

MEMORANDUM

DATE: October 13, 2010

TO: Shawn Hartzler, Robert Jones, Jerrie Lindsey, Jo Penrose, Brian Telfair, Robin Turner

FROM: Mariano Berrios, Florida Scenic Highways Program, State Coordinator

CC: Garry Balogh, Beatriz Caicedo-Maddison, John-Mark Palacios, Lori Snively, Lynne Marie Whately, Andy Nicol, Clint Eliason, Jeannie Hunt, Mike Palozzi

SUBJECT: Florida Scenic Highways Advisory Committee Meeting Minutes – October 13, 2010
Letter of Intent (LOI) – Scenic Sumter Heritage Byway
Eligibility Application Review – Martin Grade Scenic Highway
Corridor Extension Application – Green Mountain Scenic Byway
Corridor Extension Application – River of Lakes Heritage Corridor: Maytown Road Extension

A Scenic Highways Advisory Committee (SHAC) meeting was held on Wednesday, October 13, 2010 from 1:30pm – 3:30pm at the Burns Building – Lafayette Room in Tallahassee, Florida. The purpose of the meeting was to review and provide a recommendation regarding the **Scenic Sumter Heritage Byway LOI, the Martin Grade Scenic Highway Eligibility Application, the Green Mountain Scenic Byway Corridor Extension Application, and the River of Lakes Heritage Corridor Scenic Highway – Maytown Road Corridor Extension.**

INTRODUCTION

The meeting opened with the members of the Scenic Highway Advisory Committee (SHAC) introducing themselves:

- Brian Telfair, Federal Highway Administration
- Robin Turner, Department of Environmental Protection
- Jerrie Lindsey, Florida Fish and Wildlife Commission
- Jo Penrose, Department of Community Affairs
- Shawn Hartzler, Division of Forestry
- Bob Jones, Bureau of Historic Preservation (Absent from meeting, but evaluation forms provided in advance of meeting)

Others in attendance or via tele-conference:

- Mariano Berrios, State Coordinator
- Clint Eliason, TranSystems
- Mary Dawson, Martin Grade Scenic Highway
- Rob Dawson, Marton Grade Scenic Highway
- Garry Balogh, District 5 Coordinator (via phone)
- Beatriz Caicedo-Maddison, District 4 Coordinator (via phone)
- John-Mark Palacios, District 4 Coordinator (via phone)
- Lori Snively, District 7 Coordinator (via phone)
- Mike Palozzi, Shaw Group (via phone)
- Bob Fink, PBS&J (via phone)
- Glenn Burns, Burns Consulting (via phone)
- Greg Gensheimer, Green Mountain Scenic Byway (via phone)
- Scott Cattrell, Scenic Sumter Heritage Byway (via phone)

Mr. Eliason thanked the attendees for coming to the meeting and gave an overview of the meeting agenda.

DISCUSSION OF THE SCENIC SUMTER HERITAGE BYWAY LOI

The proposed **Scenic Sumter Heritage Highway** includes: SR 50 from the General James Van Fleet Trail State Park to CR 478A; CR 478A from SR 50 to SR 471/South Market Boulevard; SR 471/South Market Boulevard from CR 478A to CR 478; CR 478 from SR 471/South Market Boulevard to US 301; US 301 from CR 478 to CR 673; CR 673 from US 301 to CR 476B; CR 476B from CR 673 to CR 476; CR 476 from CR 476B to US 301/North Main Street; US 301/North Main Street from Noble Avenue to Belt Avenue; CR 475/North Main Street from Belt Avenue to CR 470; CR 470 from CR 475/North Main Street to SR 44; SR 44 from CR 470 to the Withlacoochee River (Sumter/Citrus County Line).

The following comments/recommendations were provided by the SHAC:

1. The group may want to consider the Half Moon Wildlife Management Area as a valuable resource.
2. All SHAC Members agreed that the corridor was a viable candidate for the FSHP and the CAG should move forward with the application process.

DISCUSSION OF THE MARTIN GRADE SCENIC HIGHWAY ELIGIBILITY APPLICATION

The proposed **Martin Grade Scenic Highway** limits encompass the intersection of CR 714 and State Road 609, which is named "Allapattah Road" and is regionally called "The Citrus Highway." The Corridor runs west for approximately 12 miles to the intersection of CR 714 and SR 710, which is locally called "Warfield Boulevard." At an estimated average visual depth of ¼ mile on each side, the total scenic corridor area is approximately 6 square miles. (Map Attached)

The following comments/recommendations were provided by the SHAC:

1. Brian Telfair – Approved
 - a. Thought it was a good application.
 - b. The corridor is beautiful.

2. Robin Turner – Approved
 - a. Some of the details and the resources were outside of the corridor limits. This should be clarified in future application documentation.
 - b. It seemed like the criteria were in the application, but were difficult to find.

3. Jerrie Lindsey – Approved
 - a. The landscape and scenic qualities are very good and the resources are nice assets.
 - b. There is lots of exotic vegetation along the corridor, the CAG needs to make sure that strategies are put in place to control/eliminate the exotic vegetation.
 - c. Question – Wanted to know how the SR 720 and CR 609 projects would affect the corridor. Mary Dawson assured the SHAC that these projects would have no affect on the corridor. Please address this in future application documentation.
 - d. Consider improving documentation of the cattle aspects along the corridor.

4. Jo Penrose – Approved
 - a. It is a beautiful road and has a very nice canopy.
 - b. There is little emphasis on the cultural aspects of the corridor, would have liked to see more of that. Please address this in future application documentation.
 - c. This corridor is a very narrow 2-lane road and there are concerns about safety if it is designated as a scenic highway. Please address this in future application documentation.
 - d. The letters of support should have been more readily available (these were hard to find in the application).

5. Shawn Hartzer – Approved
 - a. Didn't think the cultural or historical aspects were represented well (Allopattah Ranch). The archaeological resources were also not documented well. Please improve this in future application documentation.

6. Bob Jones – Approved
 - a. Would like to suggest using the start, terminus, and fire station visitor's center to provide the story, interpretation, and education.
 - b. The cultural and historic aspects of agriculture and the area are lost without interpretation. Please address this in future application documentation.
 - c. The terminus center could highlight/direct to the Lakeside Ranch and bicycling trail.

7. Mariano Berrios
 - a. Questioned if there was adequate support from the residents along the corridor. Mary Dawson confirmed that sufficient public support existed for the designation. Please address this in future application documentation.
 - b. It was suggested that the CAG "hang their hat" on the scenic aspects of the corridor in future application documentation.

The SHAC voted unanimously 6-0 to approve the Eligibility Application and permit the CAG to move forward to the Designation Phase.

DISCUSSION OF THE GREEN MOUNTAIN SCENIC BYWAY EXTENSION APPLICATION

The proposed **Green Mountain Scenic Byway Extension** limits consist of Plant Street, running east from the current Byway Terminus through downtown Winter Garden to the intersection of Plant and Dillard Streets, a distance of 1.8 miles. A short (750 feet) spur to the east on Dillard provides access to the Winter Garden Trailhead on the West Orange Trail. A 1.61 mile loop road known as the Lakeview Loop provides access to Newton Park on Lake Apopka and a National Register of Historic Places listed residential district. From the intersection of Dillard and Plant Street, the loop runs north on Dillard Street for 0.58 miles to the intersection with Surprise Drive. It follows Surprise Drive northwest for 0.22 miles to the intersection of Surprise Drive and West Garden Avenue, then west on West Garden 0.15 miles to the intersection of West Garden and Lakeview Avenue. The loop then runs south for a distance of 0.66 miles to the intersection of Lakeview and Plant Street. The proposed Corridor Addition limits match the currently designated limits running along the eastern property lines of the parcels adjacent to the eastern right of way of Tildenville School Road, running north until crossing the West Orange Trail. The limits then match at the western property lines of the Lakeview Reserve. Like the existing corridor limits, the shoreline of Lake Apopka provides the northern corridor boundary. (Map Attached)

The following comments/recommendations were provided by the SHAC:

1. Brian Telfair – Approved
 - a. Thought it was a good application.
 - b. It is located in a pretty area.
2. Robin Turner – Approved
 - a. The extension application was very well written, however, the mission statement could be better.
3. Jerrie Lindsey – Approved
 - a. The extension application was put together very well, however, it is missing the environmental conditions in the background conditions section.
4. Jo Penrose – Approved
 - a. This is an excellent extension application and meets all criteria that the application guidelines ask for.
 - b. For added safety, the CME and city should consider a round-a-bout at the intersection of Dillard Street and Surprise Drive.
 - c. In the background conditions analysis, they should be more information about the awareness of cyclists on Plant Street. The 4-laning along the corridor will create more safety issues also.
5. Shawn Hartzer – Approved
 - a. The application was well written and it has a good corridor story.
 - b. The group has good participation with local events and festivals.
 - c. CME Agreements were hard to find in the application.
6. Bob Jones – Approved
 - a. The corridor vision tells the character of what the scenic highway is presently, but lacks future vision.
 - b. Past successes with grant projects along the original corridor is very good.

7. Mariano Berrios

- a. There is little to no connection to the existing corridor. Please address this in future CME activities and projects.

The SHAC voted unanimously 6-0 to approve the designation of the extension.

DISCUSSION OF THE RIVER OF LAKES HERITAGE CORRIDOR – MAYTOWN ROAD EXTENSION APPLICATION

The proposed **River of Lakes Heritage Corridor – Maytown Road Extension** encompasses a 26.29-mile route travelling generally east to west throughout southeast Volusia County. The primary roadway that identifies the ROLHCSH – Maytown Road Corridor Extension is Maytown Road (County Road 4164) from State Road 415 in Osteen, Florida to US 1 in Oak Hill, Florida. The ROLHCSH – Maytown Road Corridor Extension is comprised of SR 415 from Enterprise Road to Railroad Avenue, then Railroad Avenue east from SR 415 to New Smyrna Avenue north, then Maytown Road west to east, from New Smyrna Avenue in Osteen to Oak Hill, where it changes to Halifax Avenue before crossing US 1. Halifax Avenue crosses US 1 to the east then changes to River Road and turns to the north. The corridor then turns west from River Road to Canal Avenue and back south at US 1, completing a loop along US 1 from Canal Avenue to Halifax Avenue. (Map Attached)

The following comments/recommendations were provided by the SHAC:

1. Brian Telfair – Approved

- a. Stated that he hopes the DRI is done tastefully, if it is approved and moves forward in the future. The CME should work to ensure coordination between the DRI and the Vision for the corridor.

2. Robin Turner – Approved

- a. On page 27, the name should be the St. Johns River to Sea “Loop” Trail, rather than “Scenic.” The “Memorandum of Understanding – St. Johns River to the Sea Loop Trail” was approved by Volusia County on August 7, 2008.

3. Jerrie Lindsey – Approved

- a. Should have had more strengthened documentation for the CPP and Local Support.
- b. The group needs to look at Safety, Protection Techniques, and Environmental Conditions carefully moving forward. Please address this in future CME activities and projects.
- c. The vision needs to be strengthened to what the group wants to see in the future and what they want to achieve. Please address this in future CME Annual Reports.
- d. Would have liked to see more explained on how the CME plans to work with the developer of the Farnton DRI to ensure protection of the scenic highway resources. Please address this in future CME Annual Reports.

4. Jo Penrose – Approved

- a. This is an excellent choice for resource protection since this are may be developed as a DRI.
- b. A template letter signed by residents does not represent community participation very well.

- c. The group should analyze potential land development on either side of the road based on Farmton DRI. Please address this in future CME Annual Reports.
 - d. The CME needs to plan ahead for if the proposed DRI is built in the future. Please address this in future CME activities and projects.
 - e. It is not clear how this corridor would fit with comprehensive plan policies of Volusia County regarding development in this area. Please address this in future CME activities and projects.
5. Shawn Hartzer – Approved
- a. The vision could be more detailed and more of an actual vision. It tells of what the roadway currently has and the work that has been done previously with the corridor.
6. Bob Jones – Approved
- a. On page 93 of the extension document it states “Oak Hill signed the addendum CME agreement,” located in Appendix C. There was no agreement located in Appendix C. Please address this in future CME Annual Reports.
 - b. The CME agreement will be incorporated into the County Comprehensive Plan. Please document that this is completed in future CME Annual Reports.

The SHAC voted unanimously 6-0 to approve the designation of the extension.

MISCELLANEOUS COMMENTS

None.

NEXT SHAC MEETING

The next SHAC meeting will be held on February 9, 2010 at 1:30 pm at the Burns Building in Tallahassee, Florida.

ADJOURNMENT

Mr. Eliason thanked everyone for coming and for his/her efforts with the Florida Scenic Highways Program. The meeting concluded at 3:30 pm.