

## Corridor Conditions 2013

- 1 Discuss the condition of the intrinsic resources and any changes in the corridor since designation. If necessary, provide photographs or other graphical representation of the resources.

The intrinsic resources of the Ormond Scenic Loop and Trail (OSLT) have remained stable or improved over the last reporting period. Positive feedback from Loop visitors continues to reach the CME at public events. The Salt Marsh Restoration Project for North Peninsula State Park continues this year to strengthen intrinsic OSLT scenic resources. Program status is reported as “ongoing” at the Southeast Aquatic Resources Partnership website. This program is part of the Northeast Florida Coastal Restoration Initiative funded by the National Recovery Act and executed with the collaboration of NOAA, the St Johns River Water Management District, the Florida Park Service, and the Floridian Resource Conservation and Development Council, Inc. There are three parcels in this project that lie directly along the Loop south of High Bridge Road and west of John Anderson Drive. The northernmost parcel (7.6 acres) has been restored and there is a pull-off for one or two cars permitting a leisurely view of the restored area as it slopes gradually toward the Intracoastal Waterway. Regular visitors will appreciate the regrowth of the salt marsh ecosystem over the years to come. Work continues on two larger parcels to the south, one of 16.2 acres and a third of 14.8 acres.

- 2 What, if any, intrinsic resources have been degraded or altered?

Our comments in this category are still valid: new development projects already slated for the corridor are quiescent so the increased local traffic load we anticipate with project build-out hasn't arrived. It's safe to say the private sector has been put to shame by the public sector as regards the protection and enhancement of corridor resources. The long-planned work to enhance storm water drainage and to resurface John Anderson Drive within the city limits of Ormond Beach is finally slated to begin this month, September, 2013. There will be no sidewalks and no significant loss of the trees residents and visitors value along the drive. In May of 2013 a historic house at 393 John Anderson Drive (built about 1920) was removed from the Local Historic Landmarks List based on the results of the stipulated historic review process and demolished by the new owner. The site has been cleared and construction on a new residence has not begun as of this writing. Construction has not commenced as of this writing at 39 Highbridge Road, a lot just south of Highbridge Park and adjacent to North Peninsula State Park purchased for residential development in 2007.

- 3 Identify and discuss enhancement projects that have been initiated or completed.

The most prominent enhancement is the restoration of salt marsh along John Anderson Drive south of High Bridge Road, an ongoing project described above in item 1. The anticipated road work on John Anderson Drive at its southern end, between SR 40 (Granada Blvd) is slated to begin this month, September, 2013. Several CME projects completed or under way complemented the large-scale enhancements of government entities. The CME collaborated with Volusia County this year to plant Sabal Palms at Highbridge Park along the Loop. In progress is a graphic design for an informational sign at Bicentennial Park pointing out the unique features of that ocean-to-river park. This project has been in the works for a while but depends on the volunteer services of a graphic designer busy with her official work duties. Fairchild Oak Park is slated for additional amenities including coquina posts, a bench, and water fountain. A new 1.1 mile paved and handicap accessible trail was constructed by Tomoka State Park extending the sidewalk trail along North Beach Street into the State Park lands

going all the way to the State Park entrance. This trail extension opens up the State Park lands to bikers, walkers, runners and anyone who wishes to simply enjoy a unique experience along the canopied road section of the Loop.

4 Describe plans for future development in the corridor and how this issue will be addressed.

As during the last reporting period we see no signs of significant private development along the corridor. Large project development has not happened in spite of the recovering economy. We maintain a long-term goal of establishing an overlay zoning district to assist businesses in enhancing the scenic corridor when they build or remodel.