Recreational

- Anastasia State Park
- Guana River State Park
- Fishing, Boating, Marinas
- Tournament Players Club (TPC)
- ATP Tour
- Ron Parker Park
- St. Augustine Alligator Farm



Bridge of Lions

Horse-drawn Carriages

- PGA
- Nature Greenway Boardwalk at Vilano Beach
- Fishing Pier
- Sightseeing Bay Tour

Scenic

- View of Historic City and Castillo de San Marcos from the Bridge of Lions
- Views from the Usina Bridge of the City, ocean intracoastal and natural vistas
- View from the Lighthouse
- Fort Matanzas
- Crescent Beach
- Matanzas Inlet
- Landscaped Medians along SR A1A
- Simultaneous Marsh and Ocean Views
- Old Style Florida Architecture

Universal Criteria No. 7 - A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.

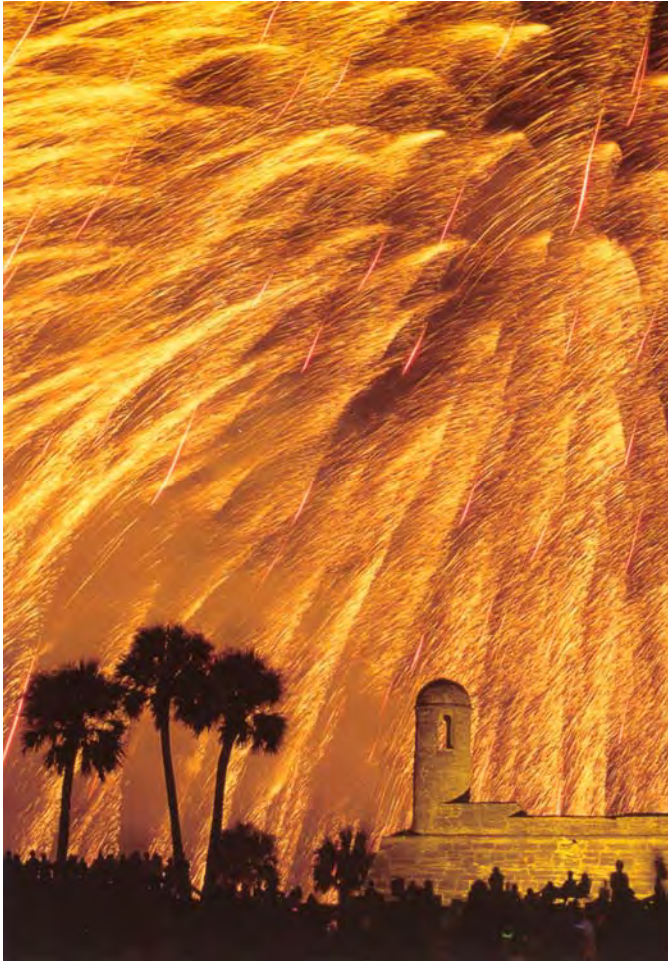
The CAG has met for approximately two years beginning in the fall of 1997. Meetings were held nearly every two weeks at the St. Johns County Administration Complex. In addition to the regular meetings there were also supplementary meetings and workshops. Each of the thirty meetings were open to all interested persons from the public.

Universal Criteria No. 8 - A Community Participation Program must be developed and implemented.

Details of the Community Participation Program are outlined in Section 3.

Universal Criteria No. 9 - Strong local support must be demonstrated.

The St. Johns County Commission Chairman, the Mayor of the City of St. Augustine and the Mayor of the Town of Marineland signed the Letter of Intent for Scenic and Historic A1A on behalf of their respective local government. During the Summer of 2001, the City of St. Augustine Beach unanimously voted to become a part of the Scenic Highway according to Resolution No. 09-07.



Fireworks over the Castillo de San Marcos

The Board of County Commissioners of St. Johns County, Florida approved Resolution No. 97-43. The resolution designates SR A1A as a County Scenic Roadway and requests that the Florida Department of Transportation (FDOT) designate SR A1A a Scenic Highway. The resolution was adopted on March 11, 1997.

Four communities have completed their Visioning Documents; these grass-roots community groups are composed of residents who live along or near the corridor. The vision statements of Ponte Vedra, Vilano Beach, South Anastasia Island and Mid-Anastasia support the designation of A1A as a Scenic Highway. Each of the Visioning Groups adopted an Overlay District.

Additionally, the CAG has arranged for presentations regarding their efforts to be made by County staff to local organizations.

Supporting documents and Visioning Statements are available for review in the appendices of this document.

Universal Criteria No. 10 - A Corridor Management Plan must be developed with the endorsement of local governments.

The Corridor Management Plan was completed in the Designation Phase as required by the Florida Scenic Highway Program.

Resource Specific Criteria

Cultural Resources are portions of the human environment that express aesthetics, traditions, values and customs. Traditions are usually associated with distinct groups of people and passed from one generation to the next. Qualifying cultural resources:

- are identified as the distinctive traditions of a specific group of people
- AND
- can be experienced through interpretive facilities or materials.

The following features were chosen by the CAG to embody the definition of and meet the criteria of cultural resources.



Classical Spanish dance and flamenco being performed in the evening in the Plaza, next to the Government House, in downtown St. Augustine. The artists are "Bailes Ferrer," a dance company based in Ft. Lauderdale and directed by Damaris Ferrer. The guitarist, also widely known, is Manolo Vargas. Authentic Spanish dance, expertly performed, is a common feature of combined "Days in Spain" and "Founding Day" festivals (September 5-6, 1997).



Historical reenactments occur frequently in the St. Augustine Historic district and are enjoyed by tourist and residents.



The main **Plaza** was a conspicuous part of every town or city in Spain's Western Hemisphere colonies, the center of community activity. The location of St. Augustine's Plaza was set by the Town Plan, promulgated by Royal Governor in about the year 1600, which remains the prevailing pattern for street location in the downtown area. Major government and religious buildings surround the Plaza. Within the rectangular block of land exist a public market and several important monuments, including the 1814 Constitution Monument and the Confederate War Memorial. Four military pieces dating from the Mexican War and Civil War periods stand in the Plaza. The bandstand in the center of the block, erected in 1914, continues to provide a place for public concerts.



Florida fish camp culture is alive and reeling at Crescent Beach. **Devils Elbow** adjoins the Intracoastal Waterway a few miles north of the Matanzas Inlet. Here one can find salt-water angler paraphernalia, licenses, and live bait for sale, as well as cabin and boat rentals. Rent a fishing boat with a guide to the hot spots for red fish, trout, sheepshead, amberjack, and many more, or if you prefer, a pontoon boat for a family outing with marshland vistas, cruises past Fort Matanzas and wildlife sightings including porpoises, roseate spoonbills and bald eagles. This landmark has served residents and visitors alike for several generations.



The **Lightner Museum** is housed in the Alcazar Hotel built by Henry Flagler in 1889. In 1948 a wealthy Chicago industrialist, Otto Lightner converted the old hotel into a museum containing 19th century antiques. Designed to appeal to the curiosity of all ages the Lightner's unique offerings include natural history, fine arts, mechanical musical instruments, ceramics, glass, toys, furniture, and thousands of other unusual objects. If the collection can be categorized in time, it principally belongs to the Victorian Era. The courtyard of the Alcazar contains Lightner's grave.



The shrimp boat "Miss Joan" is typical of the active **fishing fleet** based in the waters of St. Johns County which is an integral part of the local culture and economy.



The second of the grand hotels in St. Augustine constructed by Henry Flagler in his attempt to create a southern resort city, the **Alcazar Hotel** was designed by the nationally prominent architectural firm of Carrere and Hastings. Terra cotta ornamentation decorates the walls and rooflines of the massive poured concrete structure, which offers a splendid example of Moorish Revival style. The building originally contained a large indoor swimming pool, the first feature of that kind constructed in Florida. The Alcazar functioned as a hotel for some fifty years. The City of St. Augustine presently maintains its offices in the building.



Chartered in the early 1920s, the **St. Augustine Art Association** boasts over 500 members and is nationally recognized for the talent and creativity of its artists. Located downtown on Marine Street, its gallery, under current expansion, hosts ten judged shows a year focusing on avant-garde themes. Media include watercolor, oil, acrylic, pastel, collage, sculpture, photography, ceramics and the like. Gallery viewing is free to the public daily. The Association also sponsors periodic events like the St. Augustine Spring and Fall Arts and Crafts Festival, show openings, annual banquet, and potluck buffets.



The second annual **Greek Festival** (October 22-23, 1999) featured traditional food, crafts and dance. This relatively new celebration is already very popular and is a welcome addition to the cultural scene in St. Augustine.

Cultural Resources

Lulu's Fish Camp
Ponte Vedra Library
Meditation Garden, Catholic Church, Solano Rd.
Bath Club (Surf Club old A1A)
National Lead Co. miners' bunk house and log club house (PV Inn & Club)
Ponte Vedra Arts Center, Spring Fair
Site of manufacturing brooms from fibers
Palm Valley, Formerly Diego Beach, name changed to reflect palm heart harvest
Mix of old and new Florida architectural styles
First well north of Guana on the east side
Ponce de Leon landed looking for the Fountain of Youth, 1513
Fish Camps, Cap's, Oscar's
Castle Otttis
Fire Station
Community Center
Fort Mose
Florida Deaf and Blind School
Restored carousel, A1A and May St.
St. John's Co. library
Mission Nombre de Dios, site of first Catholic Mass in Florida
Shrine of La Leche, chapel and cemetery
Fountain of Youth
Abbot Tract
Camino Real marker
Chinese Bronzes
Ripley Museum
Visitor Information Center
City Gates
Castillo de San Marcos National Monument
Vernacular, historic architecture
Historic re-enactment exhibits
Blessing of the fleet
Plaza de la Constitution
Catholic Cathedral
Trinity Episcopal Church, oldest Protestant church in FL
Union Bank Bldg.
Flagler College, formerly Flagler Hotel
Ponce de Leon Statue
Bridge of Lions, statues, bridge
Lighthouse
St. Augustine Alligator Farm
Amphitheater, Cross and Sword, Conquest and Colonization,
Shakespeare plays
Surfing competition
Wind surfing
Devil's Elbow fish camp
Oyster bed leases
Shrimp boats
Fort Matanzas

Historical Resources

Historical Resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect the human actions in relation to past events, sites or structures. These historic resources symbolize an important era in Florida history. Qualifying historical resources:

- are eligible for listing on the National Register for Historic Places
OR
- designated by a local government to be significant according to the guidelines adopted by the Division of Historical Resources of the Florida Department of State
AND
- can be experienced through interpretive facilities or materials.

The following features were chosen by the CAG to embody the definition of and meet the criteria of historical resources.



The **Bridge of Lions** spans Matanzas Bay (or Intracoastal Waterway) in downtown St. Augustine linking the mainland portion of the city with its eastern neighborhoods on Anastasia Island. Constructed in 1927, the bridge was designed to reflect the city's Mediterranean heritage, one of the few engineering structures that can be defined by its architectural style. Because of its graceful appearance, the bridge has become a well-known local landmark and earned listing in the national Register of Historic places.



Following the ransacking of St. Augustine by the English troops in 1702, the Spanish Crown ordered construction of a series of earthen defensive walls to enclose the town. Walls soon stretched westward across the narrow landmass reaching from the **Castillo de San Marcos** west to the San Sebastian River. The coquina pillars that mark the northern entrance to St. George Street were placed there in 1808 as part of the system. In 1906 a group of local women prevented city officials from demolishing the pillars, an early example of concern about preserving the town's historic structures. Two colorful parades each year, one in summer and one at Christmas season, featuring Spanish and English military reenactment groups, recall the colonial ceremony of locking the gate to the city each night. The City Gates are perhaps the most photographed, painted and sketched elements in St. Augustine and their image is recognized internationally as a symbol of the nations' oldest continuously occupied European settlement.

Construction of the Castillo de San Marcos, the immense and impressive fortress that guards Matanzas Bay, was begun in 1672. Forced by a growing English presence to the north to strengthen the city's defenses, Spanish soldiers and Native Americans were pressed into service to build it of huge coquina blocks quarried on nearby Anastasia Island. It was finally completed in 1695. The physical integrity and structural splendor of the massive fortress remain largely intact more than three centuries after its completion. The Castillo, which is the nation's oldest masonry fort, has stood under five flags and was never taken by any enemy who approached it. Today it is a National Historic Monument, staffed by the National Park Service. It draws millions of visitors each year to view the city from its ramparts and immerse themselves in excellent historic reenactments of military activities.



The ancient **Mission of Nombre de Dios** is one of America's most sacred and historic site. Here, over 400 years ago, Father Lopez de Mendoza Grajales offered the first Mass in America's first colonial city. It was the beginning of the permanent history of Christianity in what is now the United States. This mission site, which remains in religious use today and contains an early cemetery, is also located close to the landing site of the Pedro Menendez de Aviles expedition and the first Spanish village in Florida. A large Indian village once occupied the site. The tall cross marking the mission's location was erected there in 1965 to commemorate the St. Augustine Quadricentennial.



The first of the grand hotels that Henry Flagler constructed in St. Augustine in an effort to refashion the city as a southern resort for wealthy northerners, the **Hotel Ponce de Leon** constituted the centerpiece of the opulent architecture of the Flagler Era (1887-1913). Flagler commissioned a pair of young architects, Thomas Hastings and John M. Carrere, to draw the plans for the building, whose Spanish Renaissance style influenced architectural design throughout Florida for the next half-century. Another young architect, Bernard Maybeck, who later won national prominence in California, designed the interior spaces, which evoke the Victorian splendor of America's Gilded Age. Louis Comfort Tiffany contributed to the interior. The building served as a hotel for well over half a century before it was converted to educational use and transferred to Flagler College in 1968. It presently contains classrooms, administrative offices, and student residences for the college.



One of the City's most familiar landmarks, the **St. Augustine Lighthouse** was one of a series of lighthouses constructed along the Atlantic coastline during the mid-nineteenth century. The northern tip of Anastasia Island, the location of the lighthouse, has been closely associated with the defense and maritime history of St. Augustine since the sixteenth century, when Spanish officials placed a sentry tower in the vicinity of what is now Lighthouse Park to overlook the water approaches to the city. About a century later the Spanish constructed a guard house and lookout tower at the site. Under British control in 1763, the tower was raised and a cannon placed atop it to signal the approach of vessels. In 1821, upon the acquisition of Florida by the United States, federal authorities converted the Spanish watchtower to a lighthouse. Located on a steadily eroding shoreline, the lighthouse was eventually undermined by the ocean. It was washed into the sea on August 22, 1880. The present lighthouse, completed in 1874, replaced the earlier structure. The Keeper's Quarters, a picturesque two-story brick residence set in a grove of shade trees, was finished in 1876. The U.S. Government leased the residence and surrounding property to St. Johns County in 1969.



In 1940 with the proceeds from the *Yearling* (for which she received a Pulitzer Prize), **Marjorie Kinnan Rawlings** bought a cottage on the dunes in Crescent Beach. She expanded the house with income from the movie and lived and worked there for fourteen years. She died there in

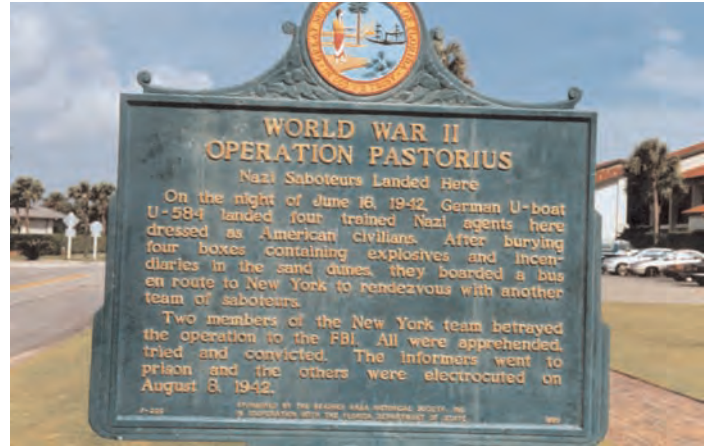


1953.

Summer Haven numbers among the oldest beach communities on the east coast of Florida. It began as a seasonal resort during the late nineteenth century, populated by northerners during winter months and some St. Johns County residents during the summer. Among the more prominent winter residents were the Mellons from Pittsburgh, Pennsylvania, whose fortune was derived from steel and finance. Summer Haven, with its waterfront location and proximity to boating and fishing, remained a popular destination for winter residents and tourists through the 1920s. Its rustic, seaside cottages embody a formative period in the development of St. Johns County.



The world's first "oceanarium," **Marineland** opened in 1938 as an underwater motion picture studio. Developed by Cornelius Vanderbilt Whitney, Jr., scion of a fabled American entrepreneurial family, Marineland was designed to permit movie makers to produce films of sea life in as controlled an environment as possible. Public interest soon made it one of the state's leading tourist attractions. Here for the first time people could view life as it exists below the water's surface. As an oceanarium, Marineland, unlike aquariums where species were segregated, replicated and ocean habitat where various marine species lived together. And here marine animals first displayed entertaining skills taught them by humans. Marineland, also the location of a major oceanic research effort, has served as a prototype for numerous oceanariums and marine museums throughout the world.



Operation Pastorius was the code name given by Nazi Germany to the only major espionage mission conducted in the continental United States during World War II. Just before dawn on June 17, 1942, German submarine U-584 surfaced at Ponte Vedra, about seven miles south of Jacksonville Beach, to unload four saboteurs. Dressed in bathing suits and German marine caps, the Germans walked to Jacksonville Beach, where they changed their clothes and took a bus to downtown Jacksonville. There they registered at the Mayflower and Seminole hotels. Two members of a second team of four Nazi saboteurs who landed in New York betrayed the Florida operation. Within a week all were in FBI custody. Quickly tried and convicted, the informers were imprisoned. The remaining six spies, including all who landed in Florida, were executed on August 8, 1942.

Historic Resources

1. Marineland
National Register site - both prehistoric and historic components

2. Whitney Hall
Educational and Research facility, University of Florida

3. Summer Haven
Florida pioneer beach houses, late 19th/early 20th century
Oldest beach houses in state records
1880s Mellon family
Many writers visited area
Developed prior to AIA, old mail route via intracoastal waterway

4. Gene Johnson Road
Host of many celebrities

5. Ft. Matanzas
WPA building
Spanish black militia stationed at Fort

6. Crescent Beach Historic Area Esperanza Grant??

7. M. K Rawlings House

8. Butler Beach
Historic black beach and intracoastal swimming areas

9. 5718 Rudolf Ave - House where ML King stayed during 1960's

10. St. Augustine Beach
Chautauqua Movement - Thomas Edison's father-in-law one of founders
1920's movement - elaborate plan of town
Land from Flagler?
Flagler's illegitimate daughter owned house, unusual state court case
1930's literary colony

11. St. Augustine Pier Area
Last major WPA project

12. Old Alligator Farm now where Sheraton stands

13. German saboteurs arrested across from Sheraton

14. Fish Island

15. Coquina Quarries
Some date to Spanish era
Reopened for St. Joseph convent
WPA reopened
Church at mission grounds build with stone from one Old Quarry Road - 20th century
Pope Road
Mendendez Park - quarry and stonecutter's home

16. Alligator Farm - National Register site

17. Boss Tweed House, on hill across from Alligator Farm

18. Lighthouse

19. Lighthouse Park - City of Anastasia
1886 Dr. Carver's House - oldest?
Some of Florida's oldest beach houses
Trolley, still visible on Bridge of Lions and old Thomas Motel (Bayview cottages?)

20. Davis Shores
1920s Boom time
Oglethorpe Park

21. Bridge of Lions

22. Downtown

23. Visitor Center - WPA building

24. Mission Grounds
Black soldiers Civil War
Martin Johnson Heade house

25. San Carlos - Hornworks - Defensive Line

26. Garden Club - First train station for Flagler

27. 22 May Street - North City Stone Works

28. 16 May Street - Pink House, C. Adrian Pillars, sculpture, Winged Victory

29. D and B School

30. Camachee Island ???

31. Vilano Beach, Casino, 1920's, Heckscher

32. Capo's Surfside, Henry Flagler's boats

33. Usina's North Beach

34. Fort San Diego/ Diego Plains - Historic marker of Route 210, 1 miles west of AIA

35. 1914 - National Lead Company set up operation to mine rutile, titanium, zircon, silicate. Original miner bunk house still stands

36. 1922 - National lead Company erected a log club house, polo field, and 9-hole golf course for its employees.
Original building still stands

37. 1925-1929 - Name changed from Mineral City to Ponte Vedra as area became a resort destination. Telfair Stockton build The Bath Club, now called The Surf Club, on old AIA

38. June 17, 1942. Operation Pastorius Historic Marker located on old AIA in front of Ponte Vedra Inn & Club. German submarine landed and put sailors ashore. Actual site of landing in the 900 block of old AIA (Ponte Vedra Boulevard).

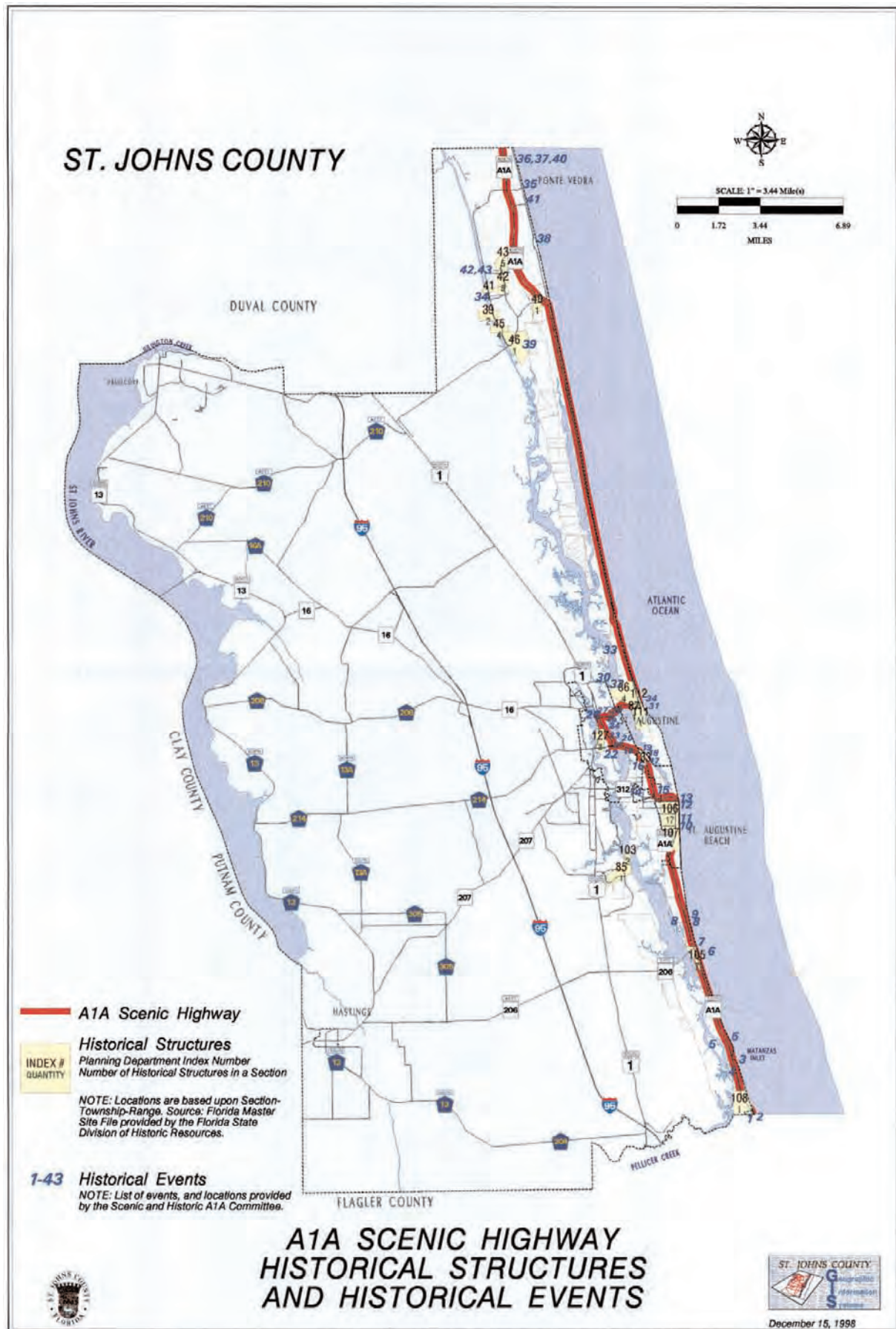
39. Intracoastal Waterway born in 1927. Palm Valley draw bridge opened in 1937.

40. 1937 The Ponte Vedra Inn & Club opened. Gracious old inn & world class tennis resort

41. Ponte Vedra Coast Guard Station

42. Original cemetery

43. Diego Baptist Church



Archaeological Resources

Archaeological Resources embody the physical evidence or remains of known historic or prehistoric human life, activity or culture in Florida. Qualifying archaeological resources:

- are eligible for listing on the National Register for Historic Places
OR
- are designated by a local government to be significant according to the guidelines adopted by the Division of Historical Resources of the Florida Department of State,
AND
- have played an identifiable role in the evolution of Florida
AND
- can be experienced through interpretive facilities or materials
AND
- are well documented and certified in writing by the State Archaeologist as suitable for visitation.

The following features were chosen by the CAG to embody the definition of and meet the criteria of archaeological resources.



It is likely that the **Wright's Landing archaeological site** was the location of the mid 17th century Spanish mission Nuestra Senora de Guadalupe de Tolomato. Testing in 1991 indicated that intact deposits from this period still exist in the wooded area of the site. Evidence also suggests that the site was first occupied as early as 2500-1000 BC by Native American populations.



The **Guana River Shell Ring** is an unusual circular shell midden and is one of two such sites recorded on state-owned lands in Florida. Artifacts from the site are scarce, but the recovery of an Orange Incised sherd from the site suggests the site can date to as early as 2500 BC. These types of sites are also found in coastal South Carolina and Georgia, and excavations there indicated they were circular habitation areas.



A portion of the **Crescent Beach** site was excavated in 1985 and, as a result, important information about basic environmental changes in Florida between 2000 BC and 800 AD were established. Artifacts, faunal material, and stratigraphic differences at the site all helped to establish the changing environmental conditions during the periods of Native American occupation.



Fort Matanzas physically demonstrates the determination of the Spanish colonial authorities to improve their defensive posture in north-east Florida. Completed in 1742, the fortification was erected on the west bank of the Matanzas River, immediately north of an inlet from the ocean, in order to prohibit enemy ships from proceeding northward along the river in an attack against the settlement at St. Augustine. Cannons mounted on the gundeck of the fort could easily menace any ship proceeding along the waterway. The fort takes its name (Matanzas is the Spanish word for slaughter.) from its proximity to the site where 300 Frenchmen were captured and put to the sword by Pedro Menendez in 1565 following their unsuccessful attempt to exterminate the newly founded Spanish colony at St. Augustine. The first structure at this site, a watchtower, was constructed in the late sixteenth century. The Spanish decided to construct the existing coquina fortification after the failed British invasion of 1740. The fort became a national monument in 1924 and is administered by the National Park Service.



For nearly all of the twentieth century, the area of the **Fountain of Youth Park** has been portrayed as the landing place of Ponce de Leon, the first recorded European to set foot upon Florida. The area has archaeological significance, both as the site of early Indian villages and the probable location where the 1565 colonizing expedition led by Pedro Menendez de Aviles first came ashore. Recent archaeological evidence suggests the presence of an early fortification at this site, possibly the first European settlement at St. Augustine. The use of this site as a public attraction throughout the era of modern development has served to protect the archaeological resources present in the park against destruction.



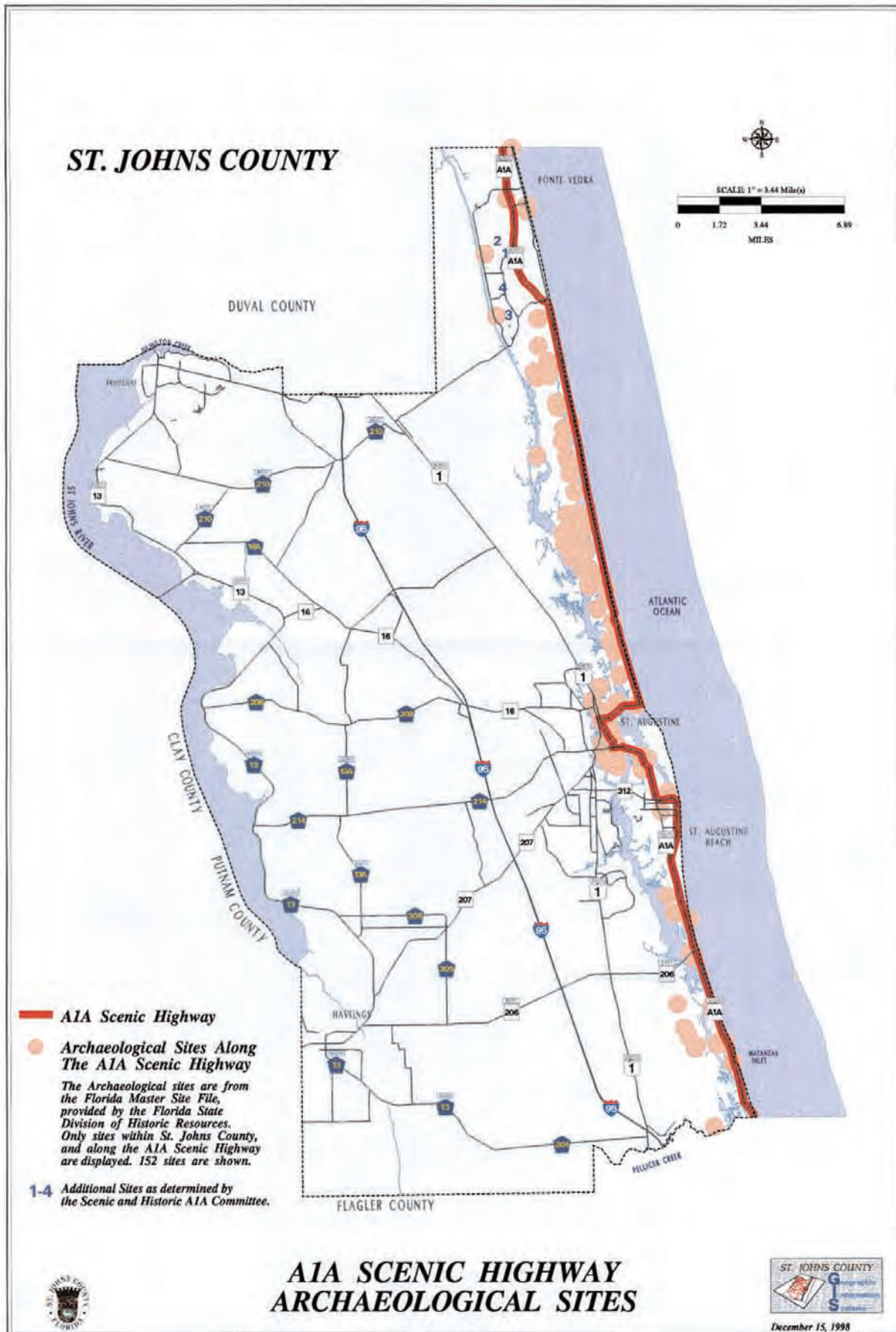
Escaped African-born slaves fleeing the English plantations in the Carolinas made their way toward St. Augustine in the late 1600s and early 1700s, seeking refuge and freedom in the Spanish colony of Florida. Spanish officials permitted the blacks to establish their own community, the town of **García Real de Santa Teresa de Mose**, the first legally sanctioned free black community in what is now the United States. The men in this town, composed of free blacks, were made members of the Spanish militia, and they served as the first line of defense against British attack from the north. The Mose militia served in a number of significant battles, beginning in 1740, when the British governor of Georgia, James Oglethorpe, led troops in an invasion against Spanish Florida. Fort Mose was abandoned in 1763 when Spain ceded Florida to Great Britain. Its inhabitants moved to Cuba. The State of Florida in the 1980s acquired the grounds on which the village once sat, and intends to create a memorial to the first free black community in America.



Fort San Diego (Diego Plains) was a strategically important military site during the First Spanish Period (1565-1763). Located about twenty miles north of St. Augustine, near the headwaters of the North (Tolomato) River, Fort San Diego guarded the major interior water route north of St. Augustine and the haulover leading to Pablo Creek and the St. Johns River. Fort San Diego was originally part of a large cattle ranch owned by a Spanish subject named Diego Espinosa. During the mid-1730s, Espinosa's house was fortified by construction of a fifteen-foot high palisade and two bastions. In 1740 British troops led by General James Oglethorpe overcame Spanish defenders and made Fort San Diego the field headquarters for a subsequent attack on St. Augustine. Oglethorpe added a ditch and breastwork and used the fort to protect his northern supply lines. Upon their departure from Florida, the British destroyed the fortifications, but the Spanish quickly returned and rebuilt them. In 1743 approximately two hundred Indians and a number of British militiamen destroyed the fort and killed forty Spanish defenders. The fort was never subsequently rebuilt. The ruins of Fort San Diego were still evident as late as 1858, when they were described by Florida historian George R. Fairbanks.

Archaeological Resources

Site File No.	File Name	Site File No.	File Name
	Numerous archaeological sites and digs,	SJ 3171	Griffin
	Native American, Spanish and British	SJ 42	Webb
	Wright's Landing	SJ 3301	Mary Street at Augustine Beach
	Shell Bluff	SJ 3168	Crescent Beach 2
	Shell Ring	SJ 43	Crescent Beach
	Nombre de Dios Mission \ La Leche Shrine	SJ 3173	South Crescent Beach
SJ 34	Grant's Plantation	SJ 3131	Sand Dollar Midden I
	North Beach	SJ 3132	Sand Dollar Midden II
	Fountain of Youth Park	SJ 3225	Visitor Center Midden \ Foma 5
NN	La Leche	SJ 3241	Customs House Site
SJ 1	Ponte Vedra Beach	SJ 3233	Foma-005
SJ 57	Fletcher	SJ 46	Summer Haven
SJ 14	Mabry Mound		
SJ 98	Turkey Feather		
SJ 3251	Cinco de Mayo		
SJ 3254	British Dikes		
SJ 38	Jenks Landing		
SJ 3255	Sugar Mill		
SJ 3253	McNeil Pond East		
SJ 37	Palm Valley		
SJ 54	Neck Road		
SJ 3242	North Fire Cut		
SJ 3240	Booth Cemetery		
SJ 50	Booth Landing		
SJ 3151	Guana Shell Midden		
SJ 72	Capo Creek		
SJ 3252	On the line		
SJ 3205	Guana North		
SJ 2552	Guana 6		
SJ 2463	Guana River		
SJ 2554	Guana River Shell Ring		
SJ 2464	Old Saw Mill		
SJ 3244	Guana Lake East		
SJ 32	Shell Bluff Landing		
SJ 3236	Guana 3		
SJ 3237	Guana 4		
SJ 3235	Guana 2		
SJ 3150	Guana Ruins		
SJ 3238	Guana 7		
SJ 2550	Guana 1		
SJ 4	Sanchez Mound		
SJ 3	Wright's Landing		
SJ 3286	Beachside Shell Midden		
SJ 3187	Sombrero Creek Midden		
SJ 3188	Ximanies Creek Midden		
SJ 47	Usina's North Beach		
SJ 2548	Little Orange		
SJ 33	South of Wright's Landing		
SJ 3112	Vilano Beach Mound		
SJ 2457	Miramar Village		
SJ 69	Anastasia State Recreation Area		
SJ 3234	Spanish Conquina Quarries II		



Recreational Resources

Recreational Resources provide either active or passive outdoor recreational activities directly dependent upon the natural or cultural elements of the landscape. Qualifying recreational resources:

- are resource-based (i.e., dependent upon a particular element or combination of elements in the natural or cultural environment)
AND
- are identifiable as unique recreational facilities that are attractions unto themselves
AND
- support an increase in visitors without degradation of the resource.

The following features were chosen by the CAG to embody the



definition of and meet the criteria of recreational resources.

*A duck hunter enjoys the natural and recreational resources of **Guana River Wildlife Management Area**.*



*The old bridge at **Vilano Beach** has been converted to a fishing pier that connects with the original town center of the village.*



***Ponte Vedra** is a center for tennis and the International Headquarters of the ATP Tour which was established in 1989. The ATP Mission Statement is "to govern the men's professional tennis circuit at the highest level of integrity and professionalism while promoting, growing and increasing the popularity of the game to the benefit of player and tournament members."*



Surf fishing is a popular activity yielding catches which include blues, pompano, Spanish mackerel, and flounder.



Surfing is ever popular with young and older beach goers.



A favorite activity for visitors to St. Augustine is a leisurely and nostalgic **horse-drawn carriage ride**.



Golf courses abound throughout St. Johns County and especially in Ponte Vedra the home of the **National Headquarters of the Tournament Players Club** at Sawgrass which opened in 1980. Established by Commissioner Deane Bernan, the TPC network clubs were to achieve the goals PGA TOUR players with tournament quality courses and provide fans with a venue that met their needs. The Stadium Course hosted its first PGA Tour event in 1982, then the Tournament Players Championship. The tournament's name has been changed to THE PLAYERS CHAMPIONSHIP. Every year the best players in golf try to tame the course at the TPC at Sawgrass.



The waters along Highway A1A are popular for **recreational boating** including power, sail, canoeing and kayaking.



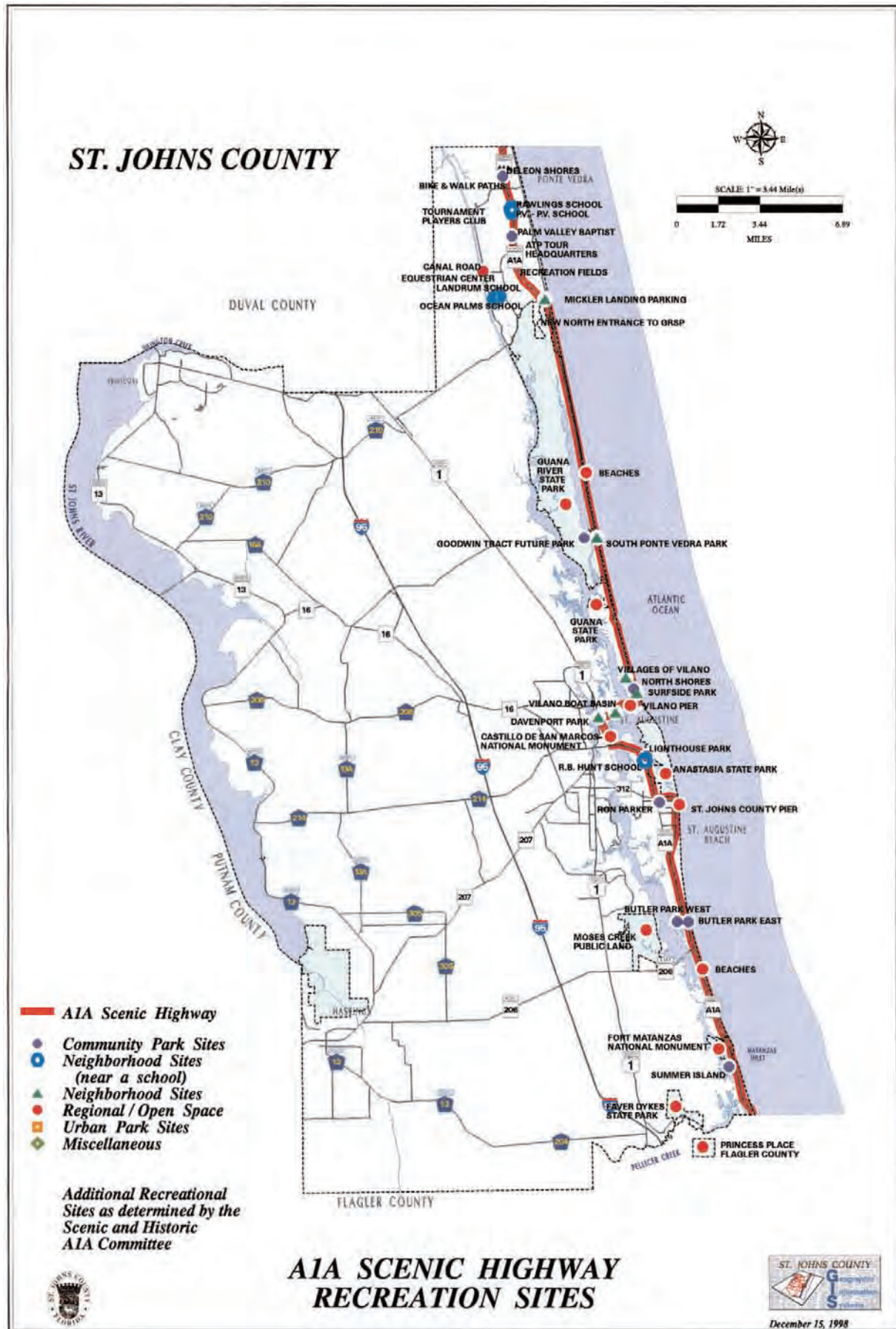
The **St. Augustine Beach pier** is a popular spot for fishing. After being destroyed in a storm it was rebuilt through a public bond issue and property owners hold life-time passes.



Paddle tennis is popular at Ron Parker Park and the National Beach Paddle Tennis Championships are held annually on St. Augustine Beach. Here Julie Diehl and Karen Doble compete in the Women's A Division.

Recreational Resources

Ponte Vedra Convention Center
Picnic at the Pops, Ponte Vedra Inn
Rawlings School fields
TPC-Tournament Players Club (golf)
ATP Tour Headquarters (tennis)
Fish Camps
Ponte Vedra YMCA
Ocean Palms School fields
Equestrian Centers (Roscoe from intersection A1A and 210)
First Baptist Church
Recreation, playing fields
Mickler's Landing, beach access
Bike and walking paths
Guana River State Park
Beach access, parking
RV, camping, Cooksey's, Bryn Mawr
Overwalks to beach
Community Center
Usina Camp Ground
Fishing, boat ramps
Camachee Cove Marina
Marlin Association, Camachee Cove
Public boat ramps
Antique shops
Fountain of Youth
Davenport Park
Garden Club (old train station building)
Municipal pier
Boat tours
Putt-putt golf
Seawall walkway and benches
Horse drawn carriages
Francis Field
Re-enactments at fort
Anastasia State Park
Lighthouse park and museum
Marina at Conch House
Amphitheater
Ron Parker Park, paddle tennis tournament, tennis courts,
baseball fields, basketball courts
YMCA
Walking path, bike path, Pope Road
Fishing pier
Beach access, swimming, surfing , wind surfing, boating
RV and camping
Boat ramps, Intracoastal Waterway, beach
Butler Park
Surf fishing



Natural Resources

Natural Resources occur naturally in the environment. These resources should show minimal evidence of exotic vegetation and human disruption. Qualifying natural resources:

- are viable, indigenous functioning natural systems AND
- contain features that are relatively unaltered from their original state and show little or no intrusion by manmade features AND
- can be experienced through interpretive facilities or materials.

The following features were chosen by the CAG to embody the



definition of and meet the criteria of natural resources.

Coquina, the most distinctive construction material used in St. Augustine, is found in the coastal regions of Florida. It is formed from donax shells in large deposits that have been cemented by calcium carbonate over the ages. Large underlying masses of coquina are a characteristic of the beach south of the Matanzas Inlet and continuing on into Flagler County. The boulders and slabs shown in the photograph were uncovered by a strong northeaster, a typical occurrence in winter. The reddish color of the sand is due to the presence of eroded coquina.



Wild life abounds in St. Johns County. **Matanzas Inlet** is the biological corridor between the ocean and marsh and home to much aquatic and shorebird activity. The estuary is necessary as the nursery for an estimated 80% of local offshore fish.



Natural areas along A1A are some of the few remaining examples of native Florida habitat and home to many animal species, some of which are threatened or endangered. These include: least terns, Anastasia Beach mice, migrating peregrine falcons, indigo snakes, gopher tortoises, wood storks, alligators, piping plovers, roseate spoonbills and brown pelicans.



Because of its Class 2 water quality, Matanzas Inlet is one of the few places on the east coast of Florida still open to commercial **oyster and**



Broad expanses of the **Intracoastal Waterway**, salt marsh, and hammocks are characteristic of the natural areas along the A1A corridor.



clam harvesting.

Majestic live oaks are characteristic of maritime forests.



Highway A1A passes through **Guana River State Park** is an 11,500 acre tract, situated between the Intracoastal Waterway and the Atlantic Ocean along St. Johns County's northern beach. Historic sites within the park date to the seventeenth century. A colonial Spanish mission, the Nativity of Our Lady of Tolomato, was located in the tract at what is now Wright's Landing. During the British Period (1763-1784), a number of British loyalists forced out of colonies to the north took brief refuge within the boundaries of the park along the Tolomato River. Subsequently, during the Second Spanish Period (1784-1821), the Guana became the setting for thirty-seven Spanish land grants, issued by the Spanish Government in its waning years of control over Florida. Scattered settlements continued during the nineteenth and twentieth centuries. Known sites within the park include dike networks, levees and ditches, a sawmill, individual homesteads and a historic cemetery. Guano, Spanish for moss or palm thatch, appeared as "Guana" on the deBrahm map of 1769 and subsequently became the name that the English speakers commonly applied to the area. The tract is now a State Park and Wildlife Management Area.

Drawn by the natural beauty of the area and an increasing consciousness of the rapid loss of ecologically sensitive landscapes, there is a developing trend toward "eco-tourism." Here visitors enjoy the habitat at **Guana River State Park**.

Natural Resources

General

Southernmost extent of barrier island type environment, not many left, can actually see from AIA.

Northern extent of mangroves.

Many shorebird feeding areas along AIA.

Sea turtle nesting areas.

Classic barrier island cross section, primary and secondary dune lines.

Maritime forest occur sporadically throughout area.

Manatee and Porpoise can be found in waters throughout area.

Offshore fish: Kingfisher, Cobia, Tarpon, Spanish Mackerel, mullet, bluefish

Intracoastal fish: mullet, trout, poggy, bluefish, redfish, flounder

Ability to see marshes, one of nature's most biologically productive biome.

Spartina atiflora, is present throughout area. This species has more biomass production than wheat fields. Base of faunal food chain.

Member of NERR.

Specific

1. Mixing of marsh and mangrove vegetation along coast. Roseate spoonbill roost.
2. Pelicer Creek "Flats" - Redfish grounds, bald eagle, and alligators can be seen here.
3. Coquina outcroppings. Northernmost extent and one of the few examples on Florida's east coast.
4. Rattlesnake Island County Recreational Area - Barrier Island cross-section (beach, island, marsh, lagoon, marsh, mainland) can be viewed from the highway.
5. Natural inlet. A lot of shorebird activity in this area. A natural corridor between the marsh and the ocean exists.
6. The largest nesting area of least terns (endangered species) on the east coast of Florida can be found at Matanzas inlet. A popular shore bird feeding and nesting area.

(Include environmental management plan information for Fort Matanzas National Monument - Endangered species, historic and archaeological resources, natural area, recreational resources, maritime forest hammock.)

7. This is one of the few places on east coast of Florida still open to commercial oystering. Active oyster beds between county line and 206.
8. Moses Creek Conservation Area. Two thousand acre preserved tidal tributary creek.
9. Northernmost extent of snook and Black Mangrove.
10. Freshwater spring offshore Crescent Beach.
11. A and B street, coastal Live Oak canopy
12. Cooksey's Campground. Scrub habitat, endangered scrub jay, gopher tortoise, rookery

(Include environmental management plan information for Anastasia State Recreation Area - Endangered species, historic and archaeological resources, natural area, recreational resources, maritime forest hammock.)

13. Windblown trees, scenic maritime forest.
14. Evidence of past St. Augustine inlets, "Crazy Banks"
15. Relationship between Cedar trees and "Cedar" butterfly (latin

name?), endangered beach mouse

16. St. Augustine Inlet

Natural corridor for fish and wildlife between fresh and salt water. Protected harbor chosen by first European settlers due to environmental/natural/cultural reasons.

Marsh vista from below the bridge.

17. Effect of long shore erosion, shoreline is temporary, active system, human disruption of natural system, dynamic equilibrium.

18. Coquina beach in the area, note the difference between the beach here and the beach further south.

(Include environmental management plan information for Guana River State Park and Guana River Wildlife Management Area- Endangered species, historic and archaeological resources, natural area, recreational resources, maritime forest hammock.)

19. Unspoiled cross section of a beach maritime hammock community from ocean to intracoastal can be viewed from this area.

20. Guana impoundment, very productive water fowl area, blue crabs.

21. "Birds, Botany & Breakfast" Guana River Wildlife Management Area. Ranger led walks. Sept-May. 904/825-5071.

22. Guana River State Park - 4.2 miles unspoiled beach. Fossils, shells, crabbing....

23. Sea Turtles - Lay eggs May-Oct nest in the dunes. Incubated eggs are protected by the Ponte Vedra Turtle Patrol and Florida Marine Patrol. 904/259-6580.

24. Right Whales - SE Georgia & NE Florida only known nursery area for these giant mammals. They create huge splashed by leaping out of the water and flopping back.

25. Alligators - found in Sawgreass Village Lakes.

26. Porpoises - Cavort offshore. Especially following fishing boats.

27. Birds - Pelicans, Double Crested Cormorants, Sea Gulls, Terns, Turkey Vultures, Cattle Egret, Tricolored Heron, Wood Ibis

28. Armadillos

29. Feral Pigs

Specific to Guana River State Park

Habitat

Diversity

Scrub/Dunes/Maritime hammock

Coastal Strand Community (No Jays)

pond/pine flatwoods

estuarine areas

Carolina Diamondback Terrapin (found in estuaries only)

Shell mound (southern red cedar)

Migration of northern right whales

Just offshore

manta rays

cobia

kingfish

bluefish

mackerel (spanish)

migratory song birds

Threatened and Endangered Species

Least tern nests (7)

Dunes - Reintroduced Anastasia Beach mouse in 1992 (50 -200)

migrating Peregrine Falcons

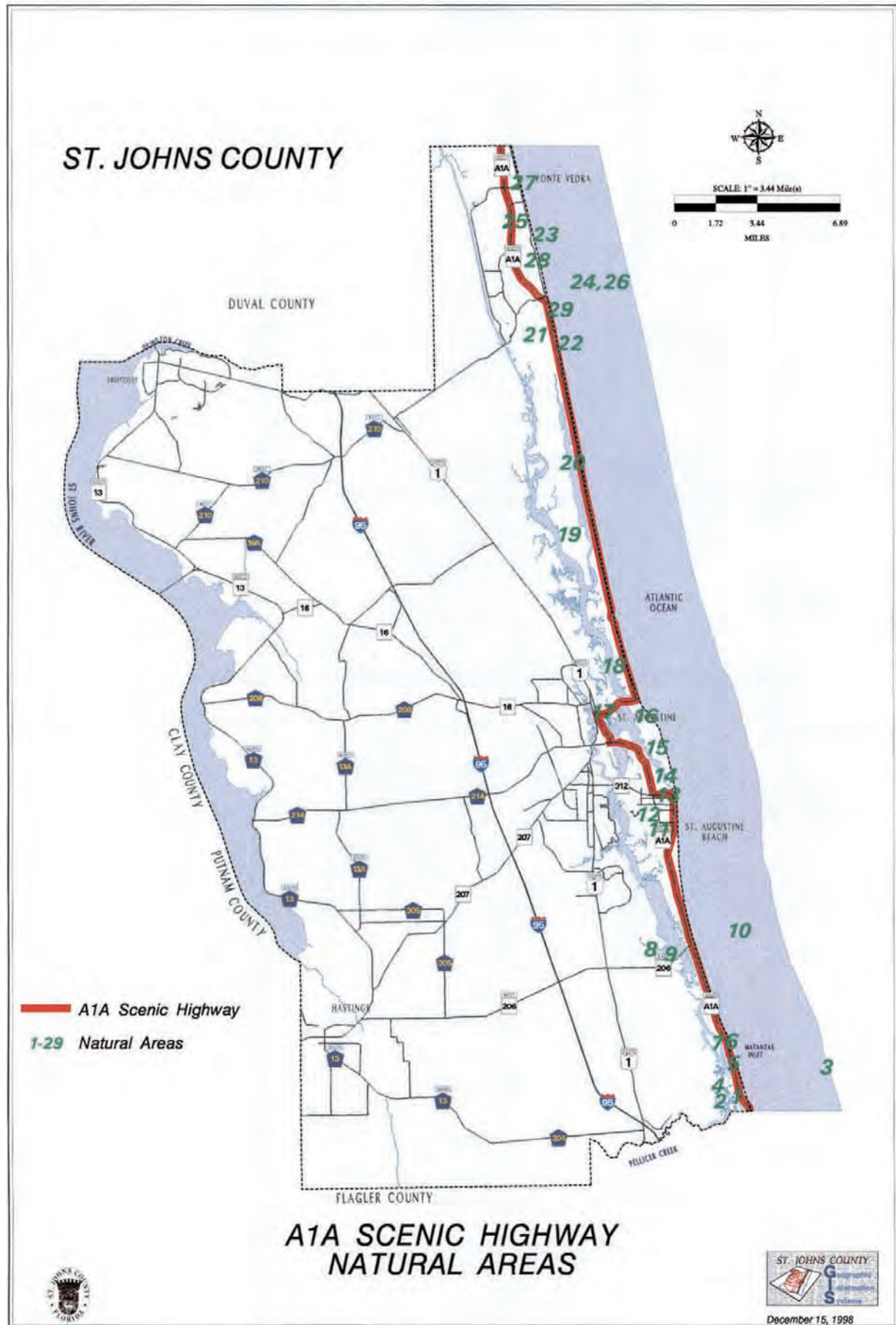
Indigo snake

gopher tortoise

wood storks

alligators

piping plovers



Scenic Resources

Scenic Resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance, and provide a pleasing and memorable experience for viewers.

Qualifying scenic resources:

- enable the road to fit into or blend with the natural landscape and character of the area
AND
- encompass a variety of landscape characteristics or features that are picturesque within the viewshed as determined through community-based surveys, opinion polls or letters of support
AND
- must transition from one landscape scene to another with pleasing visual links
AND
- must be striking and memorable, and contribute to the quality of the experience.

The following features were chosen by the CAG to embody the definition of and meet the criteria of scenic resources.



The **spectacular panoramic views** from the observation deck at the top of the St. Augustine Lighthouse are a delightful reward for the long, 219 step climb to the top.



The **Matanzas Inlet** and environs are one of the primary nesting areas for local bird life including least terns, gulls and pelicans. It is one of the last unjettied inlets on the east coast of Florida and a fascinating illustration of the trapping of sand by inlets and the ever changing shapes of the sandbars.



Broad **vistas of dunes** and ocean views may be seen from or are accessible from the A1A corridor.



Looking west across the **Intracoastal Waterway** about a mile north of Marineland, the lighter colored water is flowing into the Waterway from the nearby Old Summer Haven River. The water is of higher salinity because it comes directly from the Atlantic Ocean through the Matanzas Inlet which is one mile to the north. Beyond the Intracoastal Waterway, the extensive salt marsh is visible and beyond that is the maritime forest in the vicinity of an old plantation accessible by canoe or kayak.



Unspoiled areas of natural beauty and **ecological diversity** accessible from Highway A1A attract a growing number of "eco-tourists" to St. Johns County.



The National Historic District incorporates all of the downtown area within view from Highway A1A as it passes across the historic **Bridge of Lions** and through the colonial city of St. Augustine. It contains hundreds of structures, archaeological sites, and other historic elements that date from the sixteenth through twentieth centuries, as well as Native American sites that predate European colonization. The District designation helps to preserve the elements of historic interest and beauty that characterize St. Augustine and draw visitors from all over the world. "Historic and Scenic A1A" is the main artery leading through the nation's oldest permanent European settlement and to all that it offers visitors and local residents alike.



Examples of traditional Florida Cracker Architecture and beach cottages abound along the A1A corridor.

Scenic Resources

One of few areas left with undeveloped areas and unobstructed views of natural Florida landscapes, ocean, beach and marsh, dunes and hammocks, Intracoastal Waterway, sunrises and sunsets

Landscaping in medians

Guana River and State Park

Porpoise Point Inlet, Villano

Conch Island

View of inlet, Intracoastal Waterway, towering cross at mission and St. Augustine skyline from Usina Bridge

City gates

Bayfront in old St. Augustine and historic district

Bridge of Lions, views to marina and Castillo de San Marcos

Scenic boat cruises

Anastasia State Park

Lighthouse

Fleeman tract, last remaining natural, undeveloped area of substantial size to east

Oglethorpe Blvd. Vista

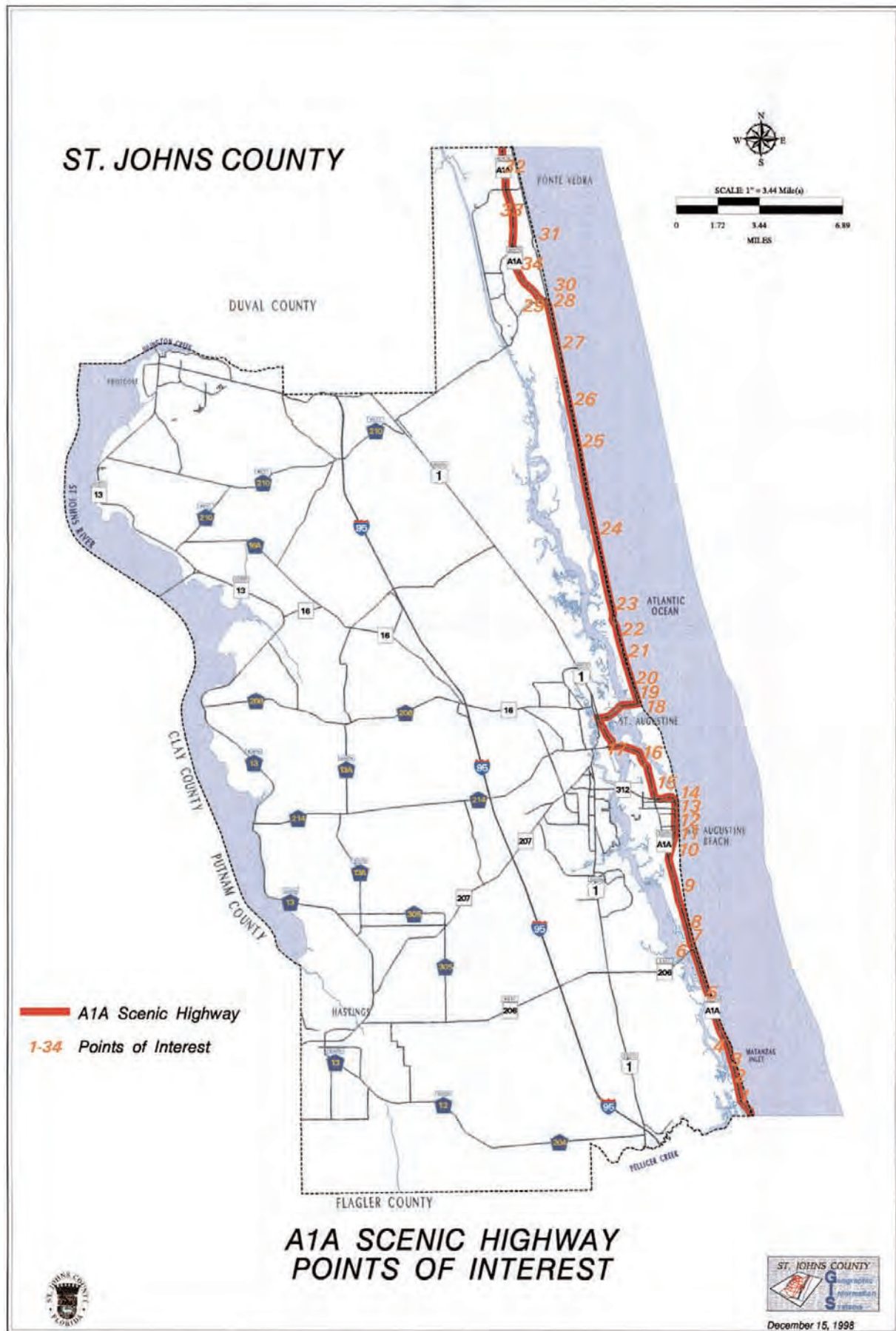
Tree canopy along Old Quarry Road

Butler Park

Moses Creek

Hardison Estate

View of Princess Place Estate





9.0 CORRIDOR STORY

A. Introduction



The Beach

Scenic and Historic A1A is a 52.14-mile segment of highway that runs along the eastern edge of St. Johns County – from Ponte Vedra at the northern county line, to Marineland at the southern border. It is replete with natural, archeological, historic, recreational, cultural, and scenic resources, and tells a 5,000 year-old story about human beings and their continually changing relationship with the unique barrier island environment in which they live.

B. Natural Aspects of the Parallel Habitats

For most of its length, the highway is flanked on the east by the dunes and beaches adjacent to the Atlantic Ocean, and on the west by extensive estuarine waters and marshes. These two habitats – the beach and the estuary – are closely apposed; but they differ markedly in their geological and biological characteristics:

THE BEACH - Due to the actions of currents, waves, shifting sands, and the persistent salty aerosol, the beach is a harsh environment. Its flora and fauna are relatively sparse, and it is biologically unproductive, like a desert.

A phenomenon that illustrates this harshness is the salt pruning of trees and bushes that are growing within about 1000 feet of the beach and are exposed to the

wind, and the salty aerosol that it carries. The plants are stunted in shape and form. Nice examples of salt

pruning are to be seen along the west side of the highway north of Vilano, the north end of St. Augustine Beach, and south of Owens Avenue, where Anastasia Island begins to narrow precipitously as one approaches Crescent Beach.

THE ESTUARY - The high dunes behind the beach protect the long lagoon that runs through the marshes. Freshwater runoff from the east coast of Florida (the Florida east coast drainage) flows into this area and constitutes part of the Intracoastal Waterway. The lagoon and its surrounding marshes constitute the estuary, which is, unlike the beach, enormously productive and, therefore, a source of food for animals and human beings.

Productivity here refers to the conversion of sunlight into organic material. Estuarine marshes are among the most productive habitats on earth, exceeding wheat, equivalent to rice paddies, and exceeded (among terrestrial crops) only by sugar cane. They provide nutriment for an enormous diversity of finfish and shellfish, which they feed and shelter juvenile stages of fish that live in the ocean. A nice view is the Guana River State Park from the top of the northernmost high dune lookout is apparent at the northern part of the park.



The Estuary



Barrier Island and Natural Habitat

THE INLETS – The inlets are also important. This is where the salt water of the ocean mixes with the brackish lagoon, balancing the influx of freshwater, and thus ensuring a beneficial salinity.

THE BARRIER ISLAND HABITAT – Comprised of the beach, the protected estuary, and the inlets, the barrier island habitat found along the corridor is typical of the southeastern Atlantic and Gulf coasts between Cape Hatteras and the Yucatan Peninsula. But the segment of Florida coastline in St. Johns County is unique: it is located just below the northern limit of the easterly trade winds, which blow over the ocean, warming the winters, cooling the summers, and thus extending the ranges of both northern and southern species into this region. Black mangroves, for example, are lush in the south of St. Johns County, but are virtually absent 40 miles to the north.

C. Human Activities Associated with the Estuary

PREHISTORIC

Two inherent natural characteristics of the barrier island habitat have, for eons, encouraged human settlement in St. Johns County. First, the biological productivity of the estuary enables fishing and hunting, thus providing food. Since many oceanic fish return periodically to spawn in the estuary and inlets, they are especially good places, in the appropriate season, for fishing. Second, in an area of dense vegetation, passable only with difficulty, the estuary also provides the most feasible mode of transportation.

The prehistoric settlements along the estuary were abandoned long ago, but the cultural remnants left by

the inhabitants remains in no fewer than 50 archeological sites along the A1A corridor dating back to the Middle Archaic Period (5,000 BC). Many of these sites are easily accessible from the highway. A complete archeological and historical list can be found in the **Appendix**.

EUROPEAN COLONIZATION SETTLEMENT

In the age of exploration, inlets provided sailing ships with access to fresh water and provisions. Inlets were particularly attractive if they opened into a large bay and provided a protected anchorage, for such sites had special potential for fortification, settlement, and therefore commerce. A prime example is the inlet leading to Matanzas Bay and present day St. Augustine.

The St. Augustine site had two other attributes as well. The easterly trade winds and the course of the Gulf Stream forced Spanish ships – homeward bound and laden with gold – to sail close to the coast until about the latitude of present-day Jacksonville. At that point they would catch the westerly trades and head northeast across the Atlantic. This course induced the French to threaten that shipping, which in turn compelled the Spanish to found, fortify, and settle St. Augustine in 1565.

From the 16th century to the early 19th – under the successive governments of Spain, Great Britain, Spain again, and finally the United States – St. Augustine, with its fortifications and harbor, offered a measure of security and economic opportunity to people of diverse cultures. The City of St. Augustine and its environs are filled with structures, artifacts, and customs from these earlier periods.

Remarkable scenic and historic views of the Ancient City and its strategic location can be seen from the Vilano fishing pier, the top of the Usina Bridge, the upper deck of the Castillo de San Marcos, the Bridge of Lions, and the top of the St. Augustine lighthouse, and of course from the streets of the City – all within or close to the A1A corridor.



**Statue of Ponce de Leon,
City of St. Augustine**

D. Seaside Resorts: Folks on the Beach



The healthful effects of sea air and sea bathing were already becoming popular in the middle of the 19th century, but seasonal mass migrations to the seashore were dependent upon peaceful and secure coastlines and upon railroads. In southeastern states, like Florida, these conditions could not be met until after the Civil War.

The Development of a Southern Resort

Once the Civil War was over, northerners – especially consumptives and other invalids – were encouraged to escape the winter by taking the healthful waters in St. Augustine. But it wasn't until the late 19th century until seaside tourism in St. Augustine really exploded. Henry Flagler, an oilman on his second visit to the city at age 53, decided to stay and develop the small town of St. Augustine into the American Riviera. His impact on the town was profound, and the results are still clearly visible today.

Flagler provided three hotels, the Ponce de Leon, the Alcazar and the Cordova, unique architectural designs with extravagant dining and entertainment for wealthy guests. He also repaired and later extended the Florida East Coast Railroad (FEC), so visitors were able to travel to his hotels without changing trains. Additionally, Mr.



Alcazar Hotel circa 1888

Flagler provided Anastasia Island and the North River communities, with seaside bathhouses, a dance pavilion, churches, and amusements for guests.

The quaint Lighthouse Park community on Anastasia Island began to develop in 1886, as the Ponce de Leon Hotel was being constructed. Attractions were available to amuse the visitors – a trend that has never ceased. One of the oldest and most respected of these entertainment locales is the Alligator Farm. The Alligator Farm, now in its second century, is aging well, gaining stature as a conservator of crocodilians.

The Hotel Ponce de Leon was the first of the grand hotels that Henry Flagler constructed in St. Augustine in an effort to refashion the city as a southern resort for wealthy northerners. It constituted the centerpiece of the opulent architecture of the Flagler Era (1887-1913). Flagler commissioned a pair of young architects, Thomas Hastings and John M. Carrere, to draw the plans for the building, whose Spanish Renaissance style influenced architectural design throughout Florida for the next half-century. Another young architect, Bernard Maybeck, who later won national prominence in



Flagler Hotels circa 1910

California, designed the interior spaces, which evoke the Victorian splendor of America's Gilded Age. Louis Comfort Tiffany contributed to the interior. The building served as a hotel for well over half a century before it was converted to educational use and transferred to Flagler College in 1968. It presently contains classrooms, administrative offices, and student residences for the college.

The Cordova, originally named the Santa Monica, served as the county seat until it was recently renovated and reopened as the Santa Monica Hotel. The Alcazar currently houses two shopping arcades, a small café, the City Hall of St. Augustine, the Lightner Museum and a newly decorated ballroom. Many of the churches build during this era still stand, but the bathhouses and dance pavilions are gone. Remnants of the old bridges and tramlines remain as does the neighborhood of Lighthouse Park. Many of the old houses are being renovated and this neighborhood is increasingly elegant and desirable.

Boom-time in St. Augustine

In the 1920s, developers came to Florida to buy cheap land, develop it, sell it, and leave with tons of money. The boom came late to St. Augustine (in 1925) in the person of D.P. "Doc" Davis. Through his efforts the marsh on north Anastasia Island was bulkheaded and filled with dredged bay bottom. While a handful of model homes were built on the fill, Davis' plans for a large subdivision never materialized during his lifetime. He left town in 1926 never to return. Today Davis Shores is a pleasant neighborhood community.



Guesthouse circa 1936



The Bridge of Lions – circa 1927

St. Augustine was left with a great boom-time consolation prize: The Bridge of Lions, which is one of the most prominent, designs features of Scenic and Historic A1A. The Bridge of Lions was completed in 1927. The bridge was designed to reflect the city's Mediterranean heritage, one of the few engineering structures that can be defined by its architectural style. The bridge spans Matanzas Bay (the Intracoastal Waterway) in downtown St. Augustine, linking the mainland portion of the city with its eastern neighborhoods on Anastasia Island. Because of its graceful appearance, the bridge has become a well-known local landmark and earned listing in the National Register of Historic Places.

A GLIMPSE INTO UNIQUE COMMUNITIES

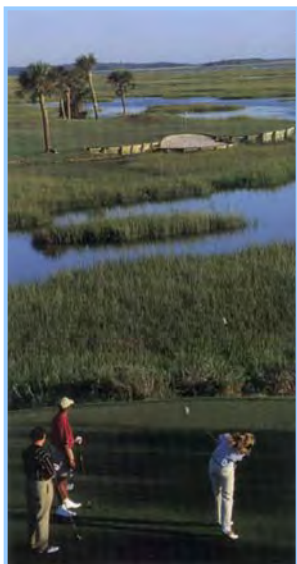
Scenic and Historic A1A evolved to serve the unique communities located along the corridor. A trip along Scenic and Historic A1A introduces travelers to the distinct attributes of these communities. After World War II, the construction boom of bridges linking Florida's Atlantic coast barrier islands prompted the redesignation of the A1A route through St. Johns County. Yet, Scenic and Historic A1A is still referred to by a variety of names. Starting at the Duval/St. Johns County boundary line the highway is known as S.R. A1A; through Ponte Vedra the highway is referred to as Ponte Vedra Blvd. and South Ponte Vedra Blvd.; through the general Vilano Area it is known as the Coastal Highway until the traveler reaches the Vilano Bridge then the name changes to Usina Bridge. As the traveler approaches the City of St. Augustine the name changes to May Street and through the City of St. Augustine the highway is known as San Marco/ Avenida Menendez until you reach the Bridge of Lions; where the highway is known as Anastasia Blvd.

Through the City of St. Augustine Beach on the ocean side the road is known as CR A1A/ Beach Blvd. Past the City of St. Augustine Beach the highway is known as SR A1A South. Finally in the City of Marineland, A1A is known as Ocean Shore Blvd. These names reflect the distinct heritage and history of each community the corridor serves.

Ponte Vedra

Ponte Vedra Beach is fundamentally different from any other community along the A1A corridor in St. Johns County. First, it is located well north of where the Guana and Tolomato Rivers terminate. Therefore, because the Intracoastal Waterway was not extended northward by dredging until 1927, this region, through most of its prehistoric and colonial times, was constrained on its western boundary. A more important, contemporary distinction, is the closeness of Ponte Vedra to Jacksonville; indeed, the recent growth of this huge metropolitan area has had a major influence on development to the south.

Ponte Vedra was developed during World War I. The National Lead Company bought out the original owners for the rights to the valuable minerals discovered in the local sands, and the area was named Mineral City. In 1922 the National Lead Company built the first nine-hole golf course for the use of its workers.



When the demand for minerals gave out, a resort community was planned, and in 1928, Mineral City was judiciously renamed Ponte Vedra Beach. Golf, tennis, and beach activities are celebrated in this expanding community; and recreation is the primary resource within this portion of the A1A corridor. This is the home of the Ponte Vedra Inn & Club, the Association of Tennis Professionals, the PGA tour, and that quintessential golf community, Sawgrass.



Aerial photo of Vilano Beach

Vilano Beach

Colonial maps identify this southern tip, Punta Quartel, as the location where the Spanish built a small watchtower. This watchtower was used to alert troops at the Castillo de San Marcos of incoming vessels. During 1830 to 1880, the United States Army used Vilano Beach as a burial site for Native Americans who had died while imprisoned at the Castillo de San Marcos.

In the 1920s, Nobel prize winner, author Sinclair Lewis, rented a shingled bungalow in Vilano Beach where he generated ideas for his novels, including *Main Street* (1920), *Babbitt* (1922), *Arrowsmith* (1925) and his best known novel *Elmer Gantry* (1927). Lewis returned to St. Augustine in 1939 and again in 1941.

In 1926, Florida developer, August Heckscher, built the Grand Vilano Casino, a Mediterranean Revival-style building, on Vilano Beach. Once called a “garden spot of happiness and relaxation for all those who visit it”, the Grand Vilano Casino was a favorite spot for fine dining, swimming and dancing. On August 28, 1937, 50-mile per hour winds lashed across the coast and high tides sparked the casino’s demise. Despite Heckscher’s desperate attempts to save the casino by erecting a steel bulkhead, he could not prevent the shoreline from crumbling beneath. Finally, he ordered the casino razed. But before it was destroyed its ornate columns were donated to the Florida Memorial College and the Usina family received some of the doors and fixtures. The rest was hauled away by the salvage company.

Vilano Beach recovered slowly as sand, retained by jetties, accreted providing more land for construction. Present day Vilano Beach, another product of the boom, is a beach community that boasts about its unique architecture that encapsulates the rich story of coastal development, from vernacular cottages of the 1920s, Art Deco designs of the 1930s and 1940s to post-World War II.

St. Augustine Beach

In 1911, Anastasia Island was selected as the site of the summer Chautauqua for the Methodist Church. Flagler's Model Land Company donated 200 acres of oceanfront, and Chautauqua Beach was platted. It was incorporated into the City of St. Augustine Beach in 1959. Today, a drive through the various sections of town reveals pleasant tree-shaded street scenes. Down at the shore, the City is working with the County to renovate the Old City Hall, the WPA building, into a cultural resource center. Within St. Augustine Beach is the St. Johns County Pier and Park, and the Anastasia State Park is adjacent the City; these are important recreational facilities.

Crescent Beach

Crescent Beach is a community where old Florida resort homes built in the 1920s can still be seen. One of the town most distinguished residents was Marjorie Kinnan Rawlings. In 1940, with the proceeds from *The Yearling* (for which she received a Pulitzer Prize), Rawlings bought a cottage on the dunes in Crescent Beach. She expanded the house with income from the movie of the same name and lived and worked there for 14 years. She died there in 1953.



Swimming Beach / Dock at Crescent City, Florida

Butler's Beach

Frank A. Butler, an African American educator, established Butler's Beach, post-boom, on a strip of property that ran from the beach to the river. Butler meant this beach to be for African-Americans, for there was no other site along the coast available to people of color. And indeed, Butler's Beach was very popular and crowded through the '60s. Today, only a few of the original homes remain.

Summer Haven

Summer Haven, named on July 4, 1885, numbers among the oldest beach communities on the east coast of Florida. It began as a seasonal resort during the late nineteenth century, populated by northerners during winter months and some St. Johns County residents during the summer. There were 40 cottages, a store, a boarding house, a clubhouse with a bowling alley, and a post office. Among the more prominent winter residents were the Mellons from Pittsburgh, Pennsylvania, whose fortune was derived from steel and finance. Summer Haven, with its waterfront location and proximity to boating and fishing, remained a popular destination for winter residents and tourists through the 1920s. Its rustic, seaside cottages embody a formative period in the development of St. Johns County.

Summer Haven (and later Crescent Beach) was difficult to get to at the turn of the century. As in prehistoric times, the river was the only feasible highway, and the trip up to St. Augustine could take 12 hours by sailing vessel. Even when the first boat with an engine began delivering the mail and provisions, the trip took at least 3 hours.



Frank Butler circa 1920s

Development at these communities was stimulated by the construction of a rough, one-lane, coquina road down Anastasia Island in 1903, and by the bridging of the Matanzas River and the Matanzas Inlet in 1927.

The number of residences between Crescent Beach and Summer Haven has increased markedly in the last 20 years, but in the end, the availability of buildable, sustainable land on this narrow end of Anastasia Island limits the growth of these small communities. South of Summer Haven, A1A used to run along the beach, but a hurricane damaged it irrevocably in the '60s, and the ocean has since taken most of what remained. Therefore, the highway was rerouted further to the west.

Scenic and historic views are abundant in Summer Haven, particularly from the bridges over the Matanzas River, where the ocean, the marsh, and the Intracoastal Waterway; are visible. The Matanzas Inlet, site of a historic massacre and the last unjettied inlet on the east coast of Florida; and at Fort Matanzas, which still guards the inlet -and the back door to St. Augustine, are historic and natural sites that should be preserved and shared.

Marineland

The world's first "oceanarium," Marineland opened in 1938 as an underwater motion picture studio. Developed by Cornelius Vanderbilt Whitney, Jr., of the prominent American family, Marineland was designed to permit moviemakers to create films of sea life in as controlled an environment as possible. Public interest soon made it one of the state's leading tourist attractions. Here, for the first time people could view life as it exists below the water's surface.

As an oceanarium, Marineland, unlike aquariums where species were segregated, replicated an ocean habitat where various marine species lived together. Marineland was the first place where marine animals with entertaining skills (taught by humans) were exhibited. Also the location of a major oceanic research



Marineland

effort, Marineland has served as a prototype for numerous oceanarium and marine museums throughout the world. Marineland continues to function as an attraction and research facility. Marineland's location was selected because it is near the Matanzas Inlet, and because the thread of land between the estuary and ocean is very narrow there. Thus, animals could be readily transported (with minimal stress) from the ocean to the river and thence back to the viewing tanks. Although the site is rather small for a town, Marineland is, nevertheless, a town - with less than 20 voters. Marineland is undergoing a remarkable renaissance as a historic site devoted to ecotourism.

The Scenic and Historic A1A corridor provides views and access to some of Florida's greatest natural amenities. The Atlantic Ocean, portions of the Guana, Tolomato and Matanzas River are visible along portions of the Scenic and Historic A1A corridor. These amenities are central to the culture of north Florida, supporting the economy and traditional recreational activities. Traveling along Scenic and Historic A1A provides an introduction to the beautiful coastal environment, which supports a diverse and fragile ecosystem. For those travelers interested in exploring these natural resources,



The Historic Alligator Farm and Bird Rookery



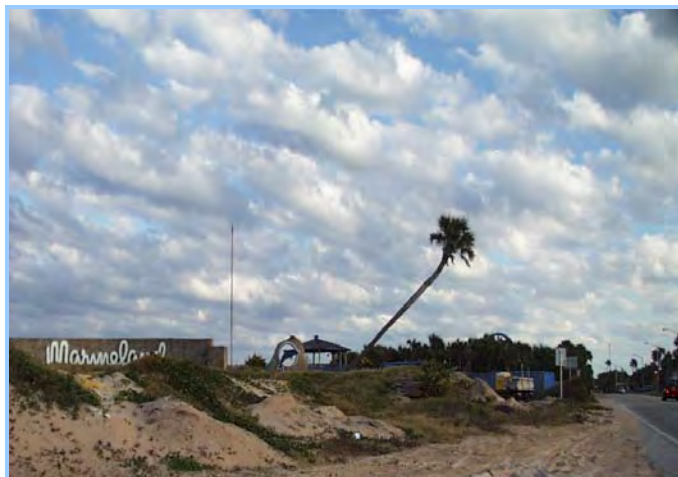
Scenic and Historic A1A provides access to the Guana River State Park and the Anastasia State Recreation Area. The Guana River State Park, near Ponte Vedra, is a 2,200-acre sanctuary for wildlife and birds. The Anastasia State Recreation Area has five miles of beaches, where a 1,700 acre protected bird sanctuary containing 170 species of birds can be found at this recreation area.

Just a short drive down SR 206, then south on to U.S. 1 to the St. Johns/ Flagler County boundary line, Pellicer Creek Aquatic Preserve defines the County's southern boundary line. Located within the County, adjacent to Pellicer Creek Aquatic Preserve, a 752-acre park Faver-Dykes State Park can be found. Two nature trails meander through pine hammocks, swamps, and beheads where bald eagles, wood storks, alligators and waterfowl can be found. There are also a number of public beaches and local parks that allow travelers to take advantage of the natural beauty of North Florida. These natural amenities provide recreational and educational opportunities to visitors and residents.

The Scenic and Historic A1A Corridor Story will be reproduced on brochures, audio and CD ROMs and distributed at Visitors Information Centers.



10.0 PROTECTION TECHNIQUES



Town of Marineland

Town of Marineland

The Town of Marineland was designated as the first Remarkable Coastal Place in July 2000. The Town has approximately 6-12 people and contains 160 acres. 90 acres are owned by Flagler County and the Town of Marineland jointly, 50 acres are owned by Marine Park of Flagler (which includes Marineland Ocean Resorts property containing the historic Oceanarium built in 1937) and 20 acres are owned by the University of Florida Whitney Laboratory. Over half of the Town's land functions as a River to Sea preserve purchased with Florida Community Trust (FCT) funds. The River to Sea Preserve will be managed to enhance the natural environment through educational programs, interpretative signs and various other passive recreational uses (i.e., beach access, picnic shelters, pavilion, canoe/kayak launch and pedestrian trails). Within the River to Sea Preserve the Department of Environmental Protection (DEP) is leasing the old campground market and has transformed this facility into the administration headquarter for the Guana, Tolomato, Matanzas National Estuarine Research Reserve (GTM - NERR), the 25th federally designated NERR in the nation by the National Oceanic Atmospheric Administration (NOAA). The University of Florida's Whitney Lab, a low intensity institutional use, occupies twenty acres within the Town. This use is complementary to the surrounding natural environment. The remaining 50 acres are owned by Marine Park of Flagler, a subsidiary of the Jacoby Development, Inc. is slated for development as a place for human-dolphin therapeutic interaction program. This proposed development will complement the uses of the Whitney Laboratory and the Oceanarium. The Matanzas River, which defines the Town's western boundary, is located within the National Estuarine Research Reserve (NERR) boundary. The basic function of the NERR is to provide environmental research and educational opportunities to study human impacts on the estuary and to develop innovative solutions to address resource management needs. Lands with the NERR boundary are protected through a Management Plan. The Town of Marineland is in the process of updating their Comprehensive Plan to reflect their interest in creating a sustainable educational community for natural/historical resources while promoting eco-heritage tourism, scientific research and public education.



Habitat for Tortoises and other Creates can be provided through Appropriate Land Development Codes

City of St. Augustine Beach

The City of St. Augustine Beach is a coastal community consisting of 2.5 square miles and its 2007 population was 6,031 people. This is a Florida Beach Community that was originally settled and platted by the Chataqua's in 1911. The Anastasia State Park lies adjacent to the City of St. Augustine Beach's northern city limits. The City of St. Augustine Beach regulates its land uses through its adopted 1999 Comprehensive Plan and Land Development Code (LDC). Many of the Goals, Objectives and Policies (GOP's) of the adopted Comprehensive Plan and ordinances of the LDC are complementary to protecting the intrinsic resources within the corridor. The complementary Comprehensive Plan GOP's include the Future Land Use Element's Objectives L.1.3. and L.1.4. and their supporting Policies L.1.1.1., L.1.1.2., L.1.3.2., L.1.3.4., L.1.4.1., L.1.4.2., L.1.4.3., L.1.6.1., L.1.6.2., L.1.6.3. and L.1.6.5.; the Coastal Element's Objectives CC.1.2., CC.2.8. and CC.2.10. and their supporting Policies CC.1.6.2., CC.1.6.6., CC.1.7.1., CC. 2.8.1., CC.2.8.2. and CC.2.10.1.; in addition to, the Recreation and Open Space Element's Policies R.1.1.5., R.1.1.10., R.1.2.2., R.1.2.5., R.1.3.1., R.1.3.2. and R.1.3.3. The complementary LDC regulations include the landscape, tree protection and sign ordinances, in addition to the community appearance standards.

A Beach Boulevard Overlay District Ordinance was adopted in 2007. This ordinance allows the land owners with non-conforming lots to make various improvements without seeking a variance or a waiver from the City. The City is presently (2008) amending their comprehensive plan to allow a mixture of land uses (residential and commercial uses) to co-exist within one building instead of being located in different building and/or different locations.

In addition to these regulations, the City of St. Augustine Beach has a Beautification Advisory Committee which is working on several beautification projects along CR A1A / Beach Blvd. Several parks are located along this section of the corridor. Other protective lands within the corridor include County and City Parks (i.e., Pier Park, Bandstand Pavilion, Ron Parker Park and the Old Coquina Quarry) each of which are used for recreational purposes. Park uses preserve the integrity of the scenic open space along the corridor.



Historic Downtown, a Living Educational Center

City of St. Augustine

The City of St. Augustine is the oldest continuously occupied City founded by the Europeans in the United States. This is waterfront community consisting of 16 square miles and the 2007 population was 13,500 people. The City's southern boundary begins at Anastasia State Park. The City of St. Augustine regulates its land uses through its adopted 1999 and soon to be amended 2008/09 Comprehensive Plan and Land Development Code (LDC). Many of the Goals, Objectives and Policies (GOP's) of the adopted Comprehensive Plan and ordinances of the LDC are complementary to protecting the intrinsic resources within the corridor. The complementary Comprehensive Plan GOP's includes the Future Land Use Element's Objectives 2, 8, 9 10 and supporting Policies 1.1, 1.4, 1.8, 2.2, 2.3, 2.4, 3.2, 7.2, 7.3, 8.1, 10.1, 12.1; the Transportation Element's Objectives 1.1, 1.4, 4.1 and supporting Policies 1.1.1, 1.1.2., 1.6.1, 2.1.2., 3.1.1., 3.1.3., 4.1.1., 4.2.1. as well as policies A-F; the Conservation and Coastal Management Element's Objectives 1.3, 1.4, 1.7, 1.8, 1.12, 3.2, 3.4., 3.6. and their supporting Policies 1, 5, 9, 10, 11, 25, 30, 32, 38, 39, 42, 44; the Recreation and Open Space Element's Objective 1 and supporting Policies 1.3, 1.6, 2.3, 4.1, 4.4., 4.6; the Historic Preservation Element's Objective 1, 2, 3 and supporting Policies 1.1, 1.3, 1.4, 1.5, 2.1, 2.3, 3.3, 3.9, 3.11, 3.12, 4.1, 4.5 as well as A, B, C, D and E. The complementary LDC ordinances include Part II Chapter 3 Advertising and Signs; Chapter 6 Archaeological Preservation; Chapter 11 Environmental Protection Article II Conservation Overlay Zone Development and Article III Inland Construction or Extension of Land; Chapter 21. Planning and Development; Chapter 22 Streets, Sidewalks, Parks and Miscellaneous Public Places; Chapter 25 Landscaping and Tree Preservation; Chapter 28 Article II Division 2 Planning and Zoning Board and Division 3 Historic Architectural Review Board. The City of St. Augustine has a very strong Historic Preservation ordinance that is strictly enforced. All architectural renovations to the existing building as well as new buildings must comply with the strong Historic Preservation ordinance. The City's Planning Department coordinates very closely with the Building Department to achieve this objective.

In 1995 the City's Visioning Steering Committee created a visioning plan consisting of several sections including an Arts and Culture, Economic Development, Historic Resources, Pedestrian/Vehicular Traffic Systems, Public Safety, Recreation/Leisure, Residential/Housing Tourist



Land Development Codes can serve to protect and preserve historic architecture

and Visitor Management, Funding and Finance and Governance. This document outlines approximately 200 vision strategies. In recent years, the City staff has hired various consultants to prepare documents (i.e., Downtown Traffic and Parking Master Plan; Guidelines for the Appearance of Entrance Corridors; Heritage Tourism Signage Project (Sign Design Standards); AGHP Architectural Guidelines for Historic Preservation; Appearance Sign Program and a Conceptual Master Plan for a Transit Greenway System.) to address the deficiencies in the City as well as provide additional beautification standards.

In addition to these protective techniques, the St. Augustine Port and Waterway Beach District protects the City's waterfront. This District has the authority to acquire property, construct facilities, maintain waterways, charge fees, borrow money, issue bonds, levy taxes and promote the Port. Waters adjacent to St. Augustine (from downtown St. Augustine to the Matanzas Inlet) are protected as an Archaeological Reserve Area. In 1968, the Florida Governor and Cabinet, at the request of the Department of State, passed a resolution that established four underwater archaeological reserve areas, throughout the state, for the purpose of preserving a cross-sectional and representative sample of underwater cultural resources. Reserve areas are (reserved) exclusively for scientific investigations and *may not be used for the commercial salvage of historical and archaeological resources* (Bureau of Archaeological Research 2000).



The Conservation/ Coastal Management Element can serve to Protect Aquatic Species

St. Johns County

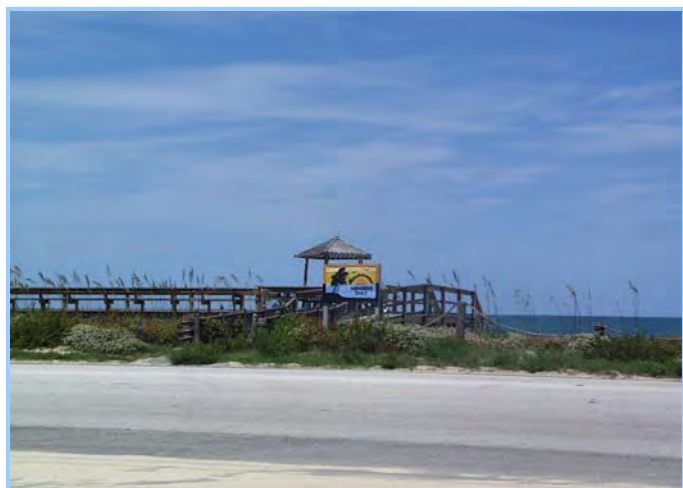
The unincorporated County consisting of 605 square miles and its 2007 population was 173,935 people. St. Johns County regulates its land uses through its adopted 2015 Comprehensive Plan and 1999 Land Development Code (LDC). Many of the Goals, Objectives and Policies (GOP's) of the adopted Comprehensive Plan and ordinances of the LDC are complementary to protecting the intrinsic resources within the corridor. The complementary Comprehensive Plan GOP's includes the Future Land Use Element's Goal A.1, Objectives A.1.1., A.1.3., A.1.4., A.1.5., A.1.7., A.1.11., A.1.13., A.1.18. and their supporting Policies A.1.1.1., A.1.3.1, A.1.3.2., A.1.3.6., A.1.3.7., A.1.3.9., A.1.3.10., A.1.5.1., A.1.5.2., A.1.5.6., A.1.5.7., A.1.5.8., A.1.5.9., A. 1.7.1., A.1.7.2., A.1.7.10., A.1.11.4., A.1.11.6., A.1.11.7., A.1.11.8., A.1.13.1., A.1.13.2., A.1.13.3., A.1.3.4., A.1.13.5., A.1.14.2., A.1.14.5. and A.1.18.2.; the Transportation Element's Goal B.1., Objectives B.1.1., B.1.3., B.1.5., B.1.6., B.1.7., B.1.9., B.1.13. and their supporting Policies B.1.1.1., B.1.1.2., B.1.1.3., B.1.1.4., B.1.3.3., B.1.5.1., B.1.5.2., B.1.5.3., B.1.5.4., B.1.5.5., B.1.5.6., B.1.6.2., B.1.6.3., B.1.6.4., B.1.6.6., B.1.6.7., B.1.6.8., B.1.6.9., B.1.6.10., B.1.6.11., B.1.7.1., B.1.7.2., B.1.7.3., B.1.7.4., B.1.9.1., B.1.9.2., B.1.9.3., B.1.9.5., B.1.13.1., the Conservation/ Coastal Management Element's Goals E.1. and E.2.; Objectives E.1.1., E.1.2., E.1.3., E.1.5., E.1.7., E.1.9., E.2.1., E.2.2., E.2.3., E.2.4., E.2.5., E.2.6., E.2.8. and their supporting Policies E.1.1.6., E.1.1.8., E.1.1.9., E.1.2.5., E.1.3.9., E.1.3.11., E.1.3.14., E.1.3.15., E.1.3.6., E.1.5.1., E.1.5.2., E.1.5.7., E.1.5.8., E.1.7.1., E.1.7.3., E.1.9.1., E.1.9.2., E.2.1.6., E.2.1.8., E.2.2.5., E.2.2.7., E.2.2.13., E.2.2.15., E.2.2.20., E.2.2.21., E.2.2.23., E.2.2.24., E.2.2.26., E.2.3.1., E.2.3.2., E.2.3.3., E.2.3.4., E.2.3.7., E.2.3.9., E.2.4.3., E.2.4.5., E.2.5.8., E.6.2., E.2.6.4., E.2.8.5., E.2.8.6., E.2.8.8., E.2.8.9.1; in addition to the Recreation and Open Space Element's Goal F.1., Objectives F.1.1., F.1.2., F.1.3., F.1.5. and their supporting Policies F.1.1.1., F.1.1.3., F.1.1.5., F.1.1.7., F.1.1.8., F.1.3.1., F.1.3.2., F.1.3.4., F.1.3.5. and finally F.1.5.1. The complementary LDC ordinances include Article II, Zoning Districts and Special Uses; Article III Special Districts (Historic Preservation and Overlay Districts); Article IV Natural Resources (Tree Protection, Environmental Sensitive Areas, Significant Natural Communities Habitat, Threatened or Endangered Species and Species of Special Concern, Lighting Management for Protection of Marine Turtles, Habitat Management for Bald Eagle, Environmentally Sensitive Areas – Coastal Conservation); Article V Development Options; Article VI (Landscaping and Buffering Requirements) and Article VII Signs.



Lighthouse Park

Since the adoption of the LDC in 1999, each one of the visioning groups (Visioning District 4, Southern District 4, Mid-Anastasia and South Anastasia Island) have completed their individual visioning documents. Each of these documents seeks to maintain and strengthen the sense of community and a sense of place that makes it unique and contributes to its quality of life. All of these studies have originated with grass roots efforts and from interested stakeholders. Implementation of these visioning documents is through adopted Overlay Districts including Ponte Vedra/ Palm Valley Coastal Corridor, North Coastal Corridor, Mid-Anastasia Island Coastal Corridor and South Anastasia Island Coastal Corridor. Each Overlay Districts has its own individual Architectural Review Committee or Design Review Board which regulates commercial, multi-family and Plan Unit Development's (PUD). The Overlay District provides further regulation of the site design, architectural design, landscaping, buffers, signage and lighting. In addition to these requirements, the Ponte Vedra has its own separate zoning regulations and Adjustment Board to regulate proposed development projects specifically in their area. All the development proposals within the unincorporated St. Johns County are reviewed by staff prior to being reviewed by the Planning and Zoning Board and/or Architectural Review Committee (or Design Review Board) and the Board of County Commissioners (BCC).

Scenic and Historic A1A is very fortunate to have several Federal, State and Local Parks within its corridor providing outstanding examples of natural habitats and environmental treasures. At the south end of the County one may see a cross section of a classic barrier island with primary and secondary dunes, maritime forest and marshes. The Matanzas Inlet, a natural inlet without intruding jetties, is a link between the ocean and the marsh and home to aquatic and shorebird activity. It is the largest nesting area of least terns, an endangered species, on the east coast of Florida. This area is also one of the few places along the east coast of Florida still open to recreational and commercial oyster and clam harvesting. At the northern end of the corridor is Guana River State Park, an area of great biological diversity. It is the site of much waterfowl activity and the home to various threatened species including the least terns, the Anastasia Beach mouse (which was reintroduced in 1992), migrating peregrine falcons, indigo snakes, gopher tortoise, wood storks, alligators and piping plovers. Along this A1A corridor Federal Parks include Ft. Matanzas National Monument and Castillo De San



Public Beach Access

Marco; the State Parks include Anastasia, Faver Dykes, Matanzas State Forest, Guana River State Park/ Management Area as well as, Guana River Marsh Aquatic Preserve, Pellicer Creek Aquatic Preserve, Deep Creek State Forest and Frank Butler (east and west). The SJRWMD's regional conservation areas including Moses Creek Conservation Area and Stokes Landing. The Local Parks include Southeast Intracoastal Waterway, Vilano Beach Oceanfront Park, Nease Beachfront Park, Mussalleum Beachfront Park, Lighthouse Park, Davenport, Vilano Boat Basin, Vilano Pier, Boating Club Boat Ramp, Surfside, Villages of Vilano/ Usina walkover, South Ponte Vedra Park, North Shores, Deleon Shores community parks and Micklers Landing. In addition, several additional local parks were either acquired with Florida Community Trust (FCT) grant funds or were donated to the county. These parks are located on the west side of the Intracoastal Waterway and include Vaill Point Park, Canopy Shores, Ft. Mose and Nocatee Preserve. Located adjacent to the Lighthouse Park is the St Augustine Lighthouse and Museum, consisting of lighthouse tower, keepers home, two brick summer kitchens, maintenance garage, U.S. Coast Guard Barracks and new information center, which functions as a park even though it's a museum. On this site there is maritime hammock with a nature trail and open space areas available for impromptu picnic activities.

All the Federal, State and some Local Parks have Management Plans which state how these parks will be utilized and maintained. These Management Plans allow citizens to utilize the Parks for either active and/or passive outdoor recreational and open space activities. When designing the park facilities the carrying capacity needs are analyzed so these resources are not over utilized. Reserving lands for parks is a type of protection technique because these lands are managed by various governmental agencies to be utilized by the public and are predominately left in their natural state as open space with unobstructed views.

Scenic and Historic A1A corridor is also fortunate enough to have a National Estuarine Research Reserve (NERR) where waters (portions of the Tolomato Rivers and Atlantic Ocean) adjacent to the Guana River State Park / Management Area and Aquatic Preserve in addition to portions of the Matanzas River (...miles south of the City of St. Augustine) have been designated as NERR waters. This program is designed to sustain the environmental integrity of relatively undisturbed

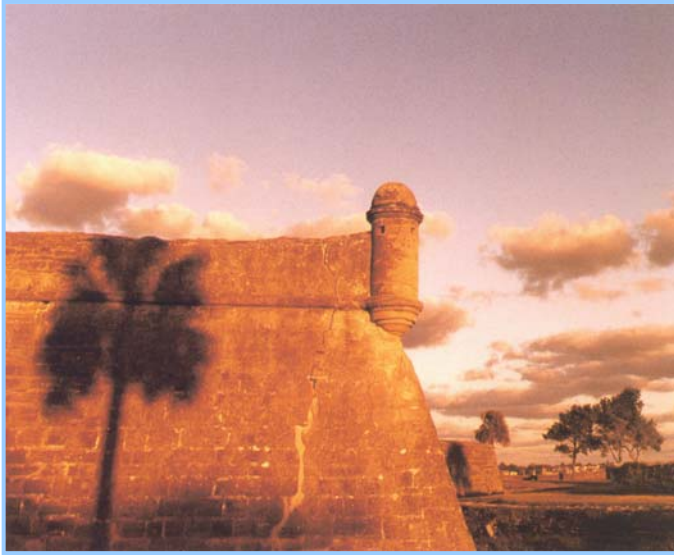


Intracoastal Waterway

estuarine ecosystems. Reserves are intended to promote, implement and coordinate opportunities for scientific research, environmental education, public stewardship and nature appreciation in the uplands as well as submerged lands. Established in 1999, the Guana, Tolomato, Matanzas NERR was chosen as a national example of a temperate Carolinian biogeographic province.

Another protective program created by the St Johns River Water Management District (SJRWMD) is the Northern Coastal Basins Program (NCBP). The Northern Coastal Basin Program boundaries include the watersheds along the Intracoastal Waterways from Ponce Inlet in Volusia County, north through Flagler and St. Johns Counties, to the Guana River marshes in Ponte Vedra. This program was designed to maintain healthy estuarine ecosystems that support economic development, recreation and educational resources by targeting sources of pollution loads and coming up with corrective techniques. In 2003 the SJRWMD designated the NCBP as a Surface Waters Improvement Management (SWIM) Program and through this program the Water Management District annually allocates funds to establish programs to help improve the water quality and preserve wildlife habitat in the designated boundary area.

St. Johns County is continuing to implement its 2015 Comprehensive Plan (in particular the Conservation / Coastal Management Element) Goals, Objectives and Policies (GOP's) which requires the county to protect its wetlands, analyze the carrying capacity of the coastal region, plan for future water dependent and marine uses in addition to protecting its vegetative and wildlife species. In 2001 the county staff and the LAMP Board members submitted a Florida Forever (previously know as Conservation and Recreational Lands (CARL)) application entitled the Northeast Florida Blueways Phase II (called "Blue II") to the Department of Environmental Protection (DEP) requesting the State of Florida to acquire all vacant lands on either side Intracoastal Waterway (Tolomato and Matanzas Rivers) from the Duval County boundary line to the Flagler County boundary line. Late in 2001 the DEP ranked the "Blue II" Florida Forever (FF) application as a Category A project eligible for 100% state funding. In 2002 the St. Johns River Water Management District (SJRWMD) and DEP purchased the largest parcel of land (known as the Rayonier Tract) consisting of 8,500 acres located within the "Blue II" project boundary. With the addition of the Rayonier



Castillo De San Marco

Tract, lying on the west bank of the Intracoastal Waterway, it protects five (5) miles of the Matanzas River shoreline and creates 16,000 acres of contiguous conservation land from Favor Dykes State Park to Princess Place. The Northeast Florida Phase II FF application project boundary area compliments the initiatives of the NERR and the NCB SWIM Program and is the ultimate in preserving and protecting the environmental integrity of the St. Johns coastal corridor's natural, scenic, historic and archaeological resources.

In the future the Scenic and Historic A1A corridor management council (CMC) needs to consider buying conservation and scenic easements. In addition, the county should revisit their special two-year wetland buffer study to determine if the wetland buffer zone widths need to be expanded to further protect the environmentally sensitive lands.

Protective Techniques for Publicly Owned Lands

Federal Parks

Castillo De San Marcos National Monument is located in the City of St. Augustine on the Matanzas River. The fort protects the bay inside the St. Augustine Inlet. The Castillo De San Marcos fortress rest upon a slightly elevated hill overlooking the river sited on approximately 21 acres of spacious open green field in the heart of downtown St. Augustine. This massive Spanish fortress dates back to 1672 and it is the oldest masonry fort in the continental U.S. The major restoration on this fortress occurred in 2001; however, smaller fort stabilization projects occurred from 2006 through the early 2008. This site is listed on the National Register of Historic Places. Pressured by the English presence to the north, this fortress was constructed one century (100 years) after the founding of St. Augustine to protect the City.

The National Park Service owns and operates Castillo De San Marcos. Its mission is to maintain the historic integrity of this setting while providing peace, tranquility and inspiration to the St. Johns citizens as well as tourist. The National Park Service balances the needs of this historic setting while meeting the needs of its modern day tourist. The Castillo De San Marcos provides passive recreation, a museum, walking trails, and sightseeing as the primary activities. *Fort Matanzas National Monument* was completed in 1742 and it is



Fort Matanzas National Monument

located on Rattlesnake Island on the Matanzas River (a Spanish word meaning massacre) adjacent to S.R. A1A. The original thinking in constructing Ft. Matanzas was to protect St. Augustine's "back door" from invading enemies who entered the Matanzas Inlet and sailed northward on the Matanzas River and attacked Castillo de San Marco from the rear.

This site contains approximately 300 acres which includes a portion of Rattlesnake Island, all of which is owned by the National Park Service. This entire site, due to its unique style of military architecture and engineering is located on the National Register of Historic Places. The Superintendent of the Castillo de San Marcos in St. Augustine manages the Fort Matanzas National Monument. The management objectives provides the framework for conserving the park resources, while integrating the park into its regional environment and creating environmentally compatible public uses in accordance with the existing National Park Service management policies. The objectives of the Fort Matanzas National Monument are as follows:

- Promote consistent, effective enforcement of the State and Federal laws in the park.
- Control the type and amount of visitor use necessary to protect the historical and natural resources by limiting the capacity of this site.
- Cooperate with the school systems in both St. Johns and Flagler Counties in developing cooperative historical and environmental educational programs.
- Minimize erosion, to the greatest extent practicable, on Rattlesnake and Anastasia Islands.
- Maintain and improve the historic structures and environmental natural resources.
- Primary activities include a beach walking area, walking trails, a museum, sightseeing, and a boat shuttle to the fort.

State Parks

Anastasia State Park is located south of St. Augustine in the eastern part of the County. It is bounded on the east



Faver Dykes State Park

by the Atlantic Ocean and on the west by A1A. The park comprises 1,535 acres with approximately three miles of ocean beach. This park is intended to meet the beach and shoreline preservation objective as defined in Chapter 161, Florida State Statutes and Chapter 62B-33, Florida Administrative Code. The primary activities are ocean related, including both active and passive. These activities include swimming, fishing, camping, nature study and picnicking.

The Department of Protection owns and manages this site. The management objectives include: preserve natural and archaeological resources, protect habitat and species, restore dunes, remove exotic plant and animal species, upgrade existing park facilities and promote/educated the public about the unique natural and cultural resources in this area.

Faver Dykes State Park is located in the southeast portion of the County and encompasses approximately 725 acres. The total acreage of this state park increased in 2003 when the SJRWMD and DEP's acquired the Rayonier Tract located within the Northeast Florida Blueway Phase II FF project boundary area and today Faver Dykes State Park consist of 5,920 acres. Pellicer Creek forms the south boundary. A portion of the Pellicer Creek Aquatic Preserve, approximately 2.5 miles, is located in Faver Dykes. Although, Pellicer Creek is the primary water body, there are several other smaller creeks and streams which transverse this park, all of which have been designated as a part of the National Estuarine Research Reserve (NERR).

The main Department of Environmental Protection's (DEP's) management objective is to preserve the natural and cultural resources while providing recreational opportunities. Popular activities are water related, such as, swimming, fishing, and boating. The adjacent marshland provides excellent open space for passive activities. The program emphasis is on interpretative natural eco-systems, aesthetics and on educational opportunities.

The major management objectives include promoting public awareness and participation; increasing volunteers; increasing multi-use trails; restoring the internal roads; restoring the mesic flatwoods and other natural and archaeological resources; and removing exotic plants and animal species. Unlike many other State Parks, it was determined that timber management (including prescribed burns) could be accommodated for in a manner that was compatible with the primary



Matanzas State Forest – Photographed by Chris Kincaid

objective of outdoor recreation and conservation in this State Park.

Matanzas State Forest is located adjacent to the recently expanded FAVOR Dykes State Park on the west side of the Intracoastal Waterway and in some places the property abuts SR 206. The Matanzas State Forest is the northern portion of the old Rayonier Tract which SJRWMD and DEP purchased in 2003 as a part of the Northeast Florida Blueway Phase II FF project boundary area. The Matanzas State Forest contains 4,700 acres of land, 121 listed wildlife species and eight (8) vegetative community types consisting of basin swamp, depression marsh, dome swamp, hydric hammock, mesic flatwoods, scrubby flatwoods, tidal marsh and wet flatwoods. The Matanzas State Forest is open at different times of the year (December, January, March and September.) for hunting activities (hog, turkey, deer and small game) for different lengths of times. Other activities that will be allowed on this site include hiking, biking, camping and horse back riding.

Guana State Park / Wildlife Management Area is located north of St. Augustine on the Guana, Tolomato Rivers running parallel to the Atlantic Ocean. This area comprises of approximately 11,500 acres and consists of over four (4) miles of undeveloped oceanfront. Out of the 11,500 acres, approximately 3,000 acres are managed by the Department of Environmental Protection (DEP) as part of the Coastal Aquatic Management Area (CAMA) and the Florida Fish and Wildlife Conservation Commission manages the Wildlife Management Area which is the remaining 8,500 acres. There are approximately 6,000 acres of wetlands, the largest wetland area being Guana Lake with about 2,200 acres. Wildlife Management Areas provide open space and passive recreational activities while preserving the natural setting of the environment. Primary activities include fishing, crabbing, swimming, and nature study. The Florida Fish and Wildlife Conservation Commission open sections of the Park and Wildlife Management Area for hunting during certain seasons.

The Department of Environmental Protection manages a portion of Guana State Park, as previously stated. Management seeks to achieve a balance between the goals of preserving the natural systems while providing recreational opportunities. Management's overall goals include: improving public awareness and encouraging stewardship and protection of the natural and cultural resources through education, interpretation and



Guana Northern Dune Beach Cross Over

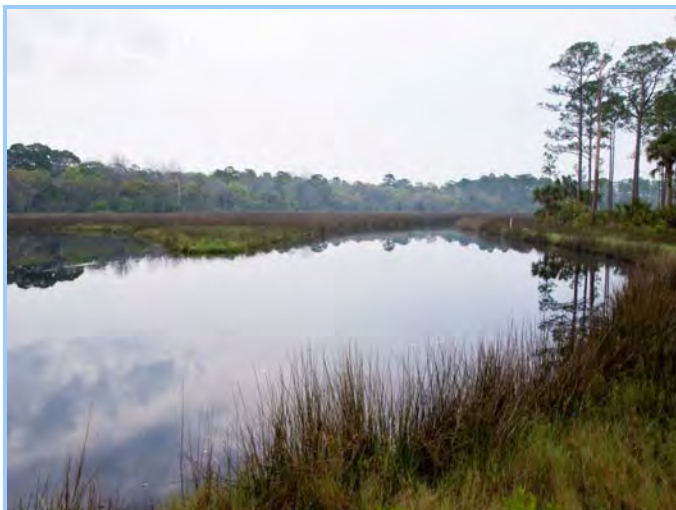
enforcement of rules and regulations; restoring, maintain and protect the park's natural and cultural resources; and improving park facilities and recreational opportunities for the park visitor.

Another portion of Guana State Park is an Aquatic Preserve, known as the *Guana River Marsh Aquatic Preserve*. This area has a Management Plan, which contains approximately 40,000 acres. As of 1999 the Guana State Park, Guana River Marsh Aquatic Preserve and Wildlife Management makes up Phase I of the National Estuarine Research Reserve (NERR). This includes all of Guana River Aquatic Preserve consisting of waters in the Tolomato and Guana River estuaries and 25,000 acres of Atlantic Ocean.

The Guana River Marsh Aquatic Preserve requirements are identified in Section 258.36 F.S. which state that, "it is the intent of the Legislature that the State-owned submerged lands in areas which exhibit exceptional biological, aesthetic and scientific value be set aside forever as an aquatic preserves or sanctuaries for the benefit of future generations". The Management Plan divides the Aquatic Preserve into planning areas and establishes criteria of allowable uses within these areas (i.e., dock structures, multi-slip docks, commercial docks and marinas, ramps, piers, spoil disposal and utility easements). In addition, the Management Plan establishes criteria to protect its natural resources, restore habitat, improve water quality and assess the effects of human activities and their cumulative impacts on the environment.

The Florida Fish and Wildlife Conservation Commission (FWCC) as a Wildlife Management Area manages still another portion of the Guana State Park, approximately 8,500 acres. The overall goals for managing this area is to protect the distribution, function and biotic composition of the remaining native fish and wildlife communities and to achieve and maintain a desirable species composition, abundance and distribution of the native fish and wildlife in man-made communities. The Management Plan addresses additional objectives, problems and strategies; however, one should refer to this plan for additional information.

Pellicer Creek Aquatic Preserve is located approximately 16 miles south of the City of St. Augustine and the creek borders the St. Johns and Flagler County boundary lines. This 505-acre preserve borders U.S. 1 and extends approximately four (4) miles eastward to the Matanzas River. Boundaries of the Pellicer Creek Aquatic Preserve



Pellier Creek - Photographed by SJRWMD

include only state-owned (sovereign) submerged lands that occur below the mean high water line (MHWL). In 1970, when Pellicer Creek was designated as an Aquatic preserve, its salt-water marsh habitat was considered one of the most pristine estuarine/riverain systems along Florida's East Coast. As such, the Department of Natural Resources (DNR) designated Pellicer Creek as a State-Canoe-Trail. The boundaries of the state-owned preserve include all tidal lands and islands, sandbars, shallow banks, submerged bottoms and lands waterward of the mean high water line (MHWL). The estuarine marsh provides important habitat for a diversity of bird life and functions as a nursery area for juvenile species of fish and invertebrates. The boundaries of this aquatic preserve are located within the officially designated NERR. This site is located adjacent to Faver Dykes State Park and the preserve also serves as a prime recreational area for fishing and passive boating opportunities. Due to the preserve's location to the surrounding existing and proposed residential communities, protecting the upland communities and the resources will be critical for maintaining the long term character of Pellicer Creek.

The Pellicer Creek Aquatic Preserve requirements are stated in Section 258.36 F.S. which states that, "it is the intent of the Legislature that the State-owned submerged lands in areas that exhibit exceptional biological, aesthetic and scientific valued resources be set-aside forever as an aquatic preserves or sanctuaries for the benefit of future generations". The Management Plan divides the Aquatic Preserve into planning areas and establishes criteria of allowable uses within these areas (i.e., dock structures, multi-slip docks, commercial docks and marinas, ramps, piers, spoil disposal and utility easements). In addition, the management plan establishes criteria to protect its natural resources, restore habitat, improve water quality and assess the effects of human activities and their cumulative impacts on the environment.

In 2002 because the Guana State Park / Wildlife Management Area is located within the federally designated Guana, Tolomato, Matanzas National Estuarine Research Reserve (GTMNERR) boundaries, this state park was renamed the GTMNERR. The GTMNERR north-south boundaries basically extended from Ponte Vedra where the Guana State Park lies, past where the Pellicer Creek Aquatic Preserve is located, and continues south of Washington Oaks State Garden in Flagler County. The GTMNERR entire boundary area consists of 64,000 acres, including both uplands and



submerged lands. In the fall of 2005 within the old Guana State Parks boundaries, NOAA and DEP constructed GTMNERR Educational Interpretative Building where many coastal aquatic interpretative displays can be found.

The GTMNERR is located within DEP's East Coast Region of the Coastal Aquatic Managed Areas (CAMA) which runs from St. Mary Georgia down through Vero Beach to Ft. Pierce. The Director of the GTMNERR also is responsible for the management of four other aquatic preserves (AP) located south and west of the GTMNERR. These aquatic preserves include Naussa/St. Johns River (Northeast AP), Indian River – Malbar to Vero Beach (AP), Indian River – Vero Beach to Ft. Pierce (AP), Tomoka Marsh (AP) and Wekiva River (AP).

Deep Creek State Forest lies on the west Intracoastal Waterway bank across the waterway from the GTMNERR, just south of the Nocatee Preserve. This site is presently owned and managed by the Division of Forestry. Access to the site is via through the Intracoastal Waterway. This State Forest is a total of 380 acres, of which 339 acres are wetlands (marsh) and 41 acres are uplands. The major vegetative communities that lie on this site include messic flatwoods and depression marsh. The Threatened, Endangered and Species of Special Concern found on this site include bold eagle, osprey, wading birds, black bear and western manatee. Other animals that can be found on this site include wild hogs, deer and turkey. In the future the Division of Forestry hopes to provide recreational amenities to accommodate the public through greenway trails, picnic shelters, public boat access and primitive camping.

Frank Butler Park (East and West) is located south of St. Augustine and includes approximately 54 acres adjacent to the Atlantic Ocean and the Matanzas River. The Frank Butler Recreation/Park area is owned by the State. Waters of the Matanzas River adjacent to Frank Butler State Park (west) have been designated as a NERR. The St. Johns County Recreation Department leases this park from DEP but the County still pays for improvements at this park site and manages the upkeep of this park. The lease is expected to be continued in the future; therefore, this site is included in the County's level of service (LOS) when computing the recreation needs for the residents. Primary activities include fishing, swimming, picnicking, and other ocean related activities. There is a playground and boat launching facility also located at this park.



Mose Creek - Photographed by SJRWMD

St. Johns River Water Management District (SJRWMD) – Conservation Lands.

Moses Creek Conservation Area is located north of SR 206 and west of the Intracoastal Waterway (Matanzas River). Moses Creek is also included within the GTMNERR boundary area. Acquisition of this site was important to protect the Class II waters of the Matanzas River. This conservation area has significant value in buffering the adjacent salt marsh community from any future shoreline development activity. The diversity of natural communities supports numerous terrestrial aquatic and water-dependent wildlife by providing nesting, feeding and resting habitats for wading birds (i.e., blue heron rockery and ospreys) and gopher tortoises. The vegetative communities on this site include scrub, upland mixed forest, freshwater tidal swamp, mesic flatwoods, depression marsh, estuarine tidal marsh and dome swamp. Recreational opportunities include fishing, canoeing, hiking, biking, horseback riding and nature study.

Stokes Landing is located north of St. Augustine and west of the GTMNERR (“Guana property”). Stokes Landing is approximately 274 acres and access is provided from US 1 via Lakeshore Drive. The SJRWMD acquired this site in order to protect the water resources, wetland functions, ecological functions and enhance the fish and wildlife functions. This property is one of the last few remaining undeveloped areas adjacent to the tidal marshes in the region and it lies adjacent to the Guana River Aquatic Preserve. This represents the Water Management District’s fist acquisition within the Tolomato River basin. This site encompasses four (4) different natural communities including tidal marsh, depression marsh, upland mixed forest and pine flatwoods. Uplands comprise of approximately sixty three percent (63%) of the property and the wetlands occupy only thirty seven percent (37%) of the site which supports the number of wildlife species. Some of the wildlife species include wood storks, wading birds, shore birds, red-tailed hawks, several frog species, black racer and otter. There is a one hundred (100) acre archaeological Neder Midden on this site, that is relatively undisturbed, eligible for the National Register designation. This site is managed by the SJRWMD as well as the county; but, Nease High School utilizes this site as an outdoor environmental classroom.



Southeast Intracoastal Waterway Park

Local Parks

Southeast Intracoastal Waterway Park contains 114 acres and is located between Crescent Beach and Marineland on Anastasia Island, all lying in the far southeastern region of St. Johns County on S.R. A1A on the Matanzas River. This project is made up of two parcels Boyd (112 acres) and Roth tract (2 acres). These parcels are relatively rare and rapidly diminishing coastal ecosystems that are pristine areas of very rich biodiversity, providing 43 to 82 natural communities. In 1998 the County applied for and received funding from the Florida Communities Trust (FCT) to acquire this property. Through this acquisition, the County will be able to prevent any further threats to the natural systems, which includes habitat loss and degradation of nursery productive estuarine waters of the Matanzas River recently designated as a NERR. In addition, the County will be able to redirect the population away from the Coastal High Hazard Area (CHHA) and the 100-year floodplain. The Management Plan is designed to protect and educate the public on the following issues: protecting the environment, protecting archaeological sites, provide resource-based recreational activities and promote the education of the environment and archaeological history. Physical improvements will include facilities such as hiking trails, nature interpretation, picnicking, fishing, restrooms / visitor center, entrance road/parking, security, historic restoration and a playground.

Vilano Beach Oceanfront Park is the highlight of the Vilano Beach Community Redevelopment Agency (CRA), a 1.7 acre oceanfront community park, lying at the eastern site line terminus of the proposed future Town Center. Vilano Beach Oceanfront Park. This site was previously a four star restaurant known as Fiddlers Green. Through the redevelopment efforts of the community, to the north of this site lies Vilano's beach ramp, beach pavilion and a small splash park. This community park is located just off of A1A Scenic and Historic Coastal Byway and the proposed East Coast Greenway (an urban trail whose vision is to run from Key West, Florida to Calais, Maine). Nestled among the beach sand dune habitat, lies the nesting sea turtles (loggerhead, green and leatherbacks). This site was previously the home of the great 1926-1939 Vilano Casino; therefore, this site has great historical significance. The original structure was built to entertain the residents and commercial community during the Florida Land Boom. The entertainment included big bands, dancing, Broadway cabaret and vaudeville.



Sketch with view of the Lighthouse Station, showing proposed landscape improvements.

The Casio's original New York developer / investor never saw the success of this facility, due to the great depression and a series of 1930 storms which washed the building out to sea. Today this site is honored with a Florida Heritage Land Mark maker and the original Fiddlers Green structure will be converted into a community facility that will be used for cultural, educational and recreational oceanfront activities. Such uses are, historically speaking, are similar to the original developer/ investor's vision for this property.

The *St. Augustine Lighthouse and Museum, Inc.* property is approximately 6.5 acres, is located west of Red Cox Drive just to the south of the Lighthouse Boulevard and to the north of R.B. Hunt Elementary School. The lighthouse station contains a lighthouse tower built in the 1871 to 1874; a Victorian lighthouse keeper's home built in 1876; two brick summer kitchens built in 1888; a maintenance garage built in 1930's; a U.S. Coast Guard Barrack's built in 1941 and a new Visitors Information Center built in 2000. The lighthouse keeper's home provided shelter for two families, but today it is utilized as a museum. The U.S. Coast Guard Barrack's today is utilized as Archaeological Laboratory.

In 1980 the St. Augustine Lighthouse and Museum was listed on the National Register of Historic Places. The new Visitor's Information Center complies with Section 106 and does not impact the National Register status of the property.

The keeper's house, summer kitchens, USCG barracks, maintenance shed and associated acreage is owned by the St. Johns County. It is leased for 99 years to the Junior Service League of St. Augustine. They in turn sub-lease the property to the St. Augustine Lighthouse and Museum, Inc. a not-for-profit 501 (c) 3 organization after county approval. Conditions in the lease require that the county pay for the annual maintenance expenses on county owned buildings in the excess of \$1000 annually. The Lighthouse Tower is owned and operated by the U.S. Coast Guard and is leased to the Junior Service League of St. Augustine Lighthouse and Museum, Inc. The lighthouse tower remains an active aid to boaters in their navigation efforts. Its physical conditions are maintained by the U.S. Coast Guard Auxiliary on a weekly basis. All repairs and maintenance must comply (and due comply) with the Department of Interior's Standards for Historic



Nease Beachfront Park

preservation in order for this site to remain on the National Register.

The Lighthouse Station is surrounded by maritime hammock containing nature trails and open areas available for impromptu picnics activities, etc. Parking is available in front of the Visitors Information Center.

Across the street from the St. Augustine Lighthouse and Museum, the lighthouse restaurant, the boat ramp, the tennis courts and the parking facilities are located on Red Cox Drive.

Nease Beachfront Park, a 3.2 acre site, is located 1 mile north of the St. Augustine Inlet on A1A Scenic & Historic Coastal Byway about 230 feet from the Atlantic Ocean. The Nease Park site is located within the vicinity of the Vilano Waterfront Community boundary area designated as a Community Redevelopment Area (CRA). Nease park site was the previous residence of Allen Nease and was built in the 1950's.

There is a dense wind and salt pruned coastal scrub and live oak hammock located adjacent to A1A Scenic & Historic Coastal Byway. The live oak (*Quercus virginiana*) is interspersed with red cedar (*Juniperus silicicola*) along the marsh fringe. The coastal understory consist of saw palmetto (*Serenoa repens*) and yaupon holy (*Ilex vomitoria*) that is interspersed with some myrtle oak (*Quercus myrtifolia*). The site topography varies slightly where the high marsh gradually slopes into the low marsh on the western edge of the property. The high marsh consist of salt grasses (*Distichlis spicata*), sand cordgrass (*Spartina bakeri*) and salt meadow cord grass (*Spartina patens*) which gradually slopes into the low marsh area where nine (9) small scrub islands can be found sporadically located among the smooth cord grass (*Spartina alterniflora*) and black mangroves (*Avicennia germinans*).

The saltwater marsh community provides habitat for several state listed Species of Special Concern (SCC) classified as wading birds which include white ibis, snowy egret, tri-colored heron, little blue heron and one endangered species the wood stork. Many bird watchers will appreciate observing the colorful painted bunting and Florida scrub jay on this site, as well as the gopher tortoise. The Allen Nease residence is listed on the Florida Master Site File (8SJ4962). The majority of the listed structures were built in the 1930's and 1940's. Mr. Nease was a pioneer of Florida's reforestation and conservation efforts in the mid-20th century.



Mussallem Beachfront Park

Mussallem Beachfront Park property is an eight and a half acre (8.5) site located in north eastern St. Johns County on A1A Scenic & Historic Coastal Byway. The site is bounded by the Atlantic Ocean to the east and by the Intracoastal Waterway to the west. This site is one of the last remaining undeveloped parcels in the area.

The major vegetative communities that lie on this site include maritime hammock, tidal salt marsh and beach dune, all of which have not been significantly impacted by humans and are in good or excellent condition. Approximately one (1) acre of this site, lying on the east side of the scenic byway, consists of an unconsolidated substratum of beach dunes frequently used by nesting sea turtles. On the west side of this site, there are approximately five (5) acres of maritime hammock, two (2) acres of tidal marsh and approximately one third of an acre of this entire site, scattered among the salt water marsh adjacent to the Tolomato River, lies many scenic upland islands. These beautiful upland island are surrounded by black needle rush, salt marsh cordgrass and salt wort and provide excellent vista views for the citizens to enjoy and learn about this habitat.

The beach dune community is in good condition; however, approximately one (1) acre of this area was cleared to provide access to this site. In the future this area will continue to be used for site access and a future parking area, but the remaining previously disturbed land will be restored by planting native plants such as sea oats, beach morning glory, and dune panic grass which will enhance this area.

The proposed use of this neighborhood park site will be used for passive resourced-based activities. Facilities on this site will be limited to hiking and fitness trails, a nature boardwalk and viewing platform, as well as parking and beach access amenities. Other recreational opportunities on this site will include low impact activities such as bocce ball courts, horseshoe pits, and a multi-use area for croquet, volleyball or badminton. In addition, this site will provide an East Coast Greenway Alliance trail-head.

Local Parks acquired on the west side of the Intracoastal Waterway.

Vaill Point Park contains 23 acres and is bordered on the east by the Intracoastal Waterway and on the north by Moultrie Creek. Accessible to this park is from US 1 via Vaill Point Road and Sturdivant Road. This site con-



Vaill Point Park

strains the last remaining parcel from an 80-acre parent tract owned by the Vaill Family since 1918. Over the Vaill Family utilized this site for passive recreational activities such as family picnics and horseback riding. In 2001 a Florida Community Trust (FCT) grant was written and awarded to St. Johns County to acquire this parcel of land.

Elevated on a geologically unique bluff (20-25 feet on the east side), overlooking the Intracoastal Waterway and Moultrie Creek, where many panoramic and vista views can be observed of the surrounding waterways from the densely vegetated plant communities. The predominate vegetative communities on this site are characteristic of North Florida and include: live oak/upland temperate hammock, temperate hardwoods, oak/pine forest and saltwater marsh are the predominate vegetative communities on this site and vary according to the topography of the land. The live oak / upland temperate hammock and the temperate hammock communities align the entire northern and northeastern boundaries (approximately 1146 linear feet) of this site along both the Moultrie Creek and the Matanzas River. This is where the geologically unique Intracoastal Waterway "Bluff" vegetative community is found and is currently classified as imperiled in Florida. According to the Florida Natural Areas Inventory (FNAI) there are only 19 other locations in the State of Florida where the bluff occurs. The very high quality native vegetative communities consist of many mature canopy oak trees and densely vegetated understory. In areas where erosion has occurred in both the uplands and the wetlands these areas will be re-vegetated with native vegetation. The bluff is of particular interest in the live oak community where existing oaks, magnolia and hickory trees extend into the actual bluff edges. The saltwater marsh community contains habitat for several state and federal listed wading birds including the least tern, least bittern, yellow-crowned night heron, reddish egret, snowy egret, tri-colored heron, brown pelican, bald eagle and the white ibis. Both the least tern and the bald eagle are listed as Threatened (T) and the brown pelican, little blue heron, reddish egret and tricolor heron are listed as Species of Special Concern (SSC) according to the Florida Fish and Wildlife Conservation Commission (FWCC). The live oak / upland temperate hammock consisting of large pines lying along the western bluff of Moultrie Creek provides nesting and/or roosting sites for several state and federal listed species including the bald eagle, peregrine falcon and osprey. The oak / pine forest community currently has two inactive gopher tortoise burrows. The Florida Fish and



Canopy Shores Park

Wildlife Conservation Commission (FWCC) lists the gopher tortoise as a Species of Special Concern (SSC). Future uses of the site will be limited to hiking trails, nature observation platforms (2), picnicking, canoe launching area, fishing dock, environmental / archaeological interpretive signage, playground area, multi-purpose area access road and parking area. The facilities will be developed in a manner that will allow the general public reasonable access to observe and appreciation the natural resources without causing harm to these resources. The Moultrie Creek / Intracoastal Tract will be managed only for the conservation, protection and enhancement of the natural, archaeological resources and outdoor recreation compatible with the natural resources.

Acquisition of this project site, will provide this community with a much needed neighborhood/ community park; will provide additional access to the Moultrie and Intracoastal Waterways; will prevent further water quality degradation; will connect St. Johns County's Northeast Blueway - Phase II with Duval County's Blueway - Phase I; will promote a local canoe blueway trail and provide additional environmental resources protection and will further the previously established initiatives started by NOAA, DEP and the SJRWMD through the Guana Tolomato Matanzas (GTM) National Estuarine Research Reserve (NERR) and the Northern Coastal Basins SWIM Program.

Canopy Shores Park is a 33 acre site located within the St. Augustine Shores Planned Unit Development (PUD) located off US 1. This site is located on the west side of the Intracoastal Waterway. Direct access to the site is provided off Shores Boulevard on to Christina Drive and this site lies across the street from the St. Augustine Shores's Riverview Club property.

As the name implies, Canopy Shores Park is filled with majestic canopy oak trees defined by three distinct vegetative communities, the hydric hammock, estuarine tidal marsh and the floodplain swamp. The hydric hammock vegetative community dominates the majority of this site (27 acres) consisting of dense, mature canopy of live oaks, laural oaks and red cedar containing an understory of yaupon holly and cabbage palm. Along the eastern portion of the site lies ground cover material consisting of Spanish needles, American beauty berry and blackberry while the western area contains a dense cover of saw palmetto, sparkle berry, deer berry and wild petunia.



Canopy Shores Park

The three-an-half (3.5) acres floodplain swamp lies adjacent to the man-made creek and bisects this site from the Matanzas River. Along the southern creeks edge the floodplain swamp is filled with dense lizard trails, marsh pennywort, buttonbush, netted chain fern and wax myrtle.

The two-an-half (2.5) acre estuarine tidal marsh vegetative community lies along the Matanzas Rivers edge and is defined by the sea oxeye daisy, needle rush and cord grass. The majority of the wildlife species located on this site is located in the estuarine tidal marsh vegetation area and the species observed includes bald eagle, brown pelican, least tern, yellow crowned night heron, reddish egret, snowy egret, tri-colored heron and white ibis.

Since Canopy Shores eastern boundary is defined by the Matanzas River it lies within an archaeologically high probability area and contains one shell midden according to the master site file (SJO3169).

Canopy Shores will be used as a resource-based park and the proposed amenities include waterfront boardwalk, canoe/kayak launching area and fishing dock and wildlife viewing (birds, manatees and bottle-nose dolphin) trail head, hiking trails and fitness trails, interpretative signs that will educate the visitors about the natural vegetation, wildlife and archaeological resources on this site, playground area and parking facilities.

Because this project site is located on the Intracoastal Waterway, it is just another piece of a massive puzzle that interconnects federal, state and local initiatives to preserve, protect and maintain the natural resources (vegetative communities, wildlife habitat, improve water quality and protect shellfish harvesting areas) along the Intracoastal Waterway. The federal initiative is being pursued (National Oceanic and Atmospheric Administration (NOAA) and administered through the Department of Environmental Protection (DEP)) in the implementation of the Guana, Tolomato, Matanzas (GTM) National Estuarine Research Reserve (NERR) management plan. Other state initiatives being pursued by DEP and the SJRWMD include the GTM Water Quality Task Force and Northern Coastal Basins SWIM Program.



Fort Mose

Fort Mose, a two-and-a-half (2.5) acre site was purchased by the State of Florida in 1996. This site is strategically located on the Tolomato River (a part of the Intracoastal Waterway) across the waterway from the GTMNERR boundary area, in the proximity of the Vilano Beach. This site not only provides the county residents with an additional opportunity to access the water, but provides St. Johns County with the opportunity to become interconnected with the surrounding counties and cities north and south of this site, through the Intracoastal Waterway. In 2003, with the assistance of the Trust for Public Lands (TPL) and the Florida Community's Trust (FCT) program, St. Johns County purchased an eight (8) acre site north of the original Ft. Mose site. Access to this site is from US 1 via Isla Drive.

This additional site is comprised of three distinct vegetative communities, classified by their Florida Land Use Cover Forms Classification System (FLUCFCS) as maritime hammock, estuarine tidal marsh and ruderal (common plant species). The maritime hammock community dominates the site. The dominant plants species within this community includes live oak, red bay, and yaupon holly. The estuarine tidal marsh community ranges from intertidal marsh dominated by cordgrass. (*Spartina alterniflora*) to high marsh dominated by saltgrass (*Distichlis spicata*). Traversing the marsh are numerous tidal creeks and rivulets. Common plant species observed on this site include red maple, southern magnolia, laurel oak, saw palmetto, cabbage palm, pignut hickory, loblolly pine, southern red cedar, wax myrtle, horrible thistle, stinging nettle, black needle rush, smooth cord grass, sea oxeye, and saltwort.

Wildlife observed on this site include white ibis, little blue heron, tricolored heron, Florida sand hill crane, wood stork, great blue heron, and great horned owl. This site also contains an established great heron rookery and wood stork feeding grounds.

The historic significance of the Fort Mose site to the African-American cultural history is tremendous. In 1738, Garcia Real de Santa Teresa de Mose, known as Fort Mose, (*mosay*) was established as the first legally sanctioned community of freed slaves in what is now known as the United States. At that time the site was located approximately two (2) miles north of the Spanish Fort in St. Augustine, Fort Mose served as the northern defense line to the garrison town. Most of the community of Fort Mose consisted of escaped or run away slaves from the British colony of the South



Fort Mose

Carolina. The Spanish government gave them freedom in exchange for their conversion to Catholicism and their allegiance to the Spanish crown. In 1740, English forces attacked Fort Mose captured and destroyed many inhabitants. However, some inhabitants of Fort Mose escaped and moved to the safety of St. Augustine's Spanish Fort - Castillo de San Marco. At the urging of Spain, Fort Mose was rebuilt just north of the original site as a packed earthen fort, surrounded by a six-foot moat. Fort Mose thrived as a separate community from St. Augustine until 1763 when Spain ceded Florida to the British.

The British occupied Fort Mose until 1775, then the minorcan farmers sporadically inhabited the site until 1821. The site was abandoned until 1986, when it was relocated according to modern-day historic research.

From 1986-1996 this site was extensively researched and an archaeological investigation was completed. A traveling museum exhibit, *Fort Mose: America's Black Fortress of Freedom*, was developed and opened at the Museum of Science and History in Jacksonville in February 1994. A permanent home for this traveling exhibit was built on this site in 2007.

Nocatee Preserve, a 1,630 acre site, part of the Nocatee Development of Regional Impact (DRI) is located directly across the water from the Guana, Tolomato, Matanzas National Estuarine Research Reserve (GTMNERR) on the west bank of the Intracoastal Waterway. The preserve ranges in width between half a mile to one-an-half (1.5) miles; however, the lengths of the preserve extends for three-an-half (3.5) miles adjacent and parallel to the Guana, Tolomato, Matanzas Rivers. The primary function of the Nocatee Preserve is to preserve, protect and maintain the ecological integrity of the natural systems as well as the water quality along the northern Tolomato River. The Nocatee Preserve creates a continuous protective vegetative buffer between the Guana-Tolomato River and the Nocatee Development. The vegetative communities on this site include four hundred fifty two (452) acres of saltwater marsh, nine hundred forty six (946) acres of hydric hammock and floodplain (stream and lake swamp, wet coniferous plantation) vegetation, and two hundred thirty two (232) acres of upland habitat (coniferous plantation, live oak, pine, mesic oak and temperate hardwoods). Wildlife Species including wading birds,



Nocatee Preserve

song bird, raptors (owls, hawks and eagles), wood peckers and mammals such as river otters, bobcat, white-tail deer, raccoon, Sherman's fox squirrel, gray fox and numerous reptiles and amphibians. The passive recreational amenities include Environmental Learning Center, interpretative displays, restrooms, trails, boardwalks, observation areas as well as various other support facilities. The Nocatee Preserve will be donated to St. Johns County and once the ownership is transferred, the county will be responsible for maintenance of the preserve subject to deed restrictions, conservation easement and management plan requirements.

Byway Visitors Welcome Interpretative/ Information Center

The historic 1950 *Windswept Motel* site is strategically located in south St. Johns County approximately seven and a half (7.5) miles north of the Flagler / St. Johns County boundary line on SR A1A. Historically speaking, this early twentieth (20th) century motel, lying immediately off of SR A1A, is a reflection of what was an emerging post World War II commercial traveling business during the 1950s in the USA. The leaders of the local byway community requested that this structure be preserved and renovated for future generations. Byway leaders felt that this 1950 tourist motor court would be a perfect location for the byway travelers to learn about the historic 1950 federal and state highway travel ways; in addition to, a location where the byway travelers can learn about the existing National Scenic Byway (NSB) Program; the A1A Scenic & Historic Coastal Byway's grand story (as documented on the video and in the CMP); the byways numerous intrinsic resources; the Friends of A1A (non-profit organization) and provide an office station for the newly hired Byway Administrator. Windswept Motel building and nine acre (9) site improvements will be funded from two (2) different funding sources and will be constructed in two phases. The first construction phase will be funded from the Florida Recreational Development Assistance Program (FRDAP) grant. The FRDAP grant funds will be used to improve the windswept site with facilities such as a restroom, parking lot, greenway trails, east coast greenway trail head, fitness trail equipment, pavilion and tot-lot. The second construction phase will be funded with the awarded National Scenic Byway NSB grant funds.



Matanzas Inlet

With the NSB grant funds the renovated Windswept Motel's *interior* will be converted to a Visitors Welcome Interpretative / Information Center and will include, but shall not be limited to the following:

- Byway Welcome Station Area
- Byway Administrators Office Station
- Several Interpretative Displays
- Brochure Rack

The Byway Visitors Welcome Interpretative / Information Center's *exterior* improvements shall include, but shall not limited to, the following::

- Ecosystem Interpretative Signs
- Interpretative / Information Kiosk
- Interactive Public Educational Art (IPEA)

Although the IPEA will function as a sculptural play equipment designed to teach children about the coastal animals, it will also be repeated in various ways at different county parks along the byway; therefore, the IPEA will function as a design element that will connect many of the proposed byway neighborhood improvements throughout this byway and in so doing, will create a common theme or create byway design continuity.



11.0 FUNDING AND PROMOTION

The improvements planned for the scenic highway will need to be funded through various means. The County, Cities and the Metropolitan Planning Organization will play a role in providing funding through their associated general budgets. However, the most successful implementation of the Action Plan will result from leveraging funding from different sources to fund specific elements of a project. Funding opportunities for improvements and maintenance for the corridor could include some or all of the following:

Pay as You Go

- Property Taxes
- Income Taxes
- Sales and Use Tax
- Real Estate Transfer Tax
- Special Assessments Districts
- Business Improvement District
- Benefit Assessment District
- User Charges
- Reserves
- Mitigation Financing
- Negotiated Exactions or Impact Fees (hookups, systems development or capital fees)
- Grants
- Public-Private Ventures
- Donations
- Sponsorships
- Volunteering/In-kind Services
- Community Redevelopment Area (CRA) / Tax Increment Finance District

Borrowing

- General Obligation Bonds -- Limited or Unlimited Tax
- Revenue Bonds (or "rate-supported" bonds)
- Taxable Bonds
- Tax Increment Financing Bonds
- Lease Purchase and Certificates
- Revolving Loans
- Bond Banks

Funding Sources

Stormwater Management

Program:	Cost-Sharing
Purpose:	Matching Grants for Stormwater Treatment
Supporting Agency:	St. Johns Regional Water Management District
Funding available:	Up to \$50,000
Eligible Participants:	Local Governments

Funding is available to help local governments with stormwater planning and implementation and alternative water supply development. The project receiving funding

must either provide flood relief and/or water quality improvements. Projects must be completed within the funding year, or must be phased by year. If the project is phased, the applicant must apply for funding for each phase of the project. The project cannot be part of a general roadway improvement, such as widening. Most grants range from \$20,000 to \$25,000. A few of the top priority projects may receive up to \$50,000.

The Cost-Sharing program provides matching funds. There is not set match, but the grants do not usually go above fifty percent. Applications are sent to local governments in the Fall. Deadline for applications is in early December.

Program: State Revolving Fund Loan Program for Wastewater Treatment
Purpose: Provide technical assistance
Supporting Agency: Florida Department of Environmental Protection
Funding available: Varies
Eligible Participants: Municipalities, county governments, special districts or agencies

Designed to provide funding to assist in the financing of publicly owned wastewater and stormwater treatment, collection, transmission, disposal, and reclamation re-use facilities.

Program: 319(h) of the Federal Clean Water Act
Purpose: Reduce nonpoint source pollution
Supporting Agency: The Stormwater/Nonpoint Source Management Section of the Department of Environmental Protection
Funding available: Varies
Eligible Participants: Municipalities, county governments, special districts or agencies

These grant funds can be used to implement projects or programs that will help to reduce nonpoint sources of pollution. Projects or programs must be conducted within the state's NPS priority watersheds, which are the state's SWIM watersheds and National Estuary Program waters. All projects must include at least a 40% nonfederal match.

Examples of fundable projects include: demonstration and evaluation of Best Management Practices (BMPs), nonpoint pollution reduction in priority watersheds, ground water protection from nonpoint sources, public education programs on nonpoint source management, etc.

Project proposals are due each year in early July with project selection completed by September.

Educational

Program: Coastal Workshop Series
Purpose: Funding for Sponsor Coastal Workshops
Supporting Agency: Department of Community Affairs-Florida Coastal Management Program
Funding Available: Varies
Eligible Participants: Non profit Organizations, State and local governments

Funds are available to help sponsor coastal workshops on a variety of subjects. Funds may be used for speaker's travel and lodging. Funds may also be used to promote workshops.

Program: Science to Achieve Results (STAR) Program Wildlife Risk Assessment
Purpose: Fund research on the impacts of multiple stressors
Supporting Agency: EPA National Center for Environmental Research

Funding available: Up to \$175,000/year for 2 to 3 years
Eligible Participants: Academic and non profit Organizations, State and local governments

Research to evaluate the relative and combined risks of multiple stressors (e.g. habitat alteration, chemical pollution, and presence of exotic species). Research should be targeted to two areas:

- Research to understand risks to a specific population or species of wildlife (threatened, endangered or of special interest to stakeholder groups) and,
- Research to develop generalized approaches for assessing risks to wildlife populations. This research should result in methods and approaches useful for predicting risk to wildlife and modeling approaches for predicting how multiple stressors affect wildlife population dynamics.

Program: EPA Environmental Education Grant
Purpose: Increase public awareness of the environment
Supporting Agency: EPA
Funding available: There are two categories of funding.
Greater than \$25,000 -Submitted to EPA Headquarters
Less than \$25,000 – Submitted to Regional Offices
Eligible Participants: Academic and non profit Organizations

The EPA stresses that funds are for environmental education and not environmental information. The EPA's definition of Environmental Education is a project that increases public awareness and knowledge about environmental issues and provides the skills to make informed decisions and take responsible actions. Environmental information simply provides facts or opinions about environmental problems or issues.

Program: Grant Making
Purpose: Fund educational programs that develop the awareness of community character and appearance.
Supporting Agency: The Dunn Foundation
Funding available: Between \$500 and \$10,000
Eligible Participants: Academic and non-profit organizations

Provides program planning and design funds, as well as seed money for educational programs.

The pre-application process consists of a letter of inquiry outlining the funding requirement for the project. After the pre-application is reviewed, the requesting agency may be invited to submit a formal funding proposal.

Pre-applications must be made to the Foundation no later than January 1. Formal funding proposals must be postmarked on later than March 15. Awards are made in early June.

Parks and Public Lands

Program: Florida Communities Trust
Purpose: Purchase public land for outdoor recreation
Supporting Agency: Florida Department of Community Affairs
Funding Available: Varies

Eligible Participants: Municipalities and county governments and non-profit environmental organizations

Designed to provide grant and loan assistance for the acquisition of conservation and outdoor recreation lands.

Program: Florida Recreation Development Assistance Program

Purpose: Purchase public land for outdoor recreation

Supporting Agency: Florida Department of Environmental Protection

Funding Available: Varies

Eligible Participants: Municipalities and county governments

Designed to fund acquisition or development of land for public outdoor recreation projects.

Program: The Trust for Public Land Conservation Services Program

Purpose: Purchase public land for outdoor recreation

Supporting Agency: The Trust for Public Land

Funding Available: Varies

Eligible Participants: Local governments, local land trusts, and citizen groups

Designed to help local governments find creative solutions to buy land when there is no immediate funding or where the property owner has special requirements.

Program: Urban Park and Recreation Recovery Program

Purpose: Rehabilitation of recreational areas

Supporting Agency: National Park Service, Department of the Interior

Funding Available: (50% Federal/ 50% Local) Matching Grants for planning; (70% Federal/ 30% Local) Matching Grants for Rehabilitation

Eligible Participants: Local governments

Eligible activities include resource and needs assessment, coordination, citizen involvement and planning, and program development activities to encourage public definition of goals. State, local and private funds can be used as part of the local match. Community Development Block Grants may also be used as part of the local match.

Funds can also be used for rebuilding, remodeling, or expanding existing facilities. Innovation grants (70% Federal/ 30% Local) can be used to demonstrate innovative and cost effective ways to enhance park and recreation opportunities at the neighborhood level.

Applicants are encouraged to discuss their proposals with their NPS Field Office to determine basic eligibility and appropriateness prior to submitting a preapplication. Preapplications should provide information adequate to guide proposal selection.

Streetscaping/Pedestrian and Bicycle Improvements

Program: Transportation Enhancement Program

Purpose: Fund projects that go beyond what is routinely provided in transportation projects or in mitigation requirements associated with transportation projects.

Supporting Agency: Department of Transportation/ Federal Highway Administration

Funding available: Up to \$25, 000,000; smaller innovative projects are given priority

Eligible Participants: The Department of Transportation, state agencies, federal agencies, statewide or national interest groups, metropolitan planning organizations, county commissions, municipalities, and local interest groups

Funds can be used for the following:

- Provision of facilities for pedestrians and bicycles
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs
- Landscaping
- Historic preservation
- Preservation of abandoned railway corridors
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality

The solicitation of applications for local projects occurs through the MPO.

The solicitation for applications for projects that qualify as statewide enhancement occurs through the Central Environmental Management Office.

Federal Enhancement dollars can cover up to 100% of project cost on state roadways.

Program:

Purpose:

Supporting Agency:

Funding available:

Eligible Participants:

Recreational Trails Program

Develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

Florida Department of Environmental Protection

Up to \$25, 000,000; smaller innovative projects are given priority

private organizations or any government entity

This program provides funding to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Eligible projects may include maintenance and restoration of existing trails; development and rehabilitation of trail facilities; purchase/lease of equipment; construction of new trails; acquisition of property for trails or trail corridors; State administrative costs; and the operation of educational programs to promote safety and environmental protection.

States should give consideration to projects that provide for the redesign, reconstruction, nonroutine maintenance, or relocation of recreational trails to benefit the natural environment.

Federal-aid highway funds may be used to make up the matching fund requirements for RTP projects.

Program:

Purpose:

Supporting Agency:

Funding available:

Eligible Participants:

Contact Information:

National Urban and Community Forestry Matching Grant Program

Fund projects that go beyond what is routinely provided in transportation projects or in mitigation requirements associated with transportation projects.

Florida Department of Agriculture and Consumer Services

Awards are made on a 50% cost-share basis.

Local governments, educational institutions, communities, and non-profit groups

Florida Department of Agriculture and Consumer Services at

These funds are for projects that develop or enhance a community's ability to have a sustained, comprehensive tree care program.

Economic Development

Program: Coastal Partnership Initiative (Florida Coastal Management Program)

Purpose: Revitalize declining waterfront districts
Supporting Agency: Florida Department of Community Affairs
Funding Available: Up to \$50,000 for capital improvements
Up to \$25,000 for all other projects
Eligible Participants: Coastal Counties and Cities

Provides pioneering support, such as technical assistance, training and funding, for communities to revitalize declining waterfront districts. The program also provides funds for site design, and small construction or capital improvements. Waterfront districts are defined as areas that have been dependent on water for economic activities. Emphasis is on the following four areas: environmental and cultural resource protection, support of traditional waterfront economy, hazard mitigation and public access to working waterfronts and coastal resources. Projects must be of one-year duration.

There is a 1 for 1 matching requirement.

Program: Advertising Matching Grants Program

Purpose: Designed to help municipalities and counties publicize the tourism advantages of the State of Florida.
Supporting Agency: Visit Florida
Eligible Participants: Municipalities with a population of 50,000 or less, county governments with a population of 200,000 or less, or non-for-profit corporations
Funding Cycle: Annual; deadline typically third Friday in April

Designed to help municipalities and counties publicize the tourism advantages of the State of Florida.

Program: Florida Main Street Program

Purpose: Community Revitalization
Supporting Agency: Florida Department of State
Funding Cycle: Annual; deadline typically last Friday in July
Funding available: One time \$10,000 plus planning support
Eligible Participants: State and local governments

Designed as a technical assistance program to aid communities in revitalization activities.

There is a formal application to take part in the program. The criteria include:

The area must be a historic commercial district, with buildings that are 50 years old or greater.

The City must be willing to fund a full-time manager for at least three years.

There must be community-based support for the program

The one time \$10,000 can be used for facade improvements or signage program.

Beach Erosion

Program: **Florida Beach Erosion Control Program**
Purpose: Preserve and restore coastal sandy beaches
Supporting Agency: Florida Department of Environmental Protection
Eligible Participants: County and municipal governmental or special taxing districts with the responsibility of erosion prevention or beach and shore preservation
Funding Cycle: Annual; deadline typically third Friday in April

Designed to aid local, state, and federal governmental entities in the protection, preservation, and restoration of coastal sandy beach resources.

Program: **Small Beach Erosion Control Programs**
Purpose: Control beach and shore erosion to public shores through projects not specifically authorized by Congress
Supporting Agency: Office of the Chief of Engineers, Department of Army
Eligible Participants: States or local governments.
Funding Available: Maximum of \$200,000
Funding Cycle: Not applicable

The Corps of Engineers designs and constructs the project. The nonfederal sponsoring agency must agree to:

- Share equally in cash and in-kind services for feasibility studies
- Share in the cost of the project, including a cash contribution providing the necessary lands, easements, right-of-way, and relocations of private property if required for the project
- Assume full responsibility for all project costs in excess of the Federal cost limit of \$2,000,000
- Assure continued public ownership or public use of the beach, and its administration for public use
- Provide project maintenance
- Provide and maintain necessary access roads, parking areas and other public use facilities to be open and available to all on equal terms.

The applying agency should first contact the nearest District Engineer. An environmental impact statement is required. To apply, a formal letter to the District Engineer from a prospective sponsoring agency indicating clear intent to provide all required local participation.

The first \$100,000 is federally funded. Additional study costs are shared 50/50 with local sponsors. The Determination of local costs is based on the public use and ownership of the beach protected.

Community Redevelopment and Revitalization

Program: **Florida Small Cities Community Development Block Grant Program**
Purpose: Funding to help address community development needs
Supporting Agency: Florida Department of Community Affairs
Funding Available: The state is authorized to issue approximately \$160,000,000 in Section 108 Loan Guarantees for eligible activities. An eligible local government may apply for up to \$7,000,000 in loan guarantees.

Eligible Participants:	Municipal governments with a population of 50,000 or less and county governments with a population of 200,000 or less Designed to provide grants to eligible municipalities and county governments for neighborhood revitalization, commercial revitalization, and economic development. Examples of activities that are eligible include: • Rehabilitation and preservation of housing; • Water and sewer improvements; • Street improvements; • Economic development activities; • Downtown revitalization; • Parks and recreation; and • Drainage improvements
Program:	Keep Florida Beautiful, Inc. Approved Community Based Program Grant
Purpose:	Pass-through grant for litter and debris control
Supporting Agency:	Keep Florida Beautiful, Inc. Funding Available:
Funding Available:	Varies
Eligible Participants:	Any entity implementing litter and marine debris prevention program Designed to help community based programs that conduct litter reduction activities. The grant funds are sub-granted to approved community based programs that conduct yearly litter reduction surveys; have hands-in grassroots volunteers; perform cost benefit analysis; organize volunteer litter clean up activities in March-April; produce an annual report that reflects their budget and use the KFB logo on materials generated with state funds.
Program:	Local Agency Program
Purpose:	Funding and technical assistance for transportation improvement projects
Supporting Agency:	Florida Department of Transportation
Funding Available	Varies
Eligible Participants:	Municipal and county governments Designed to provide funding and technical assistance to local governments interested in implementing federal aid transportation projects.
Program:	Waterfronts Florida
Purpose:	Funding and technical assistance to promote and support the revitalization of waterfront communities
Supporting Agency:	Florida Department of Community Affairs, Florida Coastal Management Program
Funding Available	\$35,000 over two-year period
Eligible Participants:	Coastal county or municipal government, or a local non-profit or other similar local organization in partnership with the county or municipal government Designed to provide innovative support for communities to revitalize and renew declining waterfronts. The program is a two-year program where designated communities develop strategic plans for the revitalization of their waterfronts. The Waterfronts Florida Program encourages communities to consider and emphasize the following four areas: • Environmental & Cultural Resource Protection • Support of the Viable Traditional Waterfront Economy • Hazard Mitigation • Public Access to Working Waterfronts and Coastal Resources

Cultural and Historic

Program:	Ad Valorem Tax Exemptions for Improvements to Historic Properties
Purpose:	
Supporting Agency:	Florida Department of State
Funding Sources:	Property tax exemption
Eligible Participants:	Properties listed on the National Register of Historic Places, or contributing to a National Register Historic District, or designated as landmarks
	Designed to allow counties and municipalities to adopt an ordinance allowing ad valorem tax exemptions for improvements resulting from rehabilitation of historic properties
Program:	Cultural Partnership Initiative
Purpose:	Financial assistance for projects in specific initiative categories
Supporting Agency:	Florida Coastal Management Program
Funding Available	Varies, financial assistance, the recipient will be required to provide 100% (1 to 1) matching funding, Approximately \$600,000 available.
Eligible Participants:	Local governments of the 35 coastal counties and all municipalities within their boundaries designated as "coastal" by the state planning agency; educational institutions; national estuarine research reserves; national estuary programs; and regional planning councils and non-profit groups working as partners with any of the previously named entities. Partnerships between regional and local agencies and non-profit organizations are encouraged.
	The Florida Coastal Management Program intends for the Coastal Partnerships Initiative to inspire community action and to promote the protection and effective management of Florida's coastal resources. To provide financial assistance for projects in four specific initiative categories: Remarkable Coastal Places, Community Stewardship, Access to Coastal Resources and Working Waterfronts
Program:	Cultural Facilities Program
Purpose:	Funding to support capital improvement projects
Supporting Agency:	Florida Department of State
Funding Available	Varies
Eligible Participants:	Municipal and county governments and not-for-profit corporations
	Designed to provide capital project funding for acquisition, construction, and renovation of cultural facilities
Program:	Historic Preservation Grants-in-Aid Program
Purpose:	Grant funds for historical surveys
Supporting Agency:	Florida Department of State
Funding Available	The maximum matching grant award is \$40,000; however, most grant awards range from \$5,000 to \$25,000. The grantee will be required to provide a matching share of 50% in cash or in kind services
Eligible Participants:	Departments or agencies of the state (including universities), cities, counties and other units of local government, and not-for-profit organizations
	To assist in the identification, excavation, protection, and rehabilitation of historic and archaeological sites in Florida; to provide public information about these important

resources; and to encourage historic preservation in smaller cities through the Florida Main Street program

Program:	Historical Museums Grants-in-Aid Program
Purpose:	Matching funds
Supporting Agency:	Florida Department of State
Funding Available	Grants for general operating support will not exceed 20% of a museum's operating expenses for the last fiscal year up to a maximum of \$75,000. Awards for educational exhibits will not exceed \$35,000. All funding is awarded as a 50/50 matching grant. Grantees may meet their 50% obligation with cash or donated materials and services having a specific cash value
Eligible Participants:	Government agencies, corporations, partnerships and other organizations for exhibits, non-profit Florida History museums for general operating support Non-profit organizations and government agencies

These grants provide matching funds to assist Florida history museums with annual operating expenses and to support the development of educational exhibits relating to Florida history. General Operating Support grants underwrite technical, curatorial, administrative, and educational costs associated with the daily management of museum facilities

Program:	Special Category Grants
Purpose:	Funding Assistance
Supporting Agency:	Florida Department of State
Funding Available	The majority of the Special Category grants awards are in the \$50,000 to \$250,000 range. Evidence of substantial local cost share over the previous five years must be demonstrated and a minimum amount of \$50,000 is needed to be eligible for consideration. A 50% or better local cost share is preferred
Eligible Participants:	Departments or agencies of the state (including universities), cities, counties and other units of local government, and not-for-profit organizations

To assist major archaeological excavations, large restoration projects at historic structures, and major museum exhibit projects involving the development and presentation of information on the history of Florida

Hazard Mitigation and Emergency Management

Program:	Emergency Management Preparedness and Assistance Competitive Grant Program
Purpose:	Funding assistance for emergency management objectives.
Supporting Agency:	Florida Department of Community Affairs
Funding Available	<u>Emergency Management Competitive Grant Program</u> – Awards are capped at \$300,00 per project, and multiple project applications may be submitted <u>Municipal Competitive Grant Program</u> – Awards are capped at \$50,000 and only one entry per municipality per funding cycle.
Eligible Participants:	<u>Emergency Management Competitive Grant Program</u> – State or regional agencies, local governments, or private non-profit organizations <u>Municipal Competitive Grant Program</u> – Legally constituted municipalities that maintain an emergency management program and are signatory to the Statewide Mutual Aid Agreement

Designed to implement projects that will enhance emergency management objectives.

Program:	Flood Mitigation Assistance Program
Purpose:	Funding assistance to reduce flood hazard costs
Supporting Agency:	Florida Department of Community Affairs
Funding Available	Varies from year to year
Eligible Participants:	All non-sanctioned NFIP-participating communities

The Flood Mitigation Assistance Program is a pre-disaster federally funded program designed to fund projects or programs that will permanently reduce the costs of response and recovery to flooding hazards specifically costs that impact the National Flood Insurance Fund

Additional local, state and federal grants and programs, not detailed above that may be investigated include, but not be limited to the following:

- | | |
|--|---|
| • Institutional Conservation Program | Department of Community Affairs |
| • Artificial Fishing Reef Program | Department of Environmental Protection |
| • Beach Erosion Control Program | Department of Environmental Protection |
| • Conservation and Recreation Lands Acquisition | Department of Environmental Protection |
| • Derelict Vessel Removal Grant Program | Department of Environmental Protection |
| • Ecotourism/Heritage Tourism | Department of Environmental Protection |
| • Florida Advisory Council on Environmental Education | Department of Environmental Protection |
| • Historic Preservation Trust Fund | Department of Environmental Protection |
| • Land and Water Conservation Fund Program | Department of Environmental Protection |
| • Marine Resources Grants Program | Department of Environmental Protection |
| • National Recreational Trails Funding Program | Department of Environmental Protection |
| • Science Museum Program | Department of State |
| • Highway Beautification Grants Program | Department of Transportation |
| • Nongame Wildlife Contracts Program | Florida Fish and Wildlife Conservation Commission |
| • Small-Scale Spoil Island Restoration & Enhancement Program | Florida Inland Navigation District (FIND) |
| • Global Programs | National Oceanic Atmospheric Administration |
| • Cooperative Assistance Program | Florida Inland Navigation District (FIND) |
| • Waterway Assistance Program | Florida Inland Navigation District (FIND) |
| • Northern Coastal Basins Program | St. Johns River Water Management District |
| • Save Our Rivers and Preservation 2000 | St. Johns River Water Management District |
| • National Scenic Byway Grant | Department of Transportation |
| • American Greenways DuPont Awards Program | The Conservation Fund |

Other programs that are coordinated through non-profit groups might include Keep Florida Beautiful, Inc., Adopt-A-Shore, Great Florida Cleanup, and Environmental Public Service Awards.

Partnership opportunities and creative fundraising activities are abundant and varied within the County, where community involvement and support is overwhelming. Though there are numerous partnership opportunities, the following are a few examples:

- Local businesses fund landscaping in front of their buildings
- Local businesses donate landscaping materials (i.e. plants, bollards, ropes, site furniture, etc.) – signage and on-site furniture could advertise the contributing business

- The Citizen Advisory Group and the Florida Department of Transportation create a corridor brochure that highlights the corridor's resources and advertises local businesses that contribute to the brochure development or other corridor improvements
- The Library sponsors an environmental/historic resource fair with educational booths, a "walk-a-thon," community barbecue or cook-off to raise awareness for the corridor's resources and proposed improvements. Local businesses could donate food and drinks and/or prizes. This type of community event would raise awareness and support for the scenic highway, as well as raise funding for improvements (walk-a-thon, poster raffle, cook-off, etc.) and promote local businesses.
- Sponsored programs could include events, such as, bike-a-thons, car washes, car rally, marathons, triathlons or bike rallies. Additionally, group sponsored festivals, carnivals or a themed fair could occur along the corridor.

Promotional Techniques

Several promotional techniques have been suggested which includes

- | | |
|--|------------------------------------|
| • Printed Brochures / Fact Sheets | • Internet Web Page |
| • Informational Presentation to Groups | • Quarterly Newsletter |
| • Corridor Audio / CD-ROM Tour | • Trade Shows |
| • Gateway / Visitor Center | • Quarterly Community Meetings |
| • Informational Kiosks | • Learning Experiences or Seminars |
| • Historical Markers | |

Due to the non-profit funding opportunities, the Corridor Management Entity (CME) may consider becoming a non-profit organization.



12.0 RELATIONSHIP TO COMPREHENSIVE PLANS

There are four governmental jurisdictions located along the entire length of Scenic and Historic A1A consisting of the Town of Marineland, City of St. Augustine Beach, City of St. Augustine and St. Johns County. Each of these governmental agencies needs to identify the Scenic and Historic A1A corridor on a map and add this information to their Comprehensive Plan's background elements (Future Land Use and Transportation Elements), the corridor's vision needs to be included in their goals, objectives and policies (GOP's) and several of the Corridor Management Plan's (CMP's) objectives and strategies need to be adopted within various elements of each jurisdictions Comprehensive Plan GOP's. The applicable CMP Objectives and Strategies include Objective 5.2 and 6.1 in addition to Strategies 1.2.4., 1.3.2., 1.3.4., 1.3.5., 1.3.6., 1.3.9., 1.3.11., 2.1.1., 2.1.3., 2.1.4., 2.2.2, 2.2.5., 2.2.6., 3.2.1., 3.2.5., 4.1.3., 4.1.4., 7.1.2., 7.1.4., 7.1.7., 7.2.7., 7.2.8. and 7.2.9.

Presently, within the St. Johns County's adopted 2015 Comprehensive Plan there are many GOP's that address the preservation and protection of the County's intrinsic resources (natural, scenic, historic, archaeological and cultural). This is particularly evident within the Conservation / Coastal Management Element (CCME) which addresses beach access, dune protection, off beach parking, the use of pervious surfaces for beach parking areas, protection of natural vegetative communities, protection of wildlife, establishment of a greenway plan, land acquisition initiatives, and the need to promote eco-tourism. Besides the adopted CCM Element's GOP's, within the County's Land Development Code (LDC) there are several adopted ordinances (specifically Significant Natural Communities Habitat (Beach Dune, Coastal Grassland, Coastal Strand, Maritime Hammock, Sandhill and Scrub) Environmentally Sensitive Areas - Threatened or Endangered Species and Species of Special Concern and the Habitat Management - Bald Eagle ordinances) which furthers the County's natural resource protection measures. These environmental LDC ordinances are administered by the Environmental Section of the Planning Division. Also within the CCM Element, there is an existing objective (E.2.4.) and five policies addressing the locally designated scenic highways in St. Johns County. Once FDOT designates Scenic and Historic A1A as a state scenic highway, policy E.2.4.3. will need to be amended to reflect this change and a new



Public Beach Access

policy needs to be added to address the Scenic and Historic A1A Vision.

The 2015 Future Land Use Element has an existing policy (1.13.4.), which addresses the renewal of blighted areas. Within the County's LDC there are several adopted Coastal Overlay Districts which address the aesthetic guidelines for the construction of the new developments and improvements ensuring the consistency and preservation of the unique character of these communities. However, a scenic highway map needs to be added to the Future Land Use background element, a policy needs to be written promoting the development of a strong and active town centers and several policies need to be written to address the aesthetic design features (i.e., lighting, kiosks, signage and interpretive signs) that are going to be constructed within the Scenic and Historic A1A corridor. Once the sign design guidelines are established, the County's LDC will need to be amended to reflect these new changes within the Comprehensive Plan and the Land Development Code.

The 2015 Transportation Element has several objectives and policies related to bicycle and pedestrian paths, planting and preserving trees within the road right-of-way (ROW), the use of native vegetation within the ROW, protection of the scenic character of the road and the use of wildlife crossings (under/overpasses). However, once the Scenic and Historic A1A is designated by the FDOT as a state scenic highway, a map illustrating the location of A1A corridor needs to



Trinity Episcopal Church
Historic Church, City of St. Augustine

added to the background element and several policies need to be adopted addressing the strategic location of scenic pulls offs, mile markers, enforcement of posted speed signs, traffic calming devices; design and construction of gateways, roadway treatments (i.e., lighting, kiosks, signage, wildlife observation towers and interpretive signs) and buried underground electrical utilities.

Some of the objectives and policies within the Future Land Use, Conservation / Coastal Management and the Housing Elements' address the preservation and the protection of the historical and archaeological resources in the County. In addition, the county's LDC has a Historic Preservation ordinance that establishes a Historic Resource Review Board (HRRB), which administers the protection of the county's historical and archaeological resources.

Several policies need to be added in the 2015 Recreation and Open Space Element GOP's. These policies need to address the future lands the county should acquire along SR A1A, in addition to the creating of comprehensive A1A corridor trail guide (greenways and blueways) illustrating the nature/canoe trails, trailheads and interpretive signage adjacent to the corridor.

Since all the amendments are reviewed and approved by the Department of Community Affairs (DCA), the 2015 Comprehensive Plan background documents and the GOP's can be amended twice a year. The county's Land Development Code can be amended periodically, at the county's discretion.



13.0 SCENIC AND HISTORIC A1A - ACTION PLAN

The Action Plan for the Scenic and Historic A1A establishes a timeframe for implementing the proposed improvements in the Corridor Management Plan. The Action Plan focuses on the immediate future (Year 2001-2016) tasks. As shown in the table below, these tasks are categorized into the following categories General / Future Land Acquisition / Facility Improvements / and Administration Coordination. **Legend 13-1**, which is located at the end of this section, presents a list of individuals, agencies or organizations that would like to participate in any part of the action. **Legend 13-2**, which is also located at the end of this section, provides a list of possible funding sources to help promote or fund is also located at the end of this section.

	Facilities	Corresponding Goals, Objectives, and Policies	Partnerships	Funding
	Short Range Timeframe 0-5 Years	Refer to Section 2 of this Report	Legend 13-1	Legend 13-2
General				
1.	Reduce speed limits throughout the corridor and add traffic calming devices. Consider strategies for pedestrians and local businesses a like. Coordinate these activities with U of F.	G: 2 O: 2.1 S: 2.1.3 O: 2.2 S: 2.2.1, 2.2.2	D, M, N, O, P, Q, E, S, T, U, V, W	Not applicable
2.	Reduce sign pollution.	G: 1 O: 1.3 S: 1.3.1, 1.3.4, 1.3.6, 1.3.11	D, M, P	12, 25
3.	Explore alternative pervious parking surfaces for high durability and low maintenance.	G: 1 O: 1.3 S: 1.3.3	B, J, M, O, P, Q, W	20, 21, 22, 11, 12, 13
4.	Provide incentives to remove "mono pole" billboards and other billboards.	G: 1 O: 1.3 S: 1.3.1, 1.3.4	D, M, O, P, Q, R, S, T, U, V	12, 24,
5.	Construct a multi-purpose path throughout the corridor.	G: 2 O: 2.2 S: 2.2.1, 2.2.5, 2.2.6	D, L, M, O, P, Q	8, 9, 10, 11, 12, 13, 24, 25
Future Land Acquisition				
1.	The NW corner of SR. 206 and SR A1A intersection. If purchased this site will be utilized as the South Anastasia Gateway, museum, visitors information center, interpretive and recreational facility containing multi-purpose path, greenway plan and part of a blueway system.	G: 1 O: 1.1 S: 1.1.4 O: 1.3 S: 1.3.9	A, B, C, E, J, K, L, M, R, W, X, Y	8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 24, 25, 28, 33-42
2.	Wind Swept Motel.	G: 1 O: 1.1 S: 1.1.4 O: 1.3 S: 1.3.9	M, X	8, 9, 10, 12, 17, 24, 25, 29
3.	Vilano Beach scenic pull off.	G: 2 O: 2.1 S: 2.1.1	D, M, T, X	8, 9, 10, 12, 17, 24, 25,
4.	North of Marineland adjoining estuaries acquire land for vistas, natural history and wildlife habitat protection.	G: 1 O: 1.1 S: 1.1.4, 1.3.9	M, O, X	8, 9, 10, 12, 17, 24, 25, 26

5.	Try to purchase the property located north of SR 206 and south of A1A (Boyd Property).	G: 1 O: 1.1 S: 1.1.4, 1.1.5	M, X	8, 9, 10, 12, 24, 17, 25,
6.	Vilano Stormwater Retentions Areas	G: 1 O: 1.1 S: 1.1.4, 1.3.5 O: 1.2 S: 1.2.4	M, T, X	2, 3a, 12, 23, 24, 25
Observation Pull Offs: (south to north)				
1.	First bridge after Whitney Lab on the west side of the road - create a scenic pull off, observation area and nature interpretive trails.	G: 2 O: 2.1 S: 2.1.1 G: 7 O: 7.1 S: 7.1.2, 7.1.4	D, M, N, O	7, 9, 11, 12, 13, 24, 25
2.	Midway between the first bridge and the second bridge on the east side of the road - create scenic pull off areas with a kayak/ boat launching facility, fishing area and scenic road.	G: 2 O: 2.1 S: 2.1.1 G: 7 O: 7.1 S: 7.1.5, 7.1.7	D, M, O, R	9, 11, 12, 13, 17, 24, 25, 28
3.	Second bridge after Whitney Lab on the east side of the road - create a scenic pull off area, observation area, and old A1A historic marker.	G: 2 O: 2.1 S: 2.1.1, 2.1.2 G: 7 O: 7.1 S: 7.1.2	D, M, O, R	7, 9, 11, 12, 13, 17, 24, 25
4.	On the northeast side of the Vilano Bridge, both sides (north or south) - provide access to the greenway boardwalk.	G: 5 O: 5.2 S: 5.2.1	D, M, T	8, 9, 10, 12, 13, 24, 25
5.	Just before the Village of Vilano Cross Over - create a scenic western pull off for scenic vistas with interpretive signage. Contact landowner about possible land acquisition.	G: 1 O: 1.3 S: 1.3.4, 1.3.9, 1.3.11 G: 2 O: 2.1 S: 2.1.1	D, M, T	7, 9, 11, 12, 13, 24, 25 8, 9, 10, 12, 17, 24, 26
6.	At Guana River State Park, just past the boat launching area on the ocean side - improve pull off area.	G: 2 O: 2.1 S: 2.1.1	D, L, M	12, 24, 25, 28
7.	Right before and after Serenata Beach property.	G: 2 O: 2.1 S: 2.1.1	D, M, T	12, 24, 25, 28
8.	Create a pull-off at the old Howard's Hotel	G: 2 O: 2.1 S: 2.1.1	D, M	12, 24, 25, 28
Existing Federal and State Park Improvements				
1.	Frank Butler Beach Park (east) - create restroom facilities, picnic area, beach shower facilities, provide trash receptacles, improve parking area, provide shade and add landscaping.	G: 7 O: 7.1, 7.2 S: 7.1.3, 7.1.6	B, J, L, M, R, W, X, Y	2, 3, 9, 11, 12, 13, 14, 15, 17, 20, 21, 22, 23, 25, 33-42
2.	Frank Butler Beach Park (west) - Improve access road, trash receptacles, parking areas and create a nature interpretive boardwalk with signage.	G: 7 O: 7.1 S: 7.1.3, 7.1.6	B, J, L, M, R, W, X, Y	3, 7, 9, 11, 12, 13, 14, 17, 21, 22, 23, 25, 37-43

3.	Guana River State Park at the northern most entrance - create an observation tower and provide interpretive natural/archaeological signage. A good example of the prehistoric history is located at the Dam. This prehistoric history should be emphasized within the "GREBE"/ NERR new facility. Improve security measures at all the Guana parking lots.	G: 7 O: 7.1 S: 7.1.3, 7.1.6	B, C, G, J, L, M, X	7, 9, 11, 12, 25
Existing County Park Improvements				
1.	Summer Haven Park - improve the county access road, create parking area, create possible boardwalk, fishing zones, create nature/historical interpretive signage and trails, provide shade/landscaping, create sitting, picnic area and observation area. This location provides an excellent opportunity for many scenic outlooks.	G: 7 O: 7.1 S: 7.1.3, 7.1.6	A, B, C, D, E, J, K, L, M R, W, X, Y	3, 3a, 7, 9, 11, 12, 13, 14, 15, 21, 22, 23, 25, 37-42
2.	Vilano Boat Ramp - create new restrooms facilities, an observation lookout boardwalk (perhaps on both sides of the boat basin) with interpretive signage (nature and historical) provide picnic shelters and landscape at select locations. This location will provide travelers an excellent opportunity to observe (360° views) of the surrounding marsh area, the City of St Augustine, downtown Vilano, Porpoise Point, Camanchee Cove and the Deaf and Blind School.	G: 7 O: 7.1 S: 7.1.2, 7.1.3, 7.1.6 O: 7.2 S: 7.2.3, 7.2.5	A, B, E, J, K, L, M T, X, Y, Z	2, 3, 7, 11, 12, 13, 14, 17, 20, 21, 22, 25, 33-42
3.	Villages of Vilano/Usina Beach Parking- this existing beach access need signage. Provide a pervious grass parking area.	G: 7 O: 7.1 S: 7.1.3, 7.1.6 O: 7.2 S: 7.2.5	A, B, D, E, J, K, L, M, T	11, 12, 20, 21, 25
4.	Surfside Park - provide new parking facilities, beach boardwalk, restroom facilities, picnic facilities and landscaping.	G: 7 O: 7.1 S: 7.1.3, 7.1.6 O: 7.2 S: 7.2.5	A, B, D, E, J, K, L, M, S, X, Y	2, 3, 9, 11, 12, 13, 14, 15, 17, 20, 21, 22, 23, 25, 33-42
5.	Crescent Beach - improve beach-parking area, improve drainage facilities and drainage quality, add native vegetative landscaping, picnic tables and prevent intrusive beach lighting.	G: 7 O: 7.1 S: 7.1.3, 7.1.6 O: 7.2 S: 7.2.5	A, B, D, E, J, K, L, M, S, X, Y	2, 3, 9, 11, 12, 13, 14, 15, 17, 20, 21, 22, 23, 25, 33-42
6.	Create a City of St. Augustine Beach Park on existing lots O & P	G: 7 O: 7.1 S: 7.1.2, 7.1.3, 7.1.6 O: 7.2 S: 7.2.5	A, B, D, L, M, P, W, X, Y	3, 11, 12, 13, 15, 20, 21, 22, 23, 25
7.	Create mini parks (approx. 22) all along CR A1A/ Beach Blvd.	G: 7 O: 7.1 S: 7.1.2, 7.1.6 O: 7.2 S: 7.2.5	A, B, D, L, M, P, X	13, 15, 23, 25

Proposed New Parks Improvements				
1.	Under SR 206 - create a new park, provide for parking facilities, observation areas, picnic shelters, interpretive signage, landscaping, remove fence from retention pond and create habitat. This facility will interconnect with the north side of SR 206 bridge and a bike path will connect with Treasure Beach. The fishing pier area located under bridge will be enhanced and maintained. Purchase adjoining land, which contains many historical and cultural amenities in addition to preserving the scenic views to Moses Creek.	G: 7 O: 7.1 S: 7.1.2, 7.1.3, 7.1.6 O: 7.2 S: 7.2.5	A, B, C, D, L, M, R, X, Y	12, 13, 15, 23, 25, 27, 28, 29, 30, 33-42
2.	South Ponte Vedra Beach Park is owned by the State and maintained by the county but various park improvements are needed.	G: 7 O: 7.1 S: 7.1.6	A, B, D, L, M, R, X, Y	12, 13, 15, 23, 25
Existing Boat Launching Facilities				
1.	Improve boat-launching facilities off of Green Road and repair with functional pier.	G: 7 O: 7.1 S: 7.1.5	B, E, F, J, K, M, U, X	3a, 17, 21, 22
Existing and New Beach Access Ways and Beach Ramps				
1.	Mary Street – improve beach parking and facilities.	G: 2 O: 2.2 S: 2.2.4	B, D, E, F, J, K, L, M R, X, Y	12, 17, 21, 22, 23, 25, 26,
2.	Improve existing beach ramps.	G: 7 O: 7.1 S: 7.1.5	B, D, E, F, J, K, L, M, O, P, Q, R, S, T, U, V, W, X, Y	3a, 12, 27, 25, 28, 33-42
3.	Create a Beach Access point at the St. Augustine Beach's Pier	G: 2 O: 2.2 S: 2.2.3, 2.2.4	B, D, E, F, J, K, L, M, P	21, 22, 23
4.	Create Beach Accesses on A Street, 9 th and 10 th Streets in St. Augustine Beach	G: 2 O: 2.2 S: 2.2.3, 2.2.4	B, D, E, F, J, K, L, M, P	12, 21, 22, 23, 25
Landscaping				
1.	Encourage that native vegetative buffers remain parallel to the roadside throughout the "Scenic and Historic A1A" corridor. Create incentives for property owners to preserve 10 ft of vegetation on their property along the SR A1A corridor and ask FDOT to dedicate 10 ft. of their ROW.	G: 1 O: 1.2 S: 1.2.1, 1.2.3, 1.2.4 O: 7.2 S: 7.2.5	A, B, C, D, M, O, P, Q, R, S, T, U, V, X, Y	3a, 17, 21, 22, 33-42
2.	Encourage new developments to buffer with dense native vegetation adjacent to all parking lots and soften the subdivision entrance walls with native vegetation.	G: 1 O: 1.2 S: 1.2.1	A, B, C, D, M, O, P, Q, R, S, T, U, V, X, Y	14, 17, 33-42
3.	Enhance all existing landscaped medians throughout the "Scenic and Historic A1A" corridor by the utilization of native vegetation, canopy trees, flowering trees, wild flowers and encourage xeroscaping and temporary sprinkler system. Provide a sprinkler system within the medians. Increase City and County landscape maintenance measures.	G: 1 O: 1.2 S: 1.2.1 O: 1.3 S: 1.3.10	A, B, C, D, M, O, P, Q, R, S, T, U, V, X, Y	14, 17, 33-42
4.	Require all new turn lanes to be landscaped and create turn lanes instead of yellow diagonal lines.	G: 1 O: 1.2 S: 1.2.1 O: 1.3 S: 1.3.10	A, B, C, D, M, O, P, Q, R, S, T, U, V, X, Y	14, 17, 33-42

5.	Provide a landscape buffer adjacent to the Water Storage Tank located at the intersection of SR A1A and Magnolia Ave (on the east side).	G: 1 O: 1.2 S: 1.2.1 O: 1.3 S: 1.3.10	A, B, C, D, M	14, 17, 33-42
6.	The intersection of CR A1A and SR A1A needs to be landscaped in the City of St. Augustine Beach.	G: 1 O: 1.2 S: 1.2.1 O: 1.3 S: 1.3.1	A, B, C, D, M, P, X, Y	14, 17, 33-42
7.	Landscape A Street in the City of St. Augustine Beach	G: 1 O: 1.2 S: 1.2.1 O: 1.3 S: 1.3.1	A, B, C, D, M, P, X, Y	14, 17, 33-42
8.	Develop Phase II of the Landscaping design for FDOT ROW at Vilano Beach Bridge	G: 1 O: 1.2 S: 1.2.1 O: 1.3 S: 1.3.1	A, B, C, D, M, T, X Y	14, 17, 33-42

Administration

Downtown Redevelopment

1.	Crescent Beach downtown needs to be redeveloped. SR. A1A divides the town in half. Apply for a Waterfronts Community Grant.	G: 1 O: 1.3 S: 1.3.7 G: 6 O: 6.1 S: 6.1.1, 6.1.2, 6.1.3, 6.1.4, 6.1.5	M, R	5, 8, 10, 12, 14, 16 18, 22
2.	Apply for a Waterfronts Community Grant for the City of St. Augustine Beach.	G: 1 O: 1.3 S: 1.3.7 G: 6 O: 6.1 S: 6.1.1	M, P	5, 8, 10, 12, 14, 16 18, 22
3.	Create a Vilano Beach Community Redevelopment Area (CRA).	G: 6 O: 6.1 S: 6.1.4	M, T	5, 8, 10, 12, 14, 16 18, 19, 22
4.	The City of St. Augustine Beach's downtown needs to be redeveloped. Apply for a Waterfronts Community Grant.	G: 6 O: 6.1 S: 6.1.1	M, P	5, 8, 10, 12, 14, 16 18, 22

Administration

Master Plans

1.	Create a Redevelopment Master Plan for Crescent Beach.	G: 6 O: 6.1 S: 6.1.1, 6.1.2, 6.1.3, 6.1.4, 6.1.5	M, R	5, 8, 10, 12, 14, 16 18, 22
2.	Scenic Highway Signage	G: 1 O: 1.3 S: 1.3.4, 1.3.6	D, O, P, Q, R, S, T, U, V	12, 33, 35, 38, 39, 40,
3.	Prepared coastal stormwater and water quality protection management plan.	G: 1 O: 1.3 S: 1.3.8	B, J, K, M, O, P, P, R, S, T, U, V	1, 2, 3a, 19, 20, 21

4.	Beach Lighting Management Plan.	G: 1 O: 1.3 S: 1.3.8	D, M, O P, Q, R, S, T, U, V	5, 8, 10, 12, 14, 16 18, 22
5.	Pest control and fertilizer management plans which considers alternatives such as, but not limited to, bat housing.	G: 1 O: 1.2 S: 1.2.4	M, O, P, Q, R, S, T, U, V	5, 8, 10, 12, 14, 16 18, 22
6.	Bike and Pedestrian Master Plan	G: 2 O: 2.2 S: 2.2.1, 2.2.2, 2.2.5, 2.2.6	D, M, O, P, Q, R, S, T, U, V	5, 8, 10, 12, 14, 16 18,
7.	The City of St. Augustine Beach needs both an Archaeological and Historical Surveys.	G: 8 O: 8.1 S: 8.1.1, 8.1.2	A, M, P	5, 8, 10, 12, 14, 16 18, 22

	Facilities	Corresponding Goals, Objectives, and Policies	Partnerships	Funding
	Long Range Timeframe 6-15 Years	Refer to Section 2 of this Report	Legend 13-1	Legend 13-2
General				
1.	Bury utilities throughout the "Scenic and Historic A1A" corridor	G: 2 O: 2.1 S: 2.1.7	D, M, O, P, Q, R, S, T, U, V, W	12, 14, 22
2.	Design beach parking areas with human safety built into the design.	G: 2 O: 2.1 S: 2.1.5	D, L, M, P, Q, R, S, T, U, V, W	11, 12.25
Observation Pull Offs				
1.	First bridge before Vilano (Hospital Creek) - create a pull off add interpretive displays (natural and historical), possible boardwalk to be used for fishing as well as observation.	G: 2 O: 2.1 S: 2.1.1	A, B, D, L, T, XM	7, 9, 11, 12, 13, 25
Existing Federal and State Park Improvements				
1.	At the Ft. Matanzas National Monument Park (beach side) - create new restroom facilities (<i>an Environmental Assessment Study is needed, possible utility and environmental problems.</i>) and kiosk information signage, nature/ historic interpretive signs and landscape parking area. On the west side of the road enlarge the Visitors Information Center and add additional nature interpretive signs.	G: 4 O: 4.1 S: 4.1.4 G: 7 O: 7.1 S: 7.1.3, 7.1.6 O: 7.2 S: 7.2.4	A, B, D, L, M, X, Y	2, 7, 9, 11, 12, 13, 14, 15, 25, 36
2.	Frank Butler Beach Park (east) - add an artificial reef for surfing and add interpretive signage concerning the African American Heritage.	G: 1 O: 1.1 S: 1.1.5 G: 4 O: 4.1 S: 4.1.3	A, B, E, J, K, M, R, X	21, 22, 23
3.	Anastasia State Park - add landscaping within the parking area, create a marsh boardwalk with nature interpretive signs and trails, create new picnic shelters and provide trash receptacles.	G: 4 O: 4.1 S: 4.1.3, 4.1.4	A, B, D, E, J, K, M, X, Y	2, 3, 9, 11, 12, 13, 14, 15, 17, 20, 21, 22, 23, 25, 33-42
4.	At the Anastasia State Park entrance (closest to McDonalds) add Interpretive signage and a boardwalk.	G: 4 O: 4.1 S: 4.1.4	A, D, L, M, X, Y	7, 9, 12, 35
Existing County Park Improvements				
1.	Mickler Landing - add new restroom facilities, additional landscaping and widen beach access way.	G: 7 O: 7.1 S: 7.1.3, 7.1.6	A, B, D, E, J, K, L, M, W, Y	2, 3, 9, 11, 12, 13, 14, 15, 17, 20, 21, 22, 23, 25, 33-42
2.	St. Augustine Beach Pier Park - Extend the existing pier an additional 400 ft. and landscape the existing parking lot.	G: 2 O: 2.2 S: 2.2.3, 2.2.4	A, D, L, M, P	11, 17, 23, 25

	Facilities	Corresponding Goals, Objectives, and Policies	Partnerships	Funding
	Long Range Timeframe 6-15 Years	Refer to Section 2 of this Report	Legend 13-1	Legend 13-2
Proposed New Park Improvements				
1.	Town of Marineland's River to Sea Park site just north of Whitney Lab on west side of the road - create a new park with improvements, including but not limited to, kiosk, nature/ archaeological interpretive (this is an excellent location for archaeological interpretive) signs, and scenic vista out looks, parking facilities, pull off and landscaping.	G: 1 O: 1.2 S: 1.2.2 G: 2 O: 2.1 S: 2.1.1 O: 2.2 S: 2.2.3, 2.2.4 G: 4 O: 4.1 S: 4.1.4	A, B, C, D, L, M, O, W, Y	12, 13, 15, 23, 25, 27, 28, 29, 30, 33-42
Existing Beach Access Ways and Beach Ramps				
1.	Gate Trading Post Gas Station (north side) - improve parking facilities on the west side of A1A, landscape at selected locations, create a driving turn around, provide for scenic marsh outlooks and interpretive displays. On the east side of the road indicate beach access with signage.	G: 2 O: 2.2 S: 2.2.3, 2.2.4 G: 4 O: 4.1 S: 4.1.4	A, C, D, J, M, X, Y	3a, 12, 17, 27, 25, 24, 28, 26, 33-42
New Landscape Medians				
1.	Create new landscape median by Anastasia Catholic Church.	G: 1 O: 1.2 S: 1.2.1, 1.2.3	A, D, M, Q, Y	12, 23, 33, 34, 36, 37
2.	Create new landscape median after Owens Ave	G: 1 O: 1.2 S: 1.2.1, 1.2.3	A, D, M, Q, Y	12, 23, 33, 34, 36, 37
3.	Create new landscape median after SR. 312.	G: 1 O: 1.2 S: 1.2.1, 1.2.3	A, D, M, Y	12, 23, 33, 34, 36, 37
Retention Ponds				
1.	Redesign all retention ponds within the A1A corridor. Create a park like setting with walkways around a 'curvilinear lake' design; add landscaping with canopy trees, lighting, boardwalks and fountains.	G: 1 O: 1.3 S: 1.3.2, 1.3.8, 1.3.10, 1.3.11	D, L, M	8, 9, 12, 15, 33, 35, 36, 42
Historic Markers				
1.	Add historic markers wherever historic events occurred along the A1A corridor.	G: 2 O: 2.1 S: 2.1.2	D, M, O, P, Q, R, S, T, U, V, W, X, Y	29, 30, 33-42
Interpretative signage				
1.	Create interpretive signage of the sea turtle's life.	G: 4 O: 4.1 S: 4.1.4	B, E, G, J, L, M, O, P, Q, R, S, T, U, V, W, X, Y	4, 5, 6, 7, 33-42
2.	Create interpretive signage of the value of dune protection.	G: 4 O: 4.1 S: 4.1.4	B, E, G, J, L, M, O, P, Q, R, S, T, U, V, W, X, Y	4, 5, 6, 7, 33-42
Administration / Coordination				
Downtown Redevelopment				

	Facilities	Corresponding Goals, Objectives, and Policies	Partnerships	Funding
	Long Range Timeframe 6-15 Years	Refer to Section 2 of this Report	Legend 13-1	Legend 13-2
1.	Establish historic tax incentives for home restoration which will be regulated by the County's Historic Resource Review Board.	G: 6 O: 6.1 S: 6.1.5	C, M, O, P, Q, R, S, T, U, V,	27
2.	Renovate the City of St. Augustine Beach's old City Hall and turn this into a cultural center.	G: 1 O: 1.3 S: 4.1.4 G: 6 O: 6.1 S: 6.1.5	C, M, P, Y	22, 28, 29, 38, 39
Master Plans				
1.	Beach parking areas and beach access way signage.	G: 2 O: 2.1 S: 2.1.5	D, M, O, P, Q, R, S, T, U, V, W	4, 9, 22, 33 - 42
2.	New Technologies in Waste Water Management (Vermont Restoration).	G: 1 O: 1.1 S: 1.1.1, 1.1.3 O: 1.3 S: 1.3.8	M, O, P, Q, R, S, T, U, V,	1, 2, 3, 3a

Scenic and Historic A1A - Potential Partnerships

Government Agencies	
A.	Department of Community Affairs (DCA)
B.	Department of Environmental Protection (DEP)
C.	Department of State Lands
D.	Department of Transportation
E.	Florida Fish and Wildlife Conservation Commission (FWC)
F.	Florida Inland Navigation District (FIND)
G.	National Estuarine Research Reserve (NEER)
H.	St. Augustine Port and Waterway Authority (SAWA)
I.	St. Johns County School Board
J.	St. Johns River Water Management District (SJRWMD)
K.	US Army Corps of Engineers (USACE)
L.	U.S. Department of Interior National Park Service (NPS)
County	
M.	St. Johns County
N.	Flagler County
Cities	
O.	Town of Marineland
P.	City of St. Augustine Beach
Q.	City of St. Augustine
Communities	
R.	South Anastasia Community Association
S.	Mid-Anastasia Visioning Group
T.	North Shores Improvement Association and Vilano Beach Revitalization Initiative
U.	South Ponte Vedra Beach Association
V.	Ponte Vedra Coalition
W. Academic Institution	
	First Coast Technical Institute
	Flagler College
	St. Johns River Community College
	University of Florida (UoF) - Whitney Lab
	University of North Florida
X. Environmental/ Conservation Organizations	
	1000 Friends of Florida
	Defenders of Wildlife
	Florida Highway Beautification Council
	Florida Wildlife
	Garden Clubs
	Land Acquisition Non Profits i.e., Trust for Public Lands (TPL), and North Florida Land Trust
	Legal Environmental Assistance Foundation
	Nature Conservancy
	Save the Manatee
	Sierra Club
	St. Augustine Beach Beautification Committee
	St. Johns Audubon Society

Scenic and Historic A1A – Potential Partnerships

Y. Other Organizations / Affiliations	
	Business Owners
	Chamber of Commerce
	St. Augustine Historical Society
	St. Augustine Lighthouse and Museum, Inc.
	St. Johns County Civic Roundtable
	Tourist Development Council (TDC)

Scenic and Historic A1A – Potential Funding Sources

Stormwater Management	
1.	Cost Sharing
2.	State Revolving Fund Loan Program for Wastewater Treatment
3.	319 (h) of the Federal Clean Water Act
3a.	St. Johns River Water Management District
Educational	
4.	Coastal Workshop Series
5.	Science to Achieve Results (STAR) Program Wildlife Risk Assessment
6.	EPA Environmental Education Grant
7.	Grant Making
Parks and Public Lands	
8.	Florida Community Trust
9.	Florida Recreation Development Assistance Program
10.	Trust for Public Lands Conservation Service Program
11.	Urban Parks and Recreational Recovery Program
Streetscaping/ Pedestrian and Bicycle Improvements	
12.	Transportation Enhancement Projects
13.	Recreational Trails Program
14.	Transportation Equity Act-21 Century
15.	National Urban and Community Forestry Matching Grant Program
16.	Coastal Partnership Initiative (Florida Coastal Management Program)
17.	Advertising Matching Grant Program
18.	Florida Main Street Program
Beach Erosion	
19.	Congressional Appropriations
20.	Florida Beach Erosion Control Program
21.	Small Beach Erosion Control Program
Community Redevelopment and Revitalization	
22.	Florida Small Cities Community Development Block Grant Program
23.	Keep Florida Beautiful, Inc. Approved Community Based Program Grant
24.	Local Agency Program
25.	Waterfronts Florida
Cultural and Historic	
26.	Ad Valorem Tax Exemptions for Improvements to Historic Properties
27.	Cultural Partnership Initiative
28.	Cultural Facilities Program
29.	Historic Preservation Grants-in-Aid Program
30.	Special Category Grants
Hazard Mitigation and Emergency Management	
31.	Emergency Management Preparedness and Assistance Competitive Grant Programs
32.	Flood Mitigation Assistance Program
Landscaping and Beautification	
33.	Florida Highway Beautification Council Grant Program
34.	Transportation Equity Act – 21 Century
35.	Scenic Byway Grant
36.	Florida’s Plant-a-Tree Trust Fund
37.	Transportation Enhancement Projects

Scenic and Historic A1A - Potential Funding Sources (continued)

38.	Donations
39.	Fundraising
40.	Public / Private Partnerships
41.	Garden Club
42.	Forestry Matching Grant Program



14.0 PROJECT OVERVIEW

"Scenic and Historic A1A"

"Scenic and Historic A1A" extends approximately 52 miles through St. Johns County, from Marineland to Ponte Vedra Beach. "Scenic and Historic A1A" abounds with white sandy beaches, recreational opportunities, and history dating back before the birth of this country. The Scenic Highway emphasizes the natural beauty of the route, the unique characteristics of its surrounding communities, and the rich historic and archaeological resources located along the National Scenic Byway.

Coastal Byway

The Florida Department of Transportation FDOT designated "Scenic and Historic A1A" as a Florida Scenic Highway in January 2002. The corridor also was designated as part of the 72-mile A1A Scenic and Historic Coastal Byway in June 2002, extending from the Volusia County/Flagler County line to the St. Johns County/Duval County line.

Purpose

Through the Florida Scenic Highway designation process, the community developed a Corridor Management Plan (CMP) which identified projects and programs that will help preserve, protect, enhance, and maintain the resources located along the "Scenic and Historic A1A" corridor. The Master Plan is the first step in implementing many of the projects identified in the Corridor Management Plan. The "Scenic and Historic A1A" Master Plan will play a role in telling the "Scenic and Historic A1A" grand story, through various corridor improvements that will inform the traveler and visually connect the resources along the corridor. The Master Plan will address park improvements, pedestrian and bicycle enhancements, signage, wayfinding/interpretive improvements, and traffic calming techniques.

See graphic on the following page.

Project Overview Elements

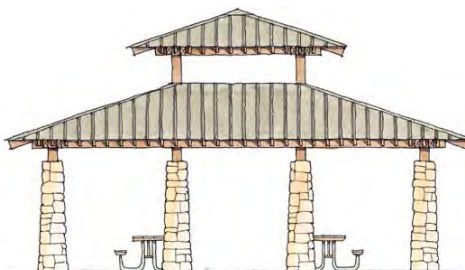
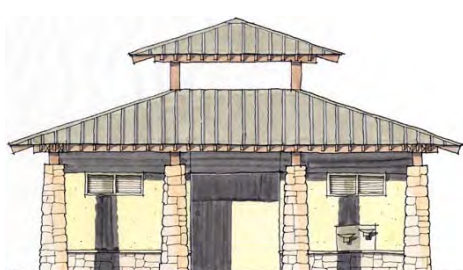


Unifying Elements

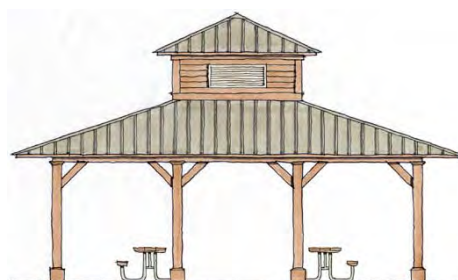
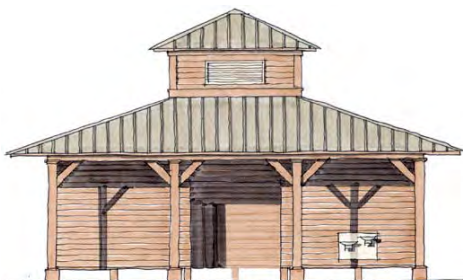
The Master Plan promotes art and architecture that visually educates and inspires the scenic byway traveler, while usually connecting the resources along the byway.

Architecture

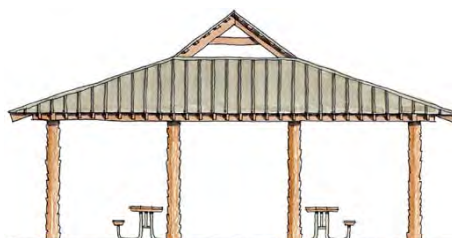
Four families of architectural style have been developed for the parks. The families share scale, materials, and a historic connection to the corridor. Prior to detailed engineering being completed for the parks, the community will be allowed to pick which architectural style best complements their neighborhood area.



Coquina



Old Florida Georgian



Old Florida Cracker



Old Florida Cracker 2

Interactive Public Educational Art (IPEA)

IPEA sculptures at some of the parks located will serve to educate travelers about the environmental resources located along the corridor. This reoccurring element will help link the parks along the scenic roadway.

While preliminary sketches for these pieces are included in the Master Plan, the art sculptures should be commissioned for each park by a local or national artist. A competition could be held to select an artist for each park or one artist could be commissioned for all of the parks recommending IPEAs.



St. Johns County Logo

This logo will appear on signage along Scenic and Historic A1A through St. Johns County.

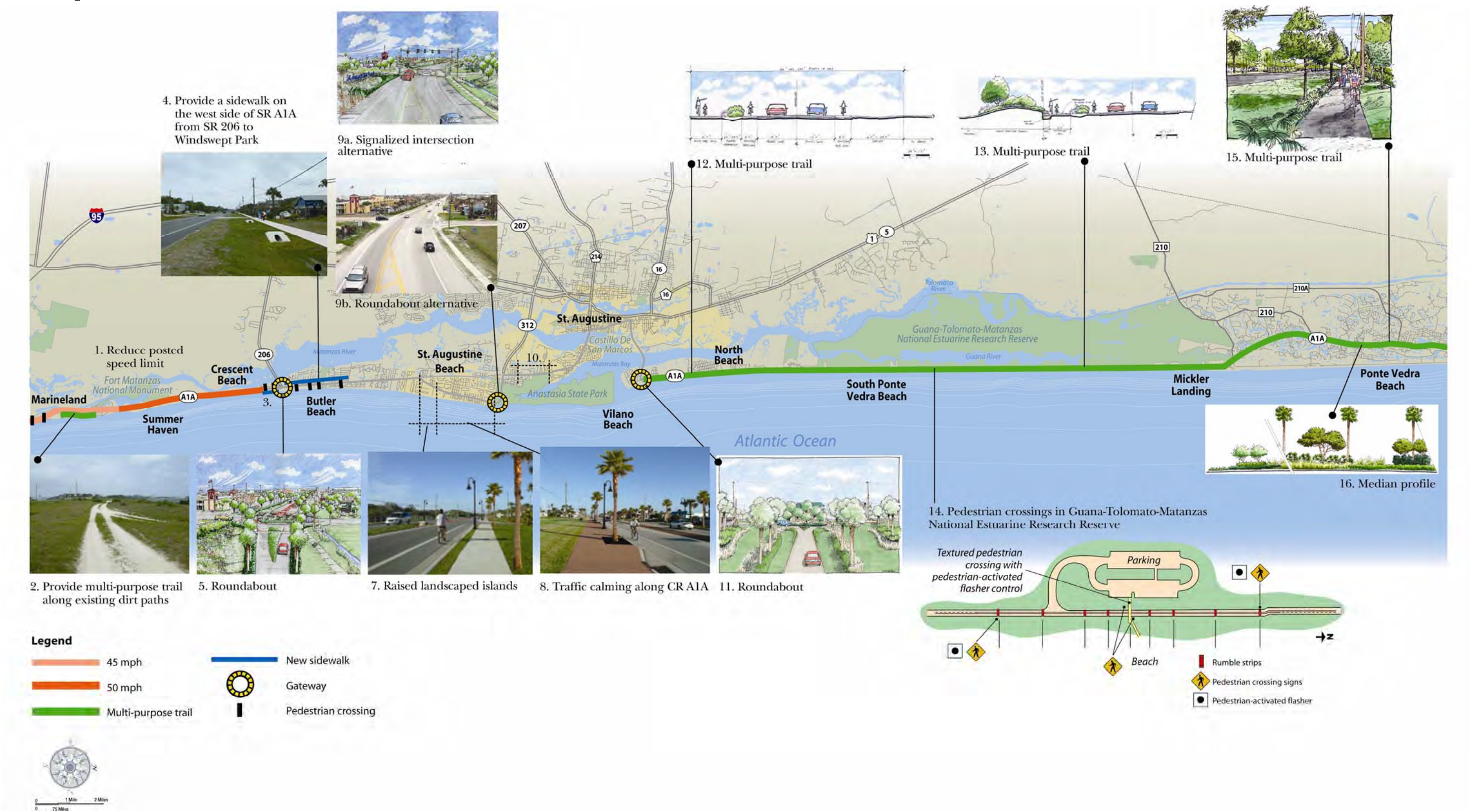


Summary of Transportation Initiatives

1. Reduce the posted speed limit in South Anastasia Island from the Flagler/St. Johns County Line to Green Road.
2. Provide a sidewalk on the east side of SR A1A from Green Road to the SR A1A/SR 206 intersection.
3. Provide a sidewalk on the west side of SR A1A from the SR A1A/SR 206 intersection to Windswept Park.
4. Introduce a roundabout at SR 206/SR A1A intersection.
5. Provide pedestrian crossings at the following locations: the northern town limits of Marineland, the River to Sea Preserve, the SR A1A and Green Road intersection, the SR A1A and Cubbedge Road intersection, the SR A1A and Jellison Road intersection, the SR A1A and Treasure Beach Road intersection, the SR A1A and Jellison Street intersection, the SR A1A and Mary Street intersection, and the SR A1A and Matanzas Avenue intersection.
6. Introduce some raised landscaped islands along CR A1A from SR A1A to F Street, within the City of St. Augustine Beach.
7. Provide some traffic calming measures and landscaping along CR A1A from F Street to Pope Road to enhance pedestrian safety and access to the beach.
8. Introduce a gateway at CR A1A and Pope Road.
9. Introduce some raised landscaped medians along SR A1A, from the SR A1A/SR 312 intersection to the City of St. Augustine limits.
10. Introduce a roundabout at SR A1A and Coastal Highway (SR A1A).
11. Introduce a multi-purpose trail within the SR A1A right-of-way (where possible) from the Vilano Town Center to the Guana-Tolomato-Matanzas National Estuarine Research Reserve.
12. Introduce a new multi-purpose trail running north-south parallel to the Guana-Tolomato-Matanzas National Estuarine Research Reserve within the SR A1A ROW. Maintain a landscaped buffer between the roadway and the trail. The trail may consider connecting to an existing north-south trail located within the Guana-Tolomato-Matanzas National Estuarine Research Reserve along the west side of the Guana Lake, extending from the dam to Mickler Road, during non-hunting season (Feb. - Sept.).
13. Introduce traffic calming devices textured pedestrian crossings, rumble strips, and pedestrian activated flashers at the Guana-Tolomato-Matanzas National Estuarine Research Reserve beach parking sites or refuge islands.
14. Introduce a multi-purpose trail from the northern limits of the Guana-Tolomato-Matanzas National Estuarine Research Reserve to the St. Johns County/Duval County line within the SR A1A ROW. In addition, introduce a signed bicycle lane on the shoulder from Mickler Road to the St. Johns County/Duval County line.
15. Re-landscape existing medians in Ponte Vedra.
16. In coordination with other roadway improvements or work within the ROW, relocate utility lines underground where possible. If the main lines cannot be relocated, bury connections that extend across the roadway.

See graphic on the following page.

Transportation Recommendations

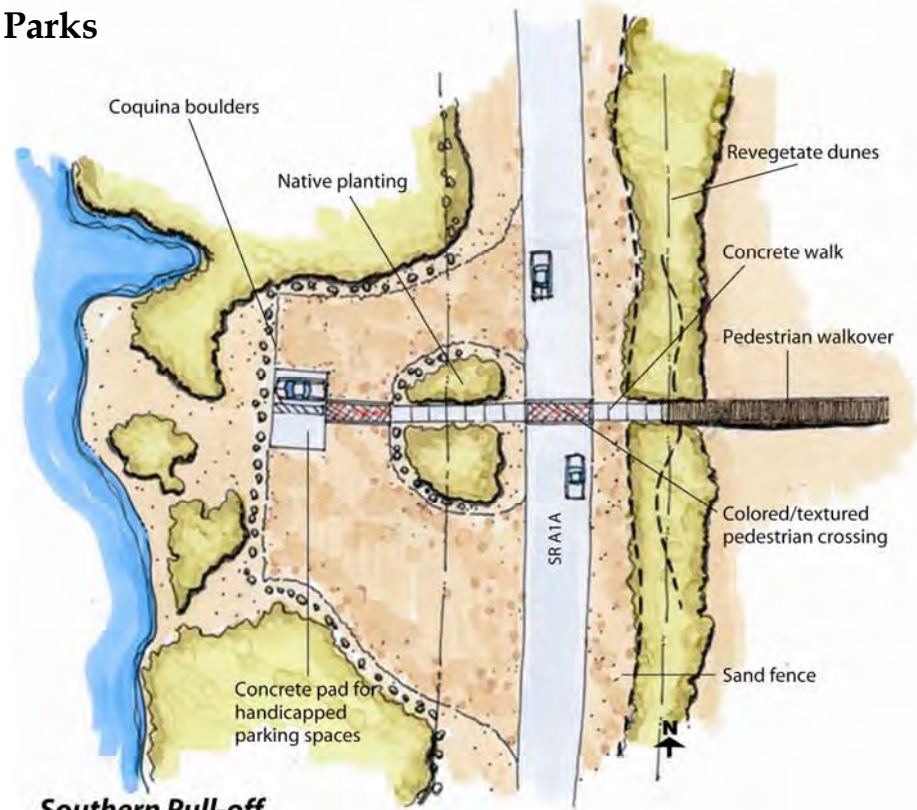


Park Sites Map

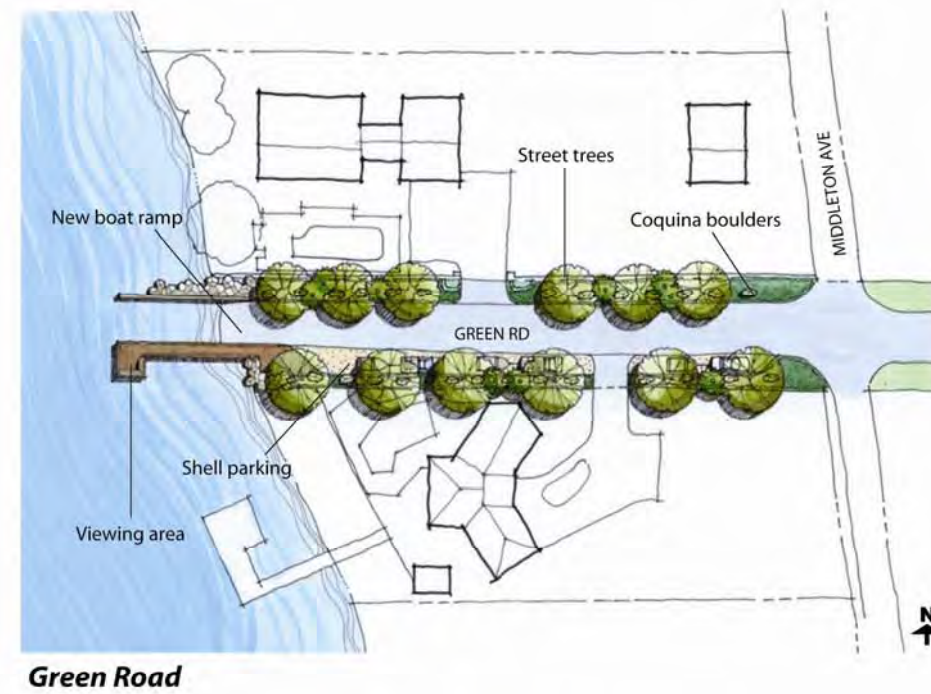
A site was prepared for existing and new parks located along Scenic and Historic A1A and parks are identified on the map below. The site plans were designed to enhance the sites and to develop a cohesive theme for these public spaces along the A1A corridor. A "Parks Master Plan" is being developed for the parks along the corridor. The proposed improvements for the parks will provide better quality of service to attendees, to beautify and unify the corridor and educate travelers.



Parks



Southern Pull-off



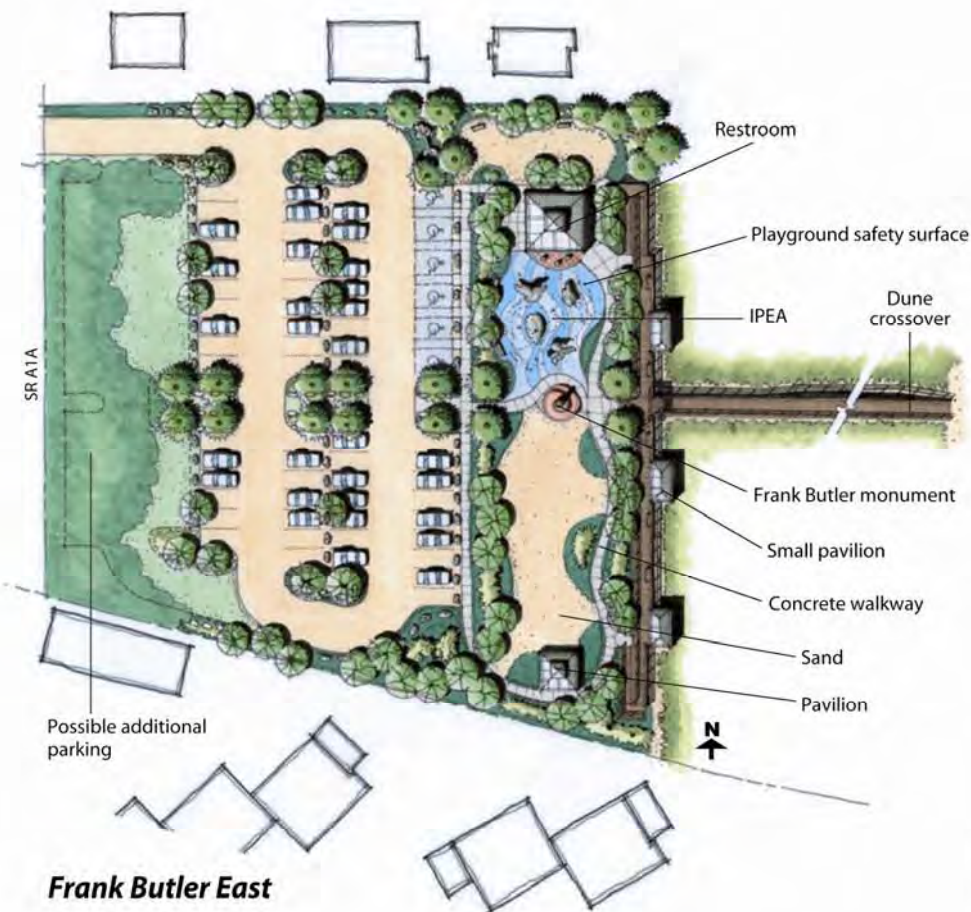
Green Road



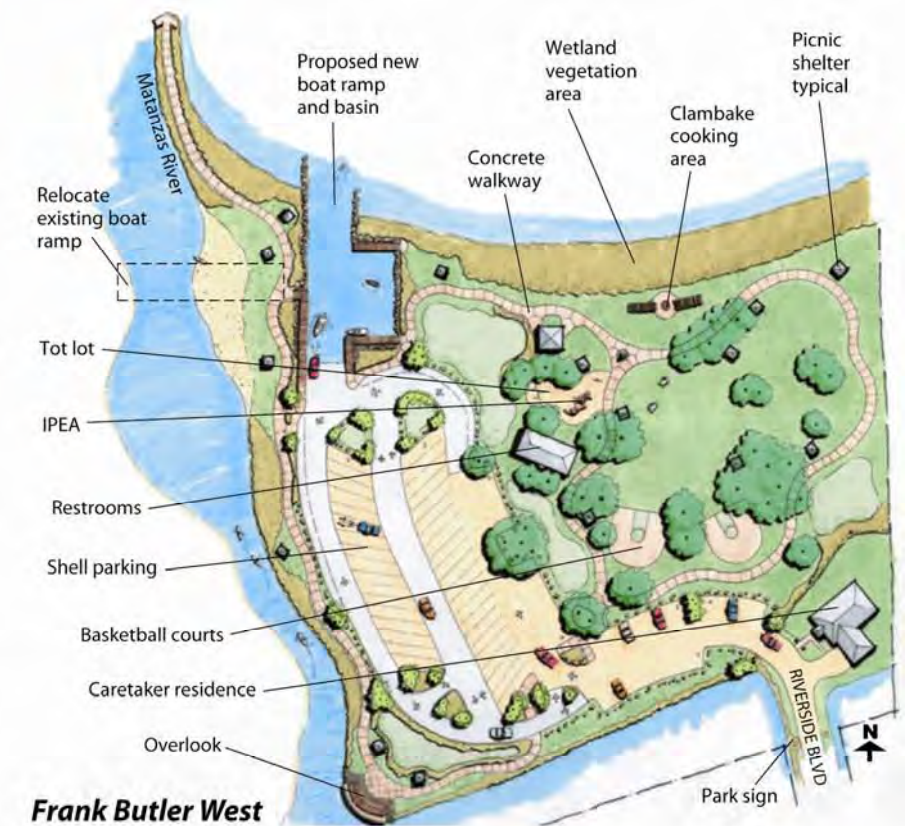
206 Bridge



Crescent Beach



Frank Butler East

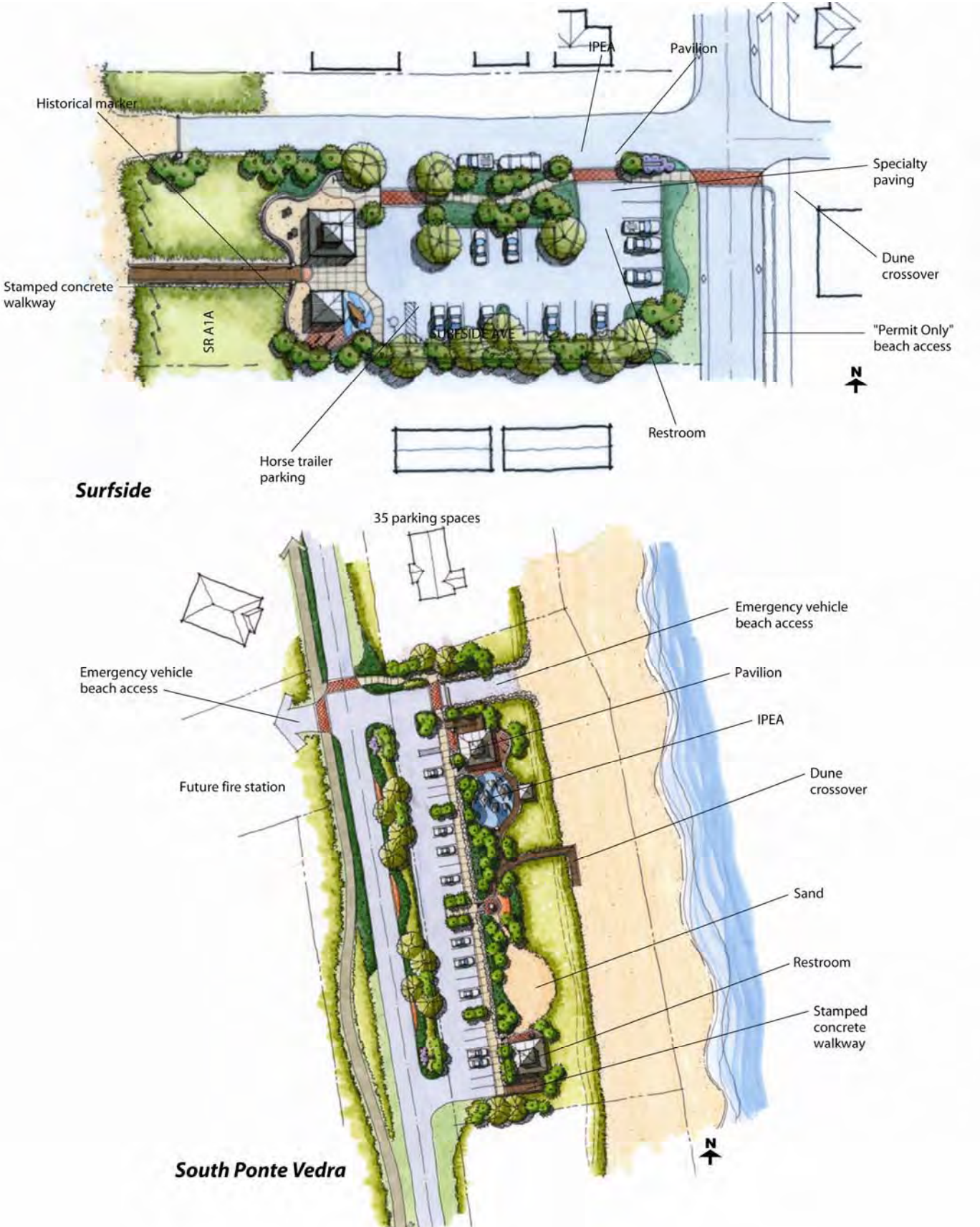


Frank Butler West

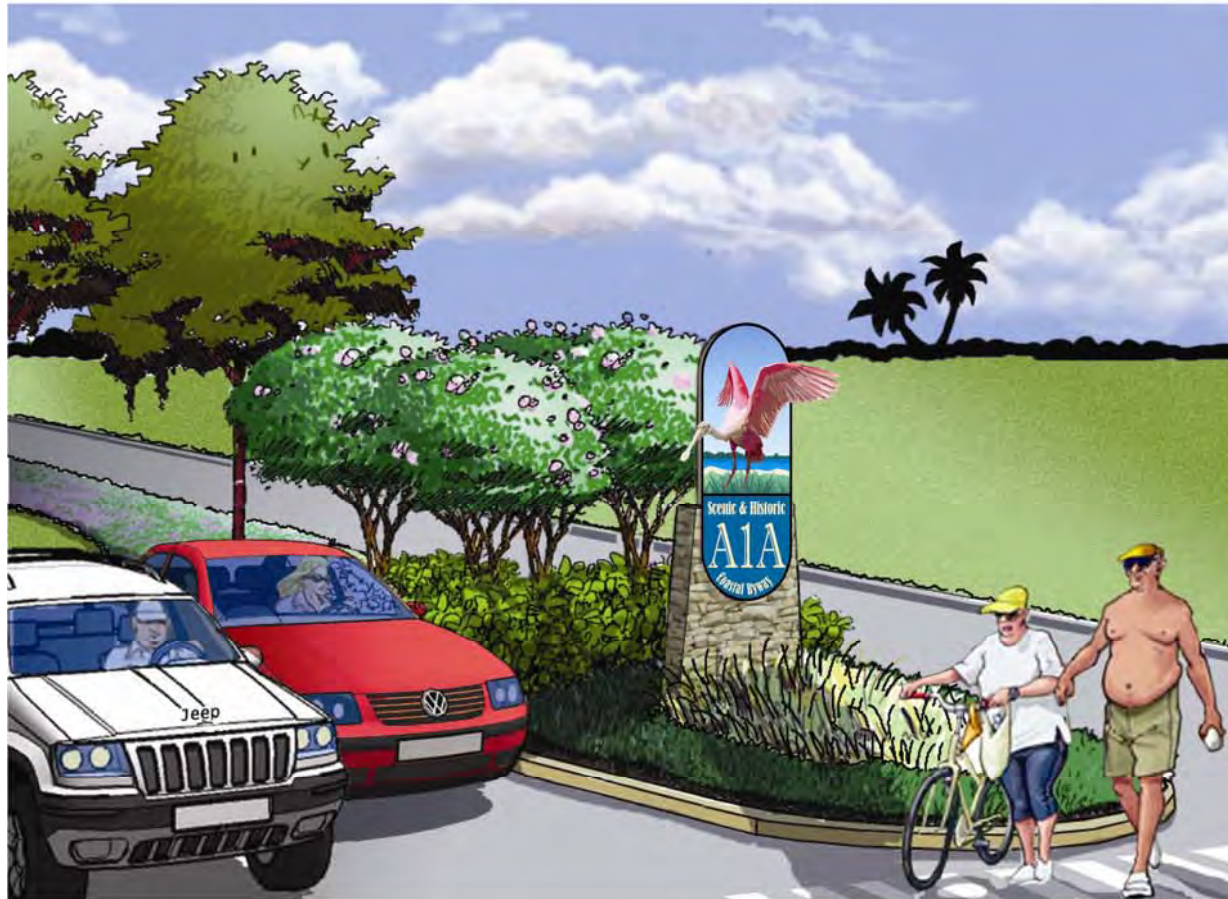
Parks



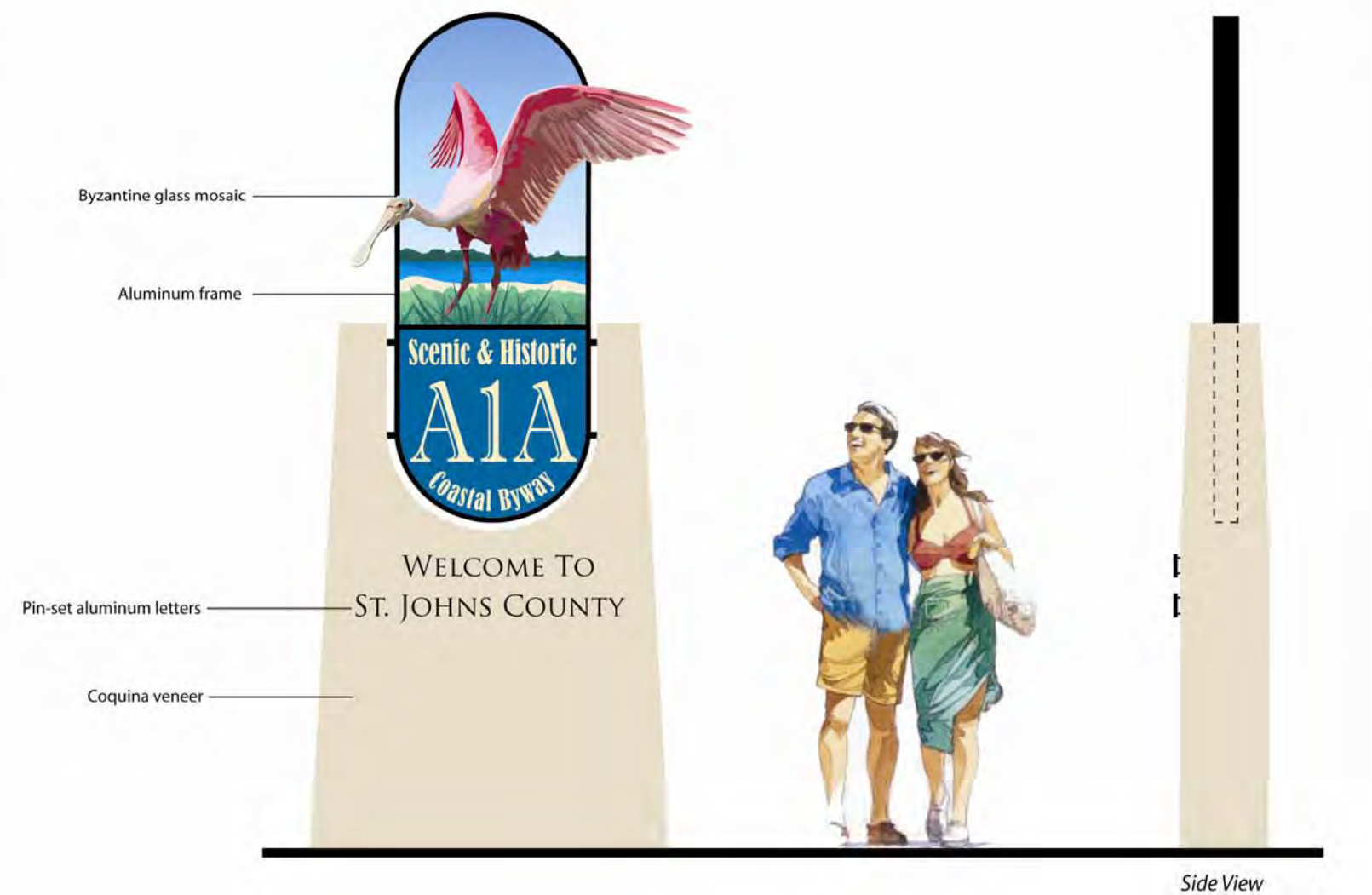
Parks



Northern Gateway



Gateway feature would be located in the median at the St. Johns County/Duval County Line.



What is Wayfinding?

Wayfinding is the organized movement of pedestrians and vehicles through a complex environment. It frequently involves layers of information such as maps, signs, landmarks or icons to direct a user to a destination. The goal of this system is to welcome travelers to "Scenic and Historic A1A" and reassure travelers that they are on the correct road as they find their destination. Successful wayfinding is not about adding more signs, but instead creating a clear message system with potentially fewer signs.

The Wayfinding Master Plan

The system contains a hierarchy of signs including gateway features, icons, vehicular directional signs, kiosks, parking signs, beach access signs and mile markers. This hierarchical system is intended to maintain a consistent "branding" of the corridor.

Development of the Wayfinding Plan

Step 1:

Inventory existing direction signs.

Step 2:

Determine which signs could be removed or replaced by the new system.

Step 3:

Determine the major destinations along A1A. The criteria for being on this list is that a destination must be a top tourist attraction meeting one of the five following criteria:

1. Public Ownership
2. Not-For-Profit
3. National Historic Register
4. Community
5. Government

Step 4:

Identify the potential areas of complexity or confusion as travelers navigate the Byway. These type of signs frequently occur at key decision points that require special treatment. Particular attention has been paid to gateway locations. These are major entry points to the byway. At each of these locations the goal is to welcome travelers and communicate that the traveler has arrived at a special place.

Step 5:

Develop sign schedule. The sign schedule is the plan which graphically depicts each sign and its message in a heads-up orientation.

See graphics on the following page.

Wayfinding

