Flagler Beach & Flagler County
Oceanshore Scenic Highway Charrette

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

June 27, 2003
Change is inevitable. In a progressive Country, change is a Constant

Benjamin Diraeli, 1867

Charrette Kick-off Party
Opening Presentation
Saturday, February 1

The Planning Process
Saturday, February 1
The Public Workshop

Saturday, February 1

The Citizens Plans

Saturday, February 1
The Citizen's Plans

Saturday, February 1

Feb. 2 through Feb. 7
The Study Area
Natural vegetation of Florida
AIA Corridor - Study Area

PLANT ASSOCIATIONS - NORTH FLORIDA

1) COASTAL UPLANDS
   a) Beach/Dune

Neutral to alkaline soil is composed of coarse sand and shell fragments. This soil has little organic matter with low fertility and some salt content and is well-drained to the point of being droughty. Plants of these communities are adapted to hot, dry, sunny, and windy conditions and do poorly when grown in the shade or planted in rich soils, or those with poor drainage. Beach/dune plants are very salt and drought tolerant.

AIA Corridor Plant Associations
coastal uplands - beach/dune
Coastal Uplands-Beach/Dune
Native Planting Palette

**CANOPY TREES**
n/a

**UNDERSTORY TREES**
n/a

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

**GROUND COVERS**
Sea oxeye daisy
Saltgrass
Elliott lovegrass
Railroad vine
Beach elder
Muhly grass
Prickly-pear
Beach panic grass
Knotgrass
Seaside puslane
Smooth cordgrass
Saltmeadow cordgrass
Seashore dropseed
Sea oats

**VINES**
Railroad Vine

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

---

**FDOT DESIGN STANDARDS**
INDEX NO.700
Rural Section
<40 mph = 16' Clear Zone
>40 mph = 24' Clear Zone
Urban Section (Vertical Curb)
18” from back of curb

---

**Flagler County**
Marine Land
Washington State Park
Hammock
Palm Coast
Beverly Beach
Flagler Beach
1,500’ Transition Zone
7th Avenue North
Sr100/Moody Blvd.
7th Avenue South
1,500’ Transition Zone
Volusia County
Entering Flagler Beach Existing Urban/Rural Section (no curb)

Rural Section
<40 mph = 16' Clear Zone
>40 mph = 24' Clear Zone

Entering Flagler Beach Existing Photo – Looking South

Rural Section
<40 mph = 16' Clear Zone
>40 mph = 24' Clear Zone

Preserve view
Private development landscaping to follow native plant palette
Preserve and maintain edge
Real native grasses/wildflowers

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

- <40 mph = 16’ Clear Zone
- >40 mph = 24’ Clear Zone

7th Street Existing Urban (Curb) Section

7th Street Existing Photo – Looking South

City streetscape
Organize on-street parking
Remove on-street parking until pier
Reinforce city streetscape

Rural Section

- <40 mph = 16’ Clear Zone
- >40 mph = 24’ Clear Zone

7th Street Existing Urban (Curb) Section

7th Street Existing Photo – Looking South

Preserve view
Go vertical parking bollard
Reinforce city streetscape
Above炼钢点来年
SR A1A - Within Flagler Beach

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

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

• Denote transition (35 mph) and town (25 mph) zones and reinforce through design elements such as entry features, on-street parking, landscaping, lighting, and definition of the pavement edge.

• Convert existing parking configuration (parallel on west side and angle on the east) to reverse angle parking on both sides within the existing pavement width.

• Construct crosswalks of a different material at the terminus of each east-west street between 7th Street North and 7th Street South. One such material could be concrete with an exposed shell aggregate.

• Replace “No Parking” signs with plantings that prohibit parking on the dunes.

• Relocate parking to the west side of SR A1A north of SR 100 and south of 7th Street South.

Recommendations

• Sign bike route to direct cyclists off of SR A1A at 7th Street North and 7th Street South. Continue bike route along reconstructed Central Avenue across Moody Avenue. Link to Colbert Lane Rail-to-Trail across SR 100 Bridge via 2nd Street/Flagler Avenue.
SR A1A - South of Flagler Beach

**Issues**

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

**Analysis**

- Vehicular parking on the dunes speeds erosion.
- Motorists have no visual cues to indicate a change of environment from rural highway to town "Main Street."

**Recommendations**

- Replace "No Parking" signs with plantings that prohibit parking on the dunes.
- Provide visual design elements such as formalized plantings that enclose the roadway as it approaches town. Define transition zones that step vehicular speeds down from 45 mph to 35 mph through design elements.
Entrance Gateways
Flagler Beach

- Preserve the city’s character
- Preserve historic buildings and town’s historic district and heritage
- Create a Pedestrian Friendly environment
- Bury utilities (phased approach)
- Architectural design guidelines
- Solve parking problems
- No parking along east A1A (dunes)
- Turn one-way streets to two-way
- Calm traffic and speed along A1A
- Narrow Moody Blvd
- Reconnect the North and South sides
- Define the city’s center
- Keep City hall within the center
- Upgrade obsolete buildings
- Maintain & enhance the downtown district
- Central Avenue as a Main Street

The Citizen’s Requests

Flagler Beach

- Drainage
- Beach erosion
- Landscaping, sidewalks, boardwalk, trash cans, street lighting (turtle friendly), signage
- Upgrade and maintain parks
- Downtown directory
- Enhance the pier and beach access
A1A Between Moody & N 2\textsuperscript{nd} St.

A1A Between 2\textsuperscript{nd} St. South & 3\textsuperscript{rd} St. South
2nd St. South between A1A & Central

Moody between Central & Daytona
The Heart Of The Community

City Hall
What If…

Central Avenue: Entering the Downtown District
Central Avenue: Entering the Downtown District

Central Avenue Looking South
Reconnecting The City

Moody Blvd.
Reconnecting The City
Parking

Public Parking
Parking

Flagler Avenue
Parking, Linear Park & Drainage

City Street
Parking Along A1A

Pedestrians, Speed & Parking
Parking Recommendations

- Convert all one-way streets back to two-way roads with parallel, on-street parking on both sides.
- Convert all angled and head-in parking into on-street parallel parking as marked in the parking diagram.
- Create public parking lots on City-owned property along Flagler Avenue fronting the City’s public buildings. These parking lots should have pervious surfaces (i.e., turf blocks or Grasspave2), and be landscaped as a greenway (see master plan). These parking lots three blocks away from the beach will put visitors “on foot” through the downtown area. This will minimize parking and traffic congestion while benefiting local retailers.
- In order to preserve the beach town atmosphere, parallel parking lanes should not be paved. Travel lanes should be defined and contained with a 1 1/2’ concrete strip to prevent asphalt from crumbling. Parking strip should be crushed shell or gravel.
- Eliminate the waterfront public parking lot on 4th St. S. The City should develop, lease or sell that property to an individual with the covenant of development, and use the proceeds towards a general parking fund.
Affordable Housing

Trailer Park Redevelopment

Drainage

Flagler Avenue Looking North
Terminating Vistas

Whale Watchers Motel
Post Office
Wickline Center

Wickline Center
Civic Buildings

Flagler Beach Library

Flagler Beach Library
The Next Steps

• Approve the Conceptual Master Plan
• Work W/Charrette Steering Comm. to Define Priorities
• Develop An Overlay Zoning Code
• Develop Architectural Design Guidelines
• Develop a Parking Program
• Initiate Conversations With FDOT (Moody Blvd., A1A)
• Initiate Conversations With Florida Power

Funding Sources

Implementation Strategies

A1A Ocean Shore Scenic Highway

• Preserve the natural vegetation and environment
• Bury utility lines (phased approach)
• Enforce two lanes throughout the entire corridor
• Additional planting along the bike trail
• Entrance gateways using native materials
• Buffer construction along A1A
• Bike path rest-stop with parking
• Preserve and increase beach access
• Replace or remove obsolete buildings
• Architectural Standards
• Information kiosks
• Zoning - Cluster shops - Parking should not be visible
• Identify historical sites
• Eliminate billboards
• Reduce speed
• Develop in an interconnected grid pattern, not in isolated subdivisions.
• No on-street parking on A1A
• Acquire land for preservation

The Citizen’s Requests
- Preserve, improve and build new “hula huts”
- Encourage eco-tourism.
- Eliminate billboards
- Preserve wetlands
- Drainage
- Beach erosion
Potential Development Under Current Zoning

Preservation of the Scenic Corridor: Ideal Build-Out
Entrance Gateways

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

The Citizens of Flagler Beach & Flagler County
Natural vegetation of Florida

AIA Corridor-Study Area

coastal uplands
Neutral to alkaline soil is composed of coarse sand and shell fragments. This soil has little organic matter with low fertility and some salt content, and is well-drained to the point of being droughty. Plants of these communities are adapted to hot, dry, sunny, and windy conditions and do poorly when grown in the shade or planted in rich soils, or those with poor drainage. Beach-dune plants are very salt and drought tolerant.

### Native Planting Palette

#### CANOPY TREES
- n/a

#### UNDERSTORY TREES
- n/a

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

#### GROUND COVERS:
- Sea oxeye daisy
- Saltgrass
- Elliott lovegrass
- Railroad vine
- Beach elder
- Muhly grass
- Prickly-pear
- Beach panic grass
- Knotgrass
- Seaside puszlane
- Smooth cordgrass
- Saltmeadow cordgrass
- Seashore dune grass
- Sea oats

#### VINES
- Railroad Vine

#### WILDFLOWERS
- Blanket flower
- Beach dune sunflower
- Camphorweed
- Standing cypress
- Horsemint
- Seaside evening primrose
- Seaside goldenrod

---

Coastal Uplands - Beach/Dune

*Native Planting Palette*
1) COASTAL UPLANDS
b) Maritime Forest

This community begins on the lee side of seashore dunes, shell mounds, and coastal terraces and extends as far inland as suitable conditions allow. Soils vary in pH from neutral to moderately alkaline and consist of sand, sometimes with shell fragments. Fertility and moisture retention are good due to surface litter and human accumulation. Slopes and ridges are well-drained, while flat and swales may remain water for some time. Plant distribution will reflect these different conditions. Maritime forest is limited to well-drained sites; the plants tolerate moderate amounts of salt, wind, drought, and some frost.

AIA Corridor Plant Associations
coastal uplands-maritime forest

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

UNDERSTORY TREES
Gumbumelia
Persimmon
American holly
Devilwood
Chapman oak
Myrtle oak
Hércules club

GROUNDCOVERS:
Coontie

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

VINES
Woodbine
Virginia creeper
grape

WILDFLOWERS
n/a

Coastal Uplands-Maritime Forest
Native Planting Palette
CLEAR ZONE PLANTING

Within Clear Zone – Trees not expected to become greater than 4" in diameter measured 6" above the ground.

Beyond Clear Zone – Trees expected to become greater than 4" in diameter measured 6" above the ground.

RURAL URBAN

URBAN RURAL

18" from back of curb for any tree greater than 4" diameter.
Marineland Proposed Urban Section
Marineland Proposed Photo – Looking South

South of Marineland Existing Rural Section
South of Marineland Existing Photo – Looking South

Rural Section
< 40 mph = 16’ Clear Zone
> 40 mph = 24’ Clear Zone
South of Marineland Proposed Rural Section

- Proposed Rural Section
- South Looking South
- 24' clear zone
- Plant native grasses/wildflowers
- Selective clearing
- Remove exotics
- Plant native trees & palms beyond clear zone

Matanzas Shores Existing Rural Section

- Rural Section
- <40 mph = 16' Clear Zone
- >40 mph = 24' Clear Zone

Matanzas Shores Existing Photo – Looking South
Matanzas Shores: Existing Rural Section

- 24’ clear zone
- Existing trees and existing road

Matanzas Shores: Proposed Photo – Looking South

- Plant native trees & palms beyond clear zone
- Plant native grasses/wildflowers
- Add curb at median development
- Plant native grasses/wildflowers in median

Sea Colony: Existing Rural Section

- <40 mph = 16’ Clear Zone
- >40 mph = 24’ Clear Zone

Sea Colony: Existing Photo – Looking South

- Rural Section
- Urban Section
- Urban Road
- Rural Road
- Urban Section
- Rural Section
- Urban Section
- Urban Section
- Rural Section
- Urban Section
Sea Colony Proposed Rural Section
24' clear zone

Sea Colony Proposed Photo – Looking South

Varn Park South Existing Rural Section

Varn Park South Existing Photo – Looking South

Rural Section
<40 mph = 16' Clear Zone
>40 mph = 24' Clear Zone
Rural Section

- <40 mph = 16’ Clear Zone
- >40 mph = 24’ Clear Zone

Beverly Beach Existing Rural Section

- <40 mph = 16’ Clear Zone
- >40 mph = 24’ Clear Zone

Varn Park South Proposed Rural Section

- <40 mph = 16’ Clear Zone
- >40 mph = 24’ Clear Zone
Beverly Beach Existing Rural Section

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

Rural Section

<40 mph = 16' Clear Zone

>40 mph = 24' Clear Zone

Private development
Landscaping to follow native plant palette.

Preserve view

Preserve and maintain edge

Plant native grasses/wildflowers

Preserve and maintain edge
Entering Flagler Beach Existing Urban/Rural Section (no curb)

Rural Section

<40 mph = 16’ Clear Zone

>40 mph = 24’ Clear Zone

Entering Flagler Beach Existing Photo – Looking South

Preserve development
Landscaping to follow native plant palette

Preserve view

Plan native grasses
Wildflowers

Preserve and maintain edge

7th Street Existing Urban (Curb) Section

Rural Section

<40 mph = 16’ Clear Zone

>40 mph = 24’ Clear Zone

7th Street Existing Photo – Looking South
Rural Section

- \( < 40 \text{ mph} = 16' \) Clear Zone
- \( > 40 \text{ mph} = 24' \) Clear Zone

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

- Private development landscaping to follow native plant palette
- Preserve and maintain edge

7th Street Existing Urban (Curb) Section

- \( 25 \text{ MPH} \)
- \( 30 \text{ MPH} \)
- \( 35 \text{ MPH} \)
- \( 45 \text{ MPH} \)
- \( 55 \text{ MPH} \)

Rural Section

- \( < 40 \text{ mph} = 16' \) Clear Zone
- \( > 40 \text{ mph} = 24' \) Clear Zone

7th Street Existing Urban Photo – Looking South

- Preserve on-street parking off street
- \( 16' \) clear zone

7th Street Existing Urban (Curb) Section

- Preserve on-street parking off street
- \( 16' \) clear zone

7th Street Existing Photo – Looking South

- Preserve on-street parking off street
- \( 16' \) clear zone

7th Street Existing Urban (Curb) Section

- Preserve on-street parking off street
- \( 16' \) clear zone
SR A1A - North of Flagler Beach

Issues
- Turn lanes are constructed in conjunction with new developments in the Hammocks area, resulting in overly-wide roadway.
- Florida Power tree-trimming along the corridor is not sensitive to the canopy.
- "No Parking" signs clutter the dunes.
- Despite the numerous "No Parking" signs, beachgoers still park on the dunes.

Analysis
- FDOT says that turn lane construction is dictated by the County in the Hammocks area, possibly as a condition of the DRI approval for new development.
- Tree trimming must be accomplished to keep power lines clear of the tree canopy.
- Vehicular parking on the dunes speeds erosion.

Recommendations
- Work with the County to determine actual need for turn lanes commensurate with new development, and only construct them where accident data or turning volumes warrant (evaluate on a case-by-case basis). Additionally, as opportunities present themselves (such as a resurfacing or drainage project), evaluate the ability to remove unneeded turn lanes.
- Work with Florida Power to ensure that trees are pruned selectively, even though the trimming may need to be done more often. This selective pruning preserves the canopy and enclosure of the roadway, slows traffic, and is consistent with the scenic designation of the roadway.
- Landscaping can replace the "No Parking" signs and preclude vehicle parking on the dunes. Palmettos such as those growing along the dunes in northern Volusia County adjacent to the Flagler County line. These plantings would also aid in holding the dunes together and preventing further erosion.
SR A1A - Within Flagler Beach

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

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

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

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

**Analysis**
- Vehicular parking on the dunes speeds erosion.
- Motorists have no visual cues to indicate a change of environment from rural highway to town "Main Street."

**Recommendations**
- Replace "No Parking" signs with plantings that prohibit parking on the dunes.
- Provide visual design elements such as formalized plantings that enclose the roadway as it approaches town. Define transition zones that step vehicular speeds down from 45 mph to 35 mph through design elements.
**Recommendations**

• Denote transition (35 mph) and town (25 mph) zones and reinforce through design elements such as entry features, on-street parking, landscaping, lighting, and definition of the pavement edge.

• Sign bike route to direct cyclists off of SR A1A at 7th Street North and 7th Street South. Continue bike route along reconstructed Central Avenue across Moody Avenue. Link to Colbert Lane Rail-to-Trail across SR 100 Bridge via 2nd Street/Flagler Avenue.
Architectural Design Guidelines

Civic Buildings

Hammock Community Center
Hammock Community Center

Entrance Gateways
The Next Steps

- Approve the Conceptual Master Plan
- Develop An Overlay Zoning Code
- Develop Architectural Design Guidelines
- Work W/Charrette Steering Comm. to Define Priorities
- Initiate Conversations With FDOT (A1A)
- Initiate Conversations With Florida Power

Funding Sources

Implementation Strategies