

INDIAN RIVER LAGOON SCENIC HIGHWAY CORRIDOR MANAGEMENT PLAN



Lagoon House at Ais Lookout Point US1

INDIAN RIVER LAGOON SCENIC HIGHWAY

CORRIDOR MANAGEMENT PLAN

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CORRIDOR ADVOCACY GROUP



INTRODUCTION TO THE CORRIDOR MANAGEMENT PLAN

The Indian River Lagoon was designated a National Estuary in 1990. Providing habitat to more plant and animal species than any other estuary in North America, this extraordinary waterway is also home to seventy-five rare, threatened or endangered species, including the East Indian Manatee. The ocean beaches just across the barrier island to the east from the Lagoon provide the most productive sea turtle nesting habitat in the Western hemisphere. The St. Johns River, a few miles to the west of the Indian River Lagoon, is designated an American Heritage River.

A group of thirty-six, representing Brevard County, eight municipalities, the St. Johns River Water Management District, the Florida Inland Navigation District and a number of community organizations first met on April 14, 1999 and, after an introduction to the U. S. Scenic Byways Program and the Florida Scenic Highways Program by FDOT District 5 Coordinator Garry Balogh, the group voted to organize into a CAG. The newly formed CAG also voted to adopt the preliminary name of the corridor as The Indian River Lagoon Scenic Highway and to ask for sponsorship by the Marine Resources Council (MRC), a 501c3 community organization with a mission compatible to the Scenic Highways Program. MRC subsequently voted to approve the sponsorship and also voted to open membership to the CAG for anyone interested in participating, without dues. Therefore, the CAG operates as a special committee of MRC

At a meeting on June 9, 1999, the CAG voted to define the preliminary limits of the corridor as a route beginning at Canaveral National Seashore to the north and ending at the Wabasso Causeway (CR510) to the south, principally following US 1 on the mainland and SR A1A on the barrier island to encompass the heart of the Indian River Lagoon, which is the principal natural feature of east central Florida. The route was later amended to include Kennedy Space Center and thus all of the rich history of America's space program.

Along with the Canaveral National Seashore, operated by the National Park Service, the corridor includes three national wildlife refuges: Merritt Island National Wildlife Refuge, Archie Carr National Wildlife Refuge and Pelican Island National Wildlife Refuge, the last of which is our nation's first national wildlife refuge, having been designated by President Theodore Roosevelt in 1903. This means that when the centennial of the national wildlife refuge program is celebrated in 2003, the focus of national attention will be where it all began, at Pelican Island on the Indian River Lagoon Scenic Highway.

The corridor includes many historic features, some restored and open to the public and many others candidates for restoration, preservation and enhancement. These include the Melbourne Beach Pier, built in 1889, and the near-by Community Chapel, 1892, both named to the National Register of Historic Places. Titusville has many turn of the century buildings in the National

Register, including the Commercial District, which was selected as a Florida Main Street City and is currently undergoing historic preservation. Also located in Titusville on US 1 is the North Brevard Historical Museum. Cocoa also has a renovated historic section called Cocoa Village, which includes the S. F. Travis Building, built in 1807 as a hardware store and still remaining as the oldest business in Cocoa. Cocoa also features the elegant Porcher House, 1916, now owned and operated by the City of Cocoa for public purposes. Proceeding south on US 1, Rockledge has the 1880 H. S. Williams House, being restored as a historic home for the public, and the Victory Groves Packing House, 1930, which offers a glimpse of the heritage of the Indian River citrus industry. Old Eau Gallie, now incorporated into the City of Melbourne, contains a wealth of historic buildings including the 1890s Brevard Symphony Orchestra House and the turn of the century Rossetter House, donated to the Florida Historical Society. Touring US 1 into Historic Downtown Melbourne, one sees the 1926 Florida Power and Light Ice Plant, the first Melbourne building to be placed on the National Register and now renovated. Historic Downtown Melbourne features to the east the 1905 Nannie Lee's Strawberry Mansion, now a fine restaurant, and traversing a main street walled by historic buildings now busy as boutiques and restaurants, we come to the 1919 Henegar Center, originally the Melbourne School, housing all grades, now housing a 450 seat theatre, meeting rooms and exhibit space for artists and community organizations. The Grant Historical House, on US 1 in south Brevard, was built in 1916. Restored by the Grant Historical Society and open to the public as a museum, this is a typical "cracker house", a wood frame structure with a metal pitched roof and broad porches to provide shade and catch the ocean breezes.

Recreational features abound throughout this corridor. Sebastian Inlet State Recreation Area on SR A1A has more visitors than any other park in Florida, who come there for boating, fishing, camping, swimming and surfing. Another well-utilized park on SR A1A is Long Point Park, for camping, swimming and boating. SR A1A features numerous public access points to the Atlantic Ocean beaches, with many, such as the Bonsteel County Park, having boardwalks over the dunes and handicapped access. Many also have picnic facilities, and are open for fishing, swimming, surfing, and kayaking. Since the Indian River Lagoon is located on the Atlantic Flyway, it is a bird watchers paradise. Thousands of birders visit Brevard each year to see 330 avian species, a variety rarely matched, in locations such as the Merritt Island National Wildlife Refuge. With the coming of the Space Age and Brevard's designation as the Space Coast, the home of Cape Canaveral and Kennedy Space Center, the corridor provides great opportunities to view space launches from US 1 and facilities such as Kennedy Point Park in Titusville. Also included in the corridor is Spaceport USA, an extensive exhibit of the U. S. space program, including IMAX theater presentations, bus tours of launch facilities, and ecotours of the Merritt Island National Wildlife Refuge, which is on Kennedy Space Center property.

Archeological resources are plentiful in this corridor, and only remain to be placed in accessible exhibits and interpreted to the public, as the CAG will plan to do. Middens of shells, pottery and bones left by the Ais Indians and other archaic people dating back to 1,000 B. C. are plentiful along the Indian River Lagoon.

The Indian River Lagoon, the beaches, and the marine hammocks, Florida scrub and wildlife throughout the corridor provide ample scenic resources. There is a problem of the view being obscured at many points by exotic vegetation, such as Brazilian pepper. This is already being

addressed by "pepper buster" programs, and by the "Johnny Mangrove Seed" program to plant native vegetation. The scenic highway program will lend impetus to these efforts.

There are many cultural features, both standing and occasional, throughout the corridor which will be documented in the eligibility application. These include art museums, festivals and live theater.

What has been mentioned is only a small sampling of the wealth of unique resources included in this vital roadway. The Indian River Lagoon Scenic Highway, as proposed, serves as a functional multimodal transportation corridor to link people to the attractive educational and recreational opportunities of the Indian River Lagoon, the Archie Carr National Wildlife Refuge, Pelican Island National Wildlife Refuge, the Sebastian Inlet State Recreation Area, Brevard County Environmentally Endangered Lands Maritime Hammock Conservation Areas, proposed Indian River Lagoon Blueway wetland sites, Florida Greenway sites, the Merritt Island National Wildlife Refuge and the Canaveral National Seashore.

Already the CAG and the communities have been enriched by the process of examining these treasures and beginning to work toward designation. We have received tremendous support from the public, the jurisdictions along the route, community organizations and the press. We are excited about the potential of developing and implementing a Corridor Management Plan through the Florida Department of Transportation Scenic Highways Program which will indeed protect, preserve, enhance and maintain these priceless resources.

Ted Moorhead

Chair, Corridor Advocacy Group

SECTION I - INDIAN RIVER LAGOON SCENIC HIGHWAY CORRIDOR VISION

Many people have had a vision for the Indian River Lagoon for many years. Those who have been here for a good part of their years will often get misty-eyed talking about the days when this was known as the Sea Trout Capitol of the World and folks who could have just as easily gone to the Florida Keys came here for a fishing vacation. The Lagoon has suffered in the face of development, but many of us have kept the faith, believing that the waterway is not done yet and that we can protect, preserve, maintain and enhance this precious resource. There was a time when hundreds lined the Melbourne Causeway and joined hands to demonstrate support for designation as a National Estuary. That designation occurred, and a *Comprehensive Conservation and Management Plan* was developed and is now being implemented by the Indian River Lagoon Program of the St. Johns River Water Management District and their partners. The Marine Resources Council has over 60 volunteers doing regular water quality testing. Fortunately, we now have the science to enable water resources to survive the impact of population growth. But the implementation of required actions takes a tremendous public education effort and the willingness to pay the price both in actual dollars for projects such as storm water management, sewage and water systems, and shore line stabilization, and also in changed habits in our homes and yards.

The FDOT Scenic Highways Program now provides us the opportunity not only to add a new dimension to the conservation of our intrinsic resources, but also to provide in a much greater way for appropriate public access to those resources. We believe that by focusing on inter-modal transportation and the creation of visitor destinations and interpretive centers along the corridor, we can provide a great public service.

Members of the CAG have talked with hundreds of people about the Indian River Lagoon Scenic Highway corridor, and the following vision summarizes what we have heard as a dream and ideal which we believe can and will become a reality.

The **CORRIDOR VISION** which follows is a dream of what we would like for the Indian River Lagoon Scenic Highway to be twenty years from now, a dream which we intend to make a reality by consensus-building and dedicated effort.

A VISION OF THE INDIAN RIVER LAGOON SCENIC HIGHWAY

We see an Indian River Lagoon with clear waters that glisten in the sun and glow in the moon - waters with grassy bottoms teeming with life - waters with sandy bottoms thick with clams - waters with succulent oysters clinging to cultch, shrimp with eyes that glow like Christmas lights under a Coleman lantern, snook that sound like a brick falling overboard striking your lure, alligator trout that make your reel sing and taste like heaven from a frying pan, giant red fish with tails flashing on the flats, ready to pounce on your bait and punish your back with a bulldog fight, mullet leaping in schools that give nothing away to the flying fish that play on the road to Mandalay.

We see an Indian River Lagoon with pelicans and ospreys dive-bombing their prey, with dolphins playing, manatees basking, and herons and egrets and roseate spoonbills wading the flats, and with flocks of migrant birds racing the tourists to warmer climes, and then back to the north for the summer.

We see an Indian River Lagoon with people boating and sailing and swimming and skiing and fishing - having so much fun they hate to leave, and can't wait to return.

We see a Lagoon House at Ais Lookout Point exuding Victorian charm and southern hospitality along with a wealth of information guiding people to experience and also protect the wonders of eastern Florida's nature.

And then we see a roadway with open vistas of greenways and waterways to soothe the eyes of the weary traveler, the serene beauty of live oaks and sable palms to lift the spirit, and the sound of gentle surf rolling onto sandy beaches to refresh the soul.

We see a roadway with walkways and bikeways and trails giving entry to the fascination and beauty of natural Florida, to artifacts and buildings which are the legacy of those who have gone before and reflect the history of the pioneers.

We see a roadway with pleasant medians and right of ways festooned with native plants and grasses and flowering plants and trees, and with excellent signage to guide the visitor truly on the way.

We see a roadway with safety and service carefully built in, diverse with the bustle of business and the calm of open space - a thread to tie the towns together and create a community of the whole.

And then we see this community working as a team, bound together by the task of creating the vision of a scenic highway, and then carrying out the plan that turns the dream into reality.

SECTION II - GOALS, OBJECTIVES AND STRATEGIES

The basic goals and objectives for the Indian River Lagoon Scenic Highway have been approved by the Local General Purpose Governments within the corridor through the Corridor Management Entity Agreement, which includes an agreement to write these goals and objectives, along with the vision statement and corridor route, into the respective comprehensive land use plans, as these statements are applicable to the respective jurisdictions

Goal 1 - Protect, preserve, maintain and enhance the intrinsic resources of the corridor.

Objective 1.1 - Stabilize shoreline with native vegetation and restoration of shoreline habitat.

Strategy 1.1.1 - Identify those interested in shoreline stabilization and habitat restoration, such as the Marine Resources Council, the Indian River Lagoon Program, fishing and birding organizations, boating organizations, and environmental organizations and enlist and coordinate them in partnerships for stabilization and restoration projects.

Strategy 1.1.2 - Seek funding sources for shoreline stabilization and habitat restoration.

Objective 1.2 - Remove exotic vegetation that compromises habitat and obscures scenic vistas.

Strategy 1.2.1 - Identify those interested in removal of exotic vegetation, such as the Marine Resources Council, Keep Brevard Beautiful and Keep Indian River Beautiful and enlist and coordinate them in partnerships for removal of exotic vegetation.

Strategy 1.2.2 - Seek funding sources for removal of exotic vegetation.

Objective 1.3 - Support implementation of the *Indian River Lagoon Program Comprehensive Conservation and Management Plan*

Strategy 1.3.1 - Partner with the Indian River Lagoon Program to publicize and promote action plans to implement the *Comprehensive Conservation and Management Plan*.

Strategy 1.3.2 - Partner with the Indian River Lagoon Program to help seek funding for implementation of the *Comprehensive Conservation and Management Plan*.

Objective 1.4 - Recognize and provide non-impact access to and interpretation of historic, archeological and cultural sites.

Strategy 1.4.1 - Identify and partner with government entities and community organizations interested in the protection, preservation, maintenance and enhancement of historic, archaeological and cultural resources within the corridor to undertake appropriate projects.

Strategy 1.4.2 - Identify and partner with government entities and community organizations interested in the protection, preservation, maintenance and enhancement of historic, archaeological and cultural resources within the corridor to obtain funds for appropriate projects.

Objective 1.5 - Support continued enhancement of and access to recreational resources.

Strategy 1.5.1 - Partner with the federal, state, county and municipal departments which have responsibility for recreational resources to assist efforts for enhancement and improved access.

Strategy 1.5.2 - Provide workshop sessions for federal, state, county and municipal departments which have responsibility for recreational resources to coordinate enhancement and access planning corridor-wide.

Strategy 1.5.3 - Assist federal, state, county and municipal departments which have responsibility for recreational resources to identify and tap funding sources for enhancement and improved access.

Objective 1.6 - Support efforts by jurisdictions to adopt and enforce appropriate signage rules.

Strategy 1.6.1 - Consult with each jurisdiction within the corridor in order to promote appropriate and uniform signage rules and enforcement.

Strategy 1.6.2 - Post federal, state and model local signage rules on a web site, and promote the site through the media and email campaigns.

Objective 1.7 - Provide appropriate directional signage for the corridor and for the resources.

Strategy 1.7.1 - Work with FDOT and the CME to develop a master plan for directional signage throughout the corridor, which will include sign siting, design, funding, installation and maintenance.

Strategy 1.7.2 - Work with FDOT and the CME to implement the master plan for signage.

Objective 1.8 - Enhance areas along the corridor in which the scenic views have been impaired by man (deteriorated or blighted areas).

Strategy 1.8.1 - Continue corridor impressions surveys focused on areas where scenic views are compromised by structures which have become eyesores.

Strategy 1.8.2 - Provide information which is gathered through these surveys to the CME members from the focus areas.

Strategy 1.8.3 - Conduct public workshops in the focus areas to present information gathered in the surveys and to brainstorm solutions.

Strategy 1.8.4 - Present results of this information gathering to municipal officials and to community redevelopment agencies (CRAs) through the CME members from the focus areas.

Strategy 1.8.5 - Work with the municipalities, counties and CRAs to plan, gain approval of, find funding for and implement renewal projects.

Goal 2 - Provide for safe, non-congested, destination-targeted multi-modal transportation throughout the corridor.

Objective 2.1 - Evaluate and implement ways to enhance multi-modal transportation and improve safety throughout the corridor.

Strategy 2.1.1 - Identify government entities (such as MPOs and Public Works Departments) and community organizations (such as Trail Partners) with interests in multi-modal transportation.

Strategy 2.1.2 - Work with these entities to coordinate corridor-wide multi-modal transportation evaluations and enhancement plans.

Strategy 2.1.3 - Work with these entities to identify and tap funding sources to implement multi-modal transportation enhancement plans.

Objective 2.2 - Seek to make resources accessible without contributing to traffic congestion problems.

Strategy 2.2.1 - Work with transportation planners and citizens to identify areas of the corridor with potential traffic congestion problems, considering factors such as time of day volumes.

Strategy 2.2.2 - Work with tourism development interests to use promotional materials to route tourists away from potentially congested areas, especially during high traffic times.

Strategy 2.2.3 - Utilize Lagoon House and other visitors centers to provide directional information that will route tourists away from potentially congested areas.

Strategy 2.2.4 - Work with tourism interests and utilize web sites to promote non-motorized transportation alternatives throughout the corridor.

Objective 2.3 - Create destinations so that travelers will have places to visit, not just roads to drive.

Strategy 2.3.1 - Identify initiatives throughout the corridor to develop or enhance natural, historical, cultural, scenic, recreational and archeological sites as destinations.

Strategy 2.3.2 - Conduct workshops to brainstorm additional initiatives that could be considered, and to find ways and means of fulfilling initiatives.

Strategy 2.3.3 - Facilitate partnerships to develop or enhance natural, historical, cultural, scenic, recreational and archeological sites as destinations.

Objective 2.4 - Cooperate with efforts to develop trails, walkways and bikeways throughout the corridor.

Strategy 2.4.1 - Identify initiatives to develop trails, walkways and bikeways throughout the corridor.

Strategy 2.4.2 - Facilitate partnerships to coordinate trails, walkways and bikeways throughout the corridor so as to develop continuous networks wherever feasible.

Strategy 2.4.3 - Assist those who are taking initiatives to develop trails, walkways and bikeways throughout the corridor to identify and tap funding sources..

Goal 3 - Enlist community support and participation in the planning and implementation process.

Objective 3.1 - Seek to inform the public about the scenic highway program.

Strategy 3.1.1 - Meet with and send out regular news releases to the media covering the corridor.

Strategy 3.1.2 - Send out regular newsletters and notices to a wide mailing list of corridor interests.

Strategy 3.1.3 - Set up and publicize a web site with corridor information.

Strategy 3.1.4 - Seek to enlist full media coverage of ribbon cutting, including a commemorative insert in local papers.

Strategy 3.1.5 - Help initiate, coordinate and promote the celebration of the National Wildlife Refuge Centennial in 2003 at the point of origin, Pelican Island National Wildlife Refuge.

Objective 3.2 - Seek to receive from the public continuing input about goals, objectives, strategies and action plans for achieving the mission of the scenic highway program.

Strategy 3.2.1 - Initiate and enlist volunteers for continuing corridor impressions surveys.

Strategy 3.2.2 - Conduct a series of public workshops focusing on the dissemination and enhancement of goals, objectives, strategies and action plans.

Strategy 3.2.3 - Publicize goals, objectives, strategies and action plans through the media and on a web site.

Objective 3.3 - Seek to elicit more active participation in hands-on conservation and enhancement programs such as pepper busting, water quality monitoring, native plant proliferation and the **Florida Yards and Neighborhoods** program.

Strategy 3.3.1 - Form partnerships with the Marine Resources Council, Keep Brevard Beautiful, Keep Indian River Beautiful, the University of Florida Extension Service to enlist volunteers for existing programs.

Strategy 3.3.2 - Utilize partnerships to increase publicity for these volunteer programs and the opportunities for hands-on participation.

Strategy 3.3.3 - Utilize partnerships to discover and tap into financial sources for expanding hands-on volunteer work.

Objective 3.4 - Seek to mediate and resolve any conflicts that may arise over issues connected with the scenic highway program.

Strategy 3.4.1 - Utilize public workshops for identification and resolution of public conflicts.

Strategy 3.4.2 - Utilize one-on-one or small group consulting techniques to resolve conflicts involving governments, agencies or organizations.

Goal 4 - Provide public education on the corridor and disseminate the corridor story.

Objective 4.1 - Become better informed ourselves about the intrinsic resources of the corridor through the process of applying for scenic highway designation.

Strategy 4.1.1 - Utilize CAG committees to do the required research and compile the information for the application process.

Strategy 4.1.2 - Utilize a newsletter, website, and CAG meeting to educate the CAG on the corridor.

Objective 4.2 - Develop means of communicating to local citizens and to potential visitors from away the story of the Indian River Lagoon.

Strategy 4.2.1 - Form partnerships with the tourism development entities and the media to communicate the corridor story.

Strategy 4.2.2 - Utilize Lagoon House as a public information center for the Indian River Lagoon.

Goal 5 - Promote low-impact economic development and resource-based tourism.

Objective 5.1 - Sell the Indian River Lagoon Scenic Highway corridor as a treasure to be experienced and preserved rather than a commodity to be consumed and destroyed.

Strategy 5.1.1 - Work with the CME and tourism entities to develop and utilize promotional materials that highlight the "real Florida" resources of the corridor that will appeal to ecotourists and heritage tourists.

Strategy 5.1.2 - Work with the CME and tourism entities to become proactive in developing action plans to minimize adverse impacts of increased tourism.

Objective 5.2 - Provide appropriate infrastructure within the corridor to enable such visitors as ecotourists and heritage tourists to have an enlightening and enjoyable experience without adversely impacting the resources.

Strategy 5.2.1 - Give special attention through the CME developing action plans to protect historical, cultural and archaeological resources.

Strategy 5.2.2 - Along with interpretive signage and kiosks, install barriers, such as rails on boardwalks, and signage that informs visitors to experience but not harm the resources.

SECTION III - COMMUNITY PARTICIPATION PROGRAM

This section is taken from the Eligibility Application and the Community Participation Program has been executed and is on-going for the corridor.

This is an outline of the public participation program planned by the CAG. Seven regional public workshops have already been conducted by the CAG to gain public participation and input for the Eligibility Phase and leading into the Designation Phase. In addition, a Corridor Impressions Survey has been conducted, with public participation. See Appendix C – Community Participation.

PIP--- PARTNERING INCLUDES the PUBLIC

Green-ways, blue-ways, red-ways, new-ways... For the public, Dr. Seuss becomes more meaningful than the planning terms and alphabet soup terminology that we use. Planning for the identification, development and utilization of an integrated system of open spaces, parklands, and environmental, cultural and historical resources along 160 miles of scenic roadways, alternate loops and connectors is a wonderfully daunting task for those of us who understand the terms, the process and the outcomes. However, since planning for these facilities and resources is strictly for the public enjoyment and quality of life enhancement-**THE PUBLIC MUST BE A PARTNER IN THE PROCESS!**

Partnering with the public means they share equally in accessing information and in decision making.

PARTNERING INCLUDES the PUBLIC is our theme for the overall public involvement program proposed herein. Our whole approach includes three phases, which are so named to capture the theme of both the technical and inclusion processes inherent to the phase. Our names are:

1. **Phase I: CIS- Corral, Include, Stimulate**
2. **Phase II: GIS- Gather, Inform, Synthesize**
3. **Phase III: RIS- Recommendations, Implementation, Strategize**

Through a PIP Coordinator (PIPC), who would be the liaison between the team, the staff and the public, there are some actions that will be ongoing and several events that would occur periodically throughout the planning process. During the Eligibility Application Phase, several actions occurred with the result of very broad public participation and inclusion in the initial planning and visioning phase:

1. A steering committee, the **CORRIDOR ADVISORY GROUP (CAG)**, has been meeting since April 14, 1999. It consists of homeowner's associations, representatives from the Brevard and Indian River County MPO's, the local governments, Sebastian State Recreation Area, Kennedy Space Center, Port Canaveral, Patrick Air Force Base, all the wildlife refuges, Indian River and Brevard Counties' Tourist Development Councils, SJRWMD, Sierra Club, Audubon Society, Marine Resources Council, to name a few.
2. Resolutions of Support have been received from all seventeen Local General Purpose Governments through whose jurisdictions the corridor passes, as well as the MPOs of both Brevard and Indian River County.
3. The Marine Resources Council has made a video on the Indian River Lagoon entitled "Journey into the Wilderness" as part of the National Estuary Program

for the IRL, which also shows the significance and features of the proposed roadways. This video is being used to gain support for this effort.

4. A speaker's bureau continually sends informed speakers to a variety of engagements.
5. The Newspaper has run several stories and positive editorials, copies of which are included in the attachments.

Now that the Indian River Scenic Corridor has received a Letter of Eligibility, a "full-force" PIP will be engaged, with its highlights being constant information access, continual Regional Workshops, and a focal point of contact at the Marine Resources Council. As an overview, highlights of the PIP envision creating:

1. Continuing the network of informed, trained volunteers who can be assigned a variety of speaking engagements with civic, military, cultural, healthcare, tourism, business, and local government
2. Maintaining the steering (CAG) already in place, which consists of a variety of agencies, interest groups, and volunteers from business, industry and the public at large.
3. A constantly updated source of information using a variety of media:
 - a. Web Page (now available at <http://www.mrcirl.org/> - Programs)
 - b. Hot Line Phone services
 - c. Press Releases at regular intervals
4. An informative, education Brochure for use at the beginning of the project, which will advise the public and special groups of the undertaking.
5. A plan for identifying Special Interest CAG's (SI-CAGs), which would be comprised of representatives from targeted groups, including, but not limited to the following:

<u>Governmental</u>	<u>Business</u>	<u>Civil/Military</u>
All local govern- ments-Planners, Rec/Park, Finance Airports Port Canaveral EELS	EDC/TTDC Board of Realtors Goode's Outdoor Wear Bob's Bicycle Shop Chambers of Commerce Home Builders Assoc. Sports Authority	Civ/Mil Council NASA/KSC Spaceport Florida PAFB Palm Bay Air Station

<u>Cultural/Historical</u>	<u>User Groups</u>	<u>Healthcare</u>
Brevard Cultural Alliance Historical Societies Astronaut Foundation Museums and Galleries Performing Arts Theatres	Equestrians Bicyclers Boating Associations Sports Fishing Associations	Brevard's 4 Hospitals Medical Society BC Health Dept. Circles of Care Deveureux, MIMA OSLER

Civic/Environmental Groups

Lions
Rotary
Junior League of South Brevard

Junior League of Central and North Brevard
Hubbs Environmental Research Center
Brevard Zoo
Keep Brevard Beautiful
Keep Indian River Beautiful

Inherent in the overall PIP is the requisite meetings with the two county MPOs. Regular meetings and briefings will be held with the staff and STAT. Ultimate decisions are made through the CAC/TAC to the Brevard MPO.

Phase I-CIS “CORRAL, INCLUDE, STIMULATE”

This is the “head ‘em up, move ‘em out!” phase. We propose to ‘corral’ both the information (data) and public from the very start of this Project. The public becomes ‘included’ in the process from the start, sharing in visioning, goal setting, and creating a basis for evaluative criteria that will be used in creating plan assumptions and alternatives. Once ‘stimulated’ and infused with enthusiasm and excitement, they become knowledgeable, empowered advocates of the program, who can move out to create further community interest as the planning team moves out to harness the data.

While the data and inventory is conducted and base maps are produced, the PIPC will be planning the first Conference/Workshop. Designed to corral the public into one arena, the agenda will include overall program education, national examples of success and then move into a micro-level workshop venue to create Brevard/Indian River’s Vision, Goals/Objectives and evaluation criteria for use in GIS mapping and land prioritization.

Phase II-GIS “GATHER, INFORM, SYNTHESIZE”

The assumptions and criteria applied to the GIS mapping process will result in a new set of maps, land massings, linkages, and project enhancements alternatives and costs. Phase II technical and planning efforts outlined in the project approach will then be taken to the public, who will be “gathered” to review the information, be “informed” regarding the alternatives and preliminary ideas and recommendations, and through the workshop process, be the tool to “synthesize” and define the outcomes, which will be:

1. Refinement or revision of assumptions as data evolves
2. Refinement or revision of the maps and data base
3. Reveal the beginning elements of the Plan,
4. Identification of the Communities Vision and Strategies

Ongoing activities remain the same throughout each phase.

Phase III-RIS “RECOMMENDATION, IMPLEMENTATION, STRATEGIES”

The planning team will go back to the drawing board with the synthesized products from the workshops. Ongoing PIP efforts continue. At the end of Phase III, after meetings with the Staff, the team will go back to the CME once more with “Final-draft” maps and plans, implementation measures for accomplishing recommendations, and

strategies for success for their review, input, and determination. After the workshop, the team will present to the CAC/TAC and MPO for final hearings.

The Team will then prepare the outcomes of this cycle of Partnership:

1. the Final Draft Corridor Management Plan and Maps (Study Report)
2. a written report of the planning and public participation process
3. a Summary, Glitzy brochure designed to tell the Indian River Lagoon Scenic Byways Story, in a concise, understandable format.

It is our belief that through this process, as may be refined through discussions with the Staff or others, that **PARTNERING INCLUDES the PUBLIC** will bring a plan to the final adoption table with a throng of advocates, not nay-sayers; proponents, not opponents; and, informed, not clue-less citizens. It is our goal that when the plan is presented for adoption, the people in attendance will challenge the elected body to adopt the final proposed document. For it will be a Plan that reflects a consensus of opinion, a compromise of ideas and resources, and a true partnership to enhance the quality of life and sense of community for our citizens of today, and tomorrow.

SECTION IV- LOCAL SUPPORT

Considerable local support has been elicited for the Indian River Lagoon Scenic Highway. There were already a number of strong advocacy organizations in place, such as the CAG's sponsoring organization the Marine Resources Council, The Indian River Lagoon Program (originating in the National Estuary Program set up when the Environmental Protection Agency designated the Indian River Lagoon and now a program of the St. Johns River Water Management District), the Audubon Society, Sierra Club, Save the Manatee, and the Turtle Society. There was also a tourism development agency in each county and chambers of commerce. Effort was made to contact all of these organization, and many of them are represented in the CAG

A total of eleven new releases were issued to the media as well as CAG members, in addition to ten newsletters.

Seven regional public workshops have been held, and a Lagoon Day sponsored by the Marine Resources Council on April 9 gained further participation.

CAG officers made the rounds of County Commission, MPOs, Regional Planning Councils, City and Town Councils, Chamber of Commerce and community organization meetings to present the scenic highway program.

This work paid off in excellent response. All seventeen local general purpose governments along the corridor have provided resolutions of support. We also have endorsements from many other agencies, community organizations and individuals who have written letters and signed petitions.

The media has been especially supportive, as is evidenced by the attached articles and editorials.

We believe that public support and participation is only beginning and will be given tremendous momentum by the act of designation and the ribbon cutting to follow.

See Appendix D – Local Support

SECTION V - PARTNERSHIPS AND AGREEMENTS

The basic partnerships were formed in the first meeting of the CAG on April 14, 1999. The CAG voted to request sponsorship by the Marine Resources Council (MRC), a 501c3 not-for-profit advocacy organization for the Indian River Lagoon. MRC agreed to the sponsorship. Since MRC is a Council, composed of representatives of many community organizations and agencies, a multi-level partnership was already established.

The CAG proceeded to reach out to all of the local general purpose governments and received resolutions of support from all of them, which form the basis of ongoing partnerships as goals, objectives, strategies and action plans take shape and are implemented by the CME.

An important partnership has been established with the Indian River Lagoon Program of the St. Johns River Water Management District. This agency has in place the *Comprehensive Conservation and Management Plan for the Indian River Lagoon*, a detailed document that is already well into the implementation phase. The scenic highway designation will serve to augment and support this excellent conservation and restoration program, which has essentially many of the same goals as the scenic highway program.

Another important partnership is with the MPOs of the two counties, as well as with the East Central Florida Regional Planning Council and the Treasure Coast Regional Planning Council. Transportation safety and enhancement plans, as well as multi-modal projects for trails, bikeways, pedways and greenways being undertaken by these agencies will fit in well with the scenic highway program.

Each county has a tourism agency, which is represented on the CAG and involved in the Tourism and Economic Development Committee of the CAG.

We have not yet reached the point at which formal partnerships, other than the CME agreement, are needed. We do have the standard format for partnerships, which will be utilized at the appropriate time.

Special efforts are being made to keep all interests informed about the scenic highway program and to include all who are interested.

SECTION VI - CORRIDOR MANAGEMENT ENTITY

The Corridor Management Entity Agreement has already been approved by the Board of Directors of the Marine Resources Council as the primary sponsoring organization. It has also been received by all seventeen of the local general purpose governments along the corridor who have considered or are considering the CMEA. Some have signed the agreement and appointed representatives to the CME, others have sent letters committing to participation, and some are still considering. All seventeen, however, have provided resolutions supporting the designation and have indicated a willingness to participate in the CME. See Appendix E – Corridor Management Entity Agreement

The organizations which are listed in the CME already have representatives on the CAG, many of whom will be transferred to the CME. So the CAG will have served as a training ground for the CME. A joint meeting of the newly formed CME and the CAG was held April 14, 2000. The group worked on setting goals, objectives, strategies and action plans for the corridor.

Ted Moorhead is Chairman of the Corridor Management Entity.

SECTION VII – BACKGROUND CONDITIONS ANALYSIS SUMMARY

In analyzing background conditions the CAG found that with a multitude of jurisdictions and agencies having oversight of the corridor that each tends to focus on its own sphere, which results in inadequate communication and coordination for the benefit of the whole. There are also a number of community organizations and action groups within the corridor whose mission could be enhanced with greater communication and coordination between them. Therefore, the CAG has recognized this need and, as stated in Goal 1 of the Corridor Management Plan (Page 6) intends to identify those responsible for the various aspects of the mission to “protect, preserve, maintain and enhance the intrinsic resources of the corridor” and facilitate their working together in partnerships to better achieve their goals.

The CAG also found that development has had a severe adverse impact on the ecosystem of the Indian River Lagoon watershed, which is included in the corridor. There are already well-founded plans and programs for minimizing these impacts and providing the resource protection desired under the scenic highway program. These include *the Comprehensive Conservation and Management Plan for the Indian River Lagoon*, which was formulated under the National Estuary Program and is now administered by the St. Johns River Water Management District. Goal 1, Objective 1.3 (Page 6) is to “Support implementation of the CCMP.”

The need for improving scenic vistas is addressed in Goal 1 (Page 6) and Goal 3 (Page 9).

The need for accessible public information for the promotion of the corridor and the mission of the scenic highway program is addressed in Goal 4 (Page 10).

The need for corridor identity and promotion of the corridor destinations is addressed in Goal 1 (Page 6) and Goal 4 (Page 10).

The CAG/CME understands that once the Indian River Lagoon Scenic Highway has been designated as a Florida Scenic Highway, the FDOT’s Outdoor Advertising Office is precluded from issuing new permits for outdoor advertising signs on the corridor. Existing signs do not become nonconforming as a result of the scenic highway designation. However, other conditions (e.g. land use) may cause a change to the sign’s conformity status.

The CAG/CME has been made aware that if the Scenic Highway corridor utilizes any Federal Highway Dollars (in any phase) that the project is federalized, and any real property acquisitions (or relocations as a result of acquisition) must follow the provisions of the “Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970” (Uniform Act). The Uniform Act provides for uniform, fair and equitable treatment of property owners whose property is acquired for federally assisted programs.

SECTION VII – BACKGROUND CONDITIONS ANALYSIS

CORRIDOR LIMITS

The corridor limits originally stipulated in the letter of intent were within Brevard County. The corridor gained tremendous significance when Indian River County joined the effort. This enabled the program to include some of the most scenic right of way on Florida's eastern coast as well as additional beaches, facilities for recreation, and the nation's first wildlife refuge, Pelican Island.

The proposed scenic highway corridor now includes a complete circuit formed basically by US 1, CR 510, SR A1A, SR 528, SR 3, and SR 405. This circuit is complemented by the connector causeways SR 520, SR 404, SR 518, and US 192. Then there is a leg on the north end of the corridor up through Titusville on US 1 and northeast on SR 402/406 into the Merritt Island National Wildlife Refuge and Canaveral National Seashore. (See attached corridor map)

During the designation phase, public workshops were held to obtain wider input. A recommendation was received in a public workshop that Forrest Avenue and the extension of that road named Florida Avenue in Cocoa and Rockledge be designated as an alternate loop because of historic features on this road and because of the access it provides to Historic Cocoa Village. (See attached map) This concept was accepted by the cities of Cocoa and Rockledge, so the CAG proposes the inclusion of this alternate loop.

Also during the designation phase officials at John F. Kennedy Space Center completed plans for the construction of an alternate route to be named Space Commerce Way, which will connect SR 3 (Kennedy Parkway) with SR 405 (NASA Causeway) to the west, will provide an additional access way to the Kennedy Space Center Visitors Complex, and will provide 24 hour access to the Space Center for visitors, which is now restricted to daylight hours. (See attached map) This will also be a more scenic route than the previous one, following an existing road bed through old growth citrus groves and pristine wetlands and forests, left undisturbed because of acquisition by NASA. The CAG concurs with NASA on the designation of this new road as part of the scenic highway corridor, pending completion and opening of the road to the public.

ROADWAY/ROW DESCRIPTION

The right-of-way for SR A1A is 100 feet in almost all areas with several short sections having 60-80 feet of width. There is a 3-mile section of a one-way pair beginning just south of the city limits of Cocoa Beach.

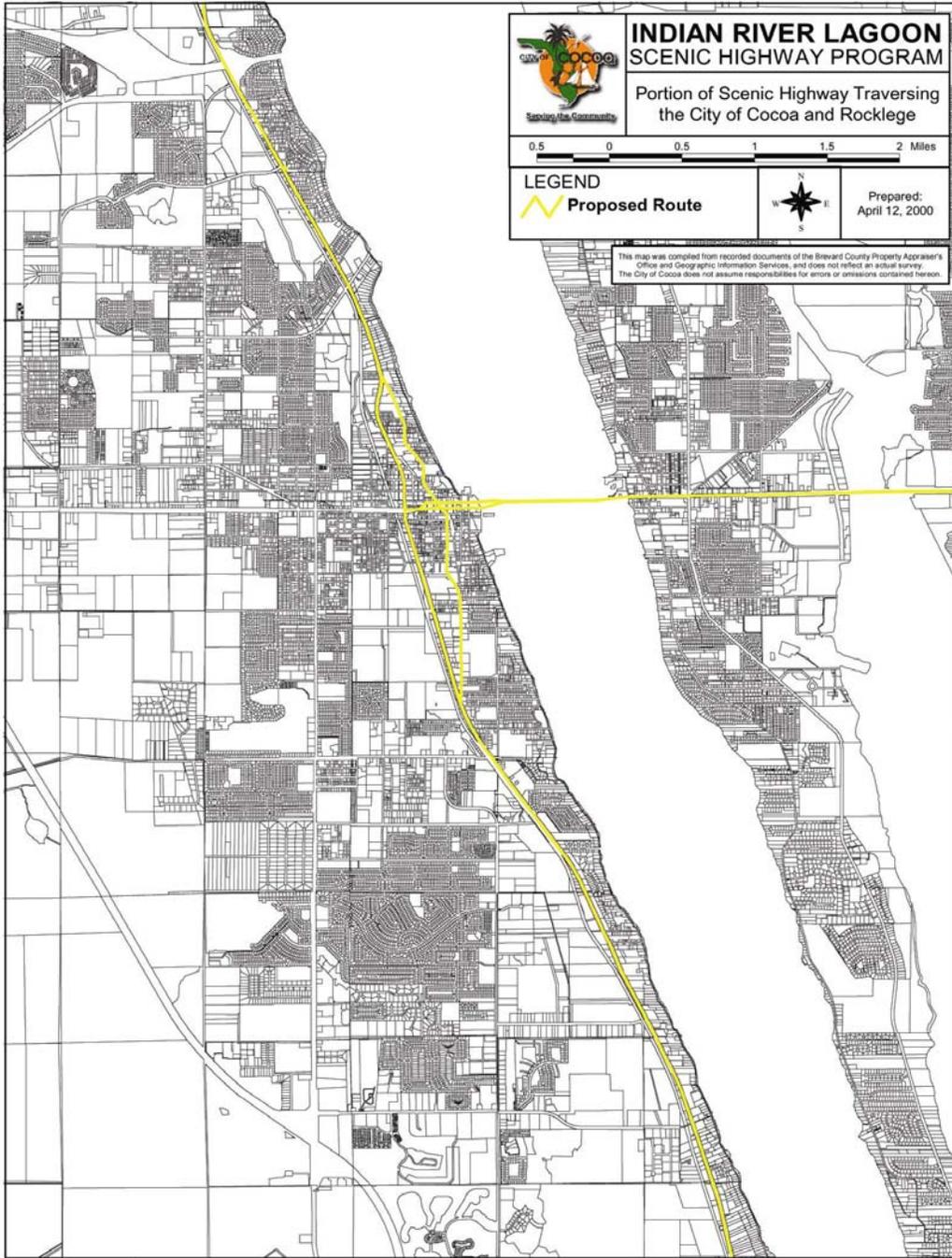
The causeways all have 200-300 feet of right-of-way and SR 3 and SR 402/406 have at least 100 feet of right-of-way. The US 1 right-of-way varies from 100-200+ feet of right-of-way. There is an approximately 2 mile section of a one-way pair in the north end of Titusville.

Both US1 and A1A are federal aid primary roads.

There are some pedways, bikeways and trails throughout the corridor. See the Field Inventory/Corridor Impressions Survey in Appendix C for details. There are many opportunities to increase and improve intermodal transportation through the scenic highway program. This will be implemented through the MPO in each county.

MAP 1
INDIAN RIVER LAGOON SCENIC HIGHWAY
(ROUTE HIGHLIGHTED IN YELLOW)





B. LAND USE, SIGNAGE, SAFETY AND ZONING

The Indian River Lagoon Scenic Highway transverses a variety of different jurisdictions in its 138 length. This part of the Application has been divided into two main groupings. The first grouping will be for the unincorporated areas of Brevard County and Indian River Counties. The second grouping will contain information from the various municipalities located within the corridor.

UNINCORPORATED AREAS OF THE CORRIDOR

CANAVERAL NATIONAL SEASHORE TO TITUSVILLE

This is the northern most segment of the proposed corridor and traveling westward from Titusville, over the Max Brewer Causeway, the route lies almost entirely within the Merritt Island National Wildlife Refuge. Before reaching the dead-end at Playa Linda Beach, this segment of the proposed scenic corridor traverses undeveloped, federal lands possessing no Brevard County zoning or Comprehensive Plan Future Land Use (FLU) designation.

US 1 FROM TITUSVILLE SOUTH TO COCOA

Traveling southward on US 1, the route again enters unincorporated lands at the southern border of Titusville. At this point, the route approaches the Nasa Causeway and an approximately even mix of industrial, Development of Regional Impact (Vector Space DRI) and public (Titusville airport) zoning and future land designations.

The existing and future land uses south of the NASA Causeway to the northern border of Cocoa include a small amount of remaining single family residential but the majority of lands possess retail commercial zoning and Mixed Use (commercial) Future Land Use. At various points between T'ville and Cocoa, travelers also enjoy an alternate and parallel route just east of US 1, along the Indian River itself.

US 1 BETWEEN ROCKLEDGE AND PALM SHORES

Traveling south from Rockledge, the route immediately traverses a mix of mostly undeveloped, commercially zoned lands with Mixed Use District (commercial) Future Land Use designations. The Florida East Coast (FEC) railroad tracks parallel the west edge of route with industrial lands immediately west of the tracks.

US 1 FROM MALABAR SOUTH TO INDIAN RIVER COUNTY

The lands along this segment of the route include a mix of mostly undeveloped rural-residential and commercially zoned lands. Within this segment, approximately 70% of route's Future Land Use (FLU) designation is Mixed Use (facilitating commercial zoning) with the remainder of the adjacent lands having a Residential FLU designation.

COUNTY SEGMENT OF SR A1A ('THE SOUTH BEACHES') FROM SEBASTIAN INLET NORTH TO THE BEACH-SIDE CITY OF MELBOURNE LANDS

A mixture of developed and undeveloped lands with large and medium sized, single family residential zoning and residential Future Land Uses exist along this segment of the proposed route. It should be noted that a significant amount of lands along this segment have been acquired for recreation and preservation uses by County and State agencies.

COUNTY SEGMENT OF SR A1A BETWEEN SATELITE BEACH & PATRICK AFB

The lands along this segment of the route possess primarily multi-family and small lot residential zoning and future land use designations.

COUNTY SEGMENT OF SR A1A BETWEEN PATRICK AFB & CITY OF COCOA BEACH

The lands along this segment of the route possess primarily multi-family and small lot residential zoning and future land use designations.

COUNTY SEGMENT OF SR A1A BETWEEN COCOA BEACH & CITY OF CAPE CANAVERAL

The lands along this segment of the route possess primarily retail commercial zoning and commercial future land use designations.

SR 528 WEST OVER MERRITT ISLAND TO N. COURTENAY PARKWAY

The lands along this segment of the route possess primarily single-family, medium lot residential zoning and residential future land use designations. A portion of the corridor on the north side of SR 528 possesses industrial uses, zoning and Future Land Use.

NORTHWARD ON NORTH COURTENAY PARKWAY FROM SR 528

The lands immediately north of and surrounding the Barge Canal possess primarily industrial zoning and industrial future land use designations. The lands immediately north of the above mentioned industrial properties, and extending northward to the point at which North Courtenay Parkway veers northeastward, possess primarily commercial zoning and commercial future land use designations.

NORTHEASTWARD SEGMENT OF N. COURTENAY PKWY. TO THE NASA SOUTHERN BORDER

The lands along this segment of the route possess primarily large lot, Rural Residential zoning and Residential future land use designations.

Beginning at Ais Lookout Point, the segment of US 1 to CR 510 has paved shoulders but no separated pedestrian facilities. The Wabasso Causeway or CR 510 has no pedestrian facilities and no paved shoulders. From CR 510 to Sebastian Inlet there are only paved shoulders.

On SR A1A from Sebastian Inlet to SR 528 there are both pedways and paved shoulders. The most extensive pedway facility runs from Sebastian Inlet to Ocean Avenue in Melbourne Beach. There are some gaps in the system north of Ocean Avenue; however, this system is the most complete network along the corridor.

Paved shoulders and intermittent pedways exist throughout the remainder of the corridor with most of the pedways being located within the incorporated areas.

Obviously, the need for more pedway facilities particularly along the US 1 corridor is a primary issue. See Appendix “F – Background Conditions Analysis”

1. Provide a narrative on land uses, ownership and accessibility.

The Indian River Lagoon Scenic Highway will enhance public enjoyment of one of the most diverse eco-systems in the United States. Home to some 4,315 different plant and animal species, the Indian River Lagoon contains more species than any other estuary in the United States. Included are 2,965 species of animals, 1,350 species of plants, 700 species of fish and 310 species of birds.

Living in the Indian River Lagoon system are some 75 rare, threatened or endangered species. Nearly one-third of the American population of manatees lives in the lagoon. In addition, beaches in the lagoon region provide the most dense turtle-nesting area in the Western Hemisphere.

The lagoon is an estuary where salt water from the sea mixes with freshwater from inland water bodies. It serves as the cradle of the nearby Atlantic Ocean and produces rich opportunities for fishing. It also provides a world-famous citrus crop, with oranges and grapefruit second to none.

The close proximity of the Atlantic Ocean, Indian and Banana Rivers along the highway’s route makes for some delightful and varied waterfront scenery. From the sandy beaches and casual atmosphere of Cocoa Beach to the quaintness and charm of Historic Cocoa Village, this scenic highway has enormous versatility. An added inducement for the traveler is the Kennedy Space Center, launch site to America’s space program and museum for its impressive achievements.

The major routes of the Indian River Scenic Highway are US1 and A1A. A1A runs parallel to the Atlantic Ocean and includes parks and areas of public access. US1 runs beside the Indian River and offers an entirely different landscape of plants and animal life. See Appendix “F – Background Conditions Analysis”

Land use along the entire route falls into distinct categories. They are:

1. **Commercial** – The proposed scenic highway map offers many good places for dining and shopping, along with excellent hotels and motels that are easily accessed.
2. **Residential** – There are some residential areas along the route that may prove particularly attractive. The alternate route in Cocoa/Rockledge, for example, has a lovely collection of old mansions along the original River Road.

3. **Industrial** – While some industrially zoned land runs along the route, it is unobtrusive.
4. **Agricultural** – The Scenic Highway crosses several active groves where visitors can stop and purchase citrus in season, sample the excellent orange juice and admire the trees.
5. **Environmental Lands** – These include public lands that can be visited and admired such as the Enchanted Forest in the Titusville area.
6. **Government Managed Lands** – This category includes Beach and Riverside parks, boardwalks, bike trails and greenways located along the proposed corridor. Recreational opportunities for swimming, boating, fishing, walking, birding, biking, etc., are plentiful.
7. **Federally Owned Lands** -- The corridor includes the Merritt Island National Wildlife Refuge, one of the largest and most diverse in the world, as well as the Kennedy Space Center and Patrick Air Force Base. The A1A corridor also provides the nesting area for sea turtles, with some of the nesting area publicly owned and protected.
8. **General Use** – Government owned land used for a variety of purposes, but not too interesting for the visitor.

With the exception of some parts of Patrick Air Force Base and Kennedy Space Center, most of the parcels flanking the proposed highway are open to the public and easily accessible.

2. Provide a graphic/map of land use, ownership and accessibility.

Please see Appendix “F – Background Conditions Analysis”.

3. Provide a discussion and/or maps of future land use designations.

See Appendix “F – Background Conditions Analysis”, showing Brevard County and Indian River County future land uses. As you can see, future land use will maintain the primary uses shown on the zoning maps and already established on the corridors.

Both the Brevard and Indian River County Commissions and MPOs, as well as the fifteen municipalities included in the corridor, Patrick Air Force Base, Canaveral Port Authority and Kennedy Space Center have excellent future land use plans to insure the protection of intrinsic resources.

4. Provide a narrative description of current use and ordinances/laws regarding signage.

The individual jurisdictions permit signs along State roadways but not within the right-of-ways. All signs located within the right-of-way must be permitted by the State. This would include such signs as directional signs for parks and recreational facilities and signs naming towns and cities. There are some additional restrictions for billboards even though they would not be within the right-of-way. Applicants would need to meet local requirements as well as State requirements. See Appendix “F – Background Conditions Analysis” for FDOT Outdoor Advertising Regulations and billboard locations.

The Brevard County Commission is in the process of adopting a much more stringent sign ordinance that will limit size, height and placement to make signs much less intrusive from all areas of the corridor. The Commission has passed the ordinance but, because of intense opposition from members of the business community, has agreed to review it one more time in January 2000.

The Commission has asked that all the municipalities adopt the more stringent codes. Once the County body has adopted its final signage document, it is likely that arguments will be presented for and against tougher signage requirements in City Council meetings across Brevard County.

The Commission's initiative offers a perfect opportunity for Scenic Highway proponents to discuss signage requirements in keeping with those set forth by the state for roads designated as Scenic Highways. Most residents in the county are painfully aware that tougher controls are needed to reduce the visual blight.

5. Provide graphics/maps regarding signage (optional).

None provided.

6. Compile orders/agreements regarding signage.

Please see Appendix "F – Background Conditions Analysis" for FDOT Sign Regulations.

7. Provide a narrative about safety issues on the corridor

All of US1, each of the causeway connectors, and much of SR A1A is multi-lane divided highway, well engineered for safety. SR A1A from Indialantic south to the Wabasso Causeway is two lane and therefore does present safety hazards, if motorists speed and pass recklessly. The most effective solutions to this appear to be good warning and speed limit signage and law enforcement. SR3 from SR528 into Kennedy Space Center is two lane, but is not known as a high hazard area since it is low density. SR406/402 from Titusville to the Canaveral National Seashore is also two lane, but also is low density.

Many sections of the corridor are not safe for pedestrian or bicycle traffic because of not having bikeways and pedways. This problem is being addressed by the MPOs and will also be considered in the Corridor Management Plan.

8. Provide a narrative of the corridor's relationship to other programs.

The Indian River Lagoon Scenic Highway Program can cooperate and enhance the activities of many other groups in the area working to improve the Indian River Lagoon and the surrounding area. These other groups include:

1. **Protection and Conservation oriented programs** such as the Marine Resources Council, St. John's Water Management District, Florida Department of Environmental Protection, Florida Department of Community Affairs, Sea Turtle Protection Programs, Manatee Protection Programs, Native Plant Society Programs, Nature Conservancy, etc., will benefit from increased education and public awareness of the special resources of the Indian River Lagoon area.

2. **Tourism programs** – the Space Coast Tourism Development Council and the tourism development arms of the local Chambers of Commerce will benefit from the additional promotion of local attractions.
3. **Economic Development programs** such as the Economic Development Commission of the Space Coast, the local chambers of commerce, the Redevelopment Agencies of Melbourne and Cocoa will benefit from increased revenues and business opportunities generated by the Scenic Highway Program.

9. Write a narrative of existing policies, standards, regulations and ordinances (federal, state, county, municipal and taxing districts) that can be used for corridor protection.

Because of its unique nature as a breeding ground and home to endangered and threatened animals and plants, the lagoon can take advantage of protective legislation from the federal and state governments. These include protection of endangered species, wetlands preservation, dune replacement and other programs. The excellent work of the St. Johns Water Management District to protect the Indian River Lagoon also benefits the corridor and can be tied in with Scenic Highway objectives such as the protection and preservation of natural, scenic and recreational resources..

The Florida Department of Transportation is working to expand US1 in parts of Brevard County, offering another opportunity for Scenic Highway Proponents to cooperate with FDOT to landscape and beautify the corridor.

The counties and the municipalities have Comprehensive Plans in place, in addition to zoning regulations and future land use plans. Most of the governmental entities make use of overlays and this may be an excellent possibility for enhancing protection of the corridor. In many case the Comp Plans include intentions to protect, preserve, maintain and enhance intrinsic resources .

In the cities of Melbourne, Palm Bay and Cocoa, Redevelopment Agency boundaries include the Scenic Highway corridor. Since the goal of these Redevelopment Agencies is revitalization and beautification, these agencies can help in efforts to improve and protect the corridors as part of their programs. The three national wildlife refuges within the corridor, Merritt Island National Wildlife Refuge, Archie Carr National Wildlife Refuge and Pelican Island National Wildlife Refuge each has a management plan that includes protection of natural, scenic, historical, archaeological, cultural and recreational resources.

INCORPORATED AREAS OF THE CORRIDOR

City of Cocoa Beach

Input on Land Use, Signage and Corridor Relationships – 8/9/99

1. Provide a narrative on land uses, ownership and accessibility. The portion of SR A1A that traverses the City of Cocoa Beach from south to north along the Atlantic Ocean consists of a mixture of residential and commercial entities including but not limited to single- and multi-family residences; condominium properties; hotels and motels; commercial retail outlets and small businesses; and a number of county- and city-supported public parks and recreational areas. Accessibility to SR A1A is via west-east intersecting roadways throughout the City. SR 520, which intersects SR A1A, serves as the western-main entrance into the City. There are approximately forty “stub-end” streets that directly intersect SR A1A (Atlantic Avenue) which provide public access to the Atlantic Ocean and its beaches.

2. Provide a graphic/map of land use, ownership and accessibility (optional).
See attached (proposed) land use map (to be incorporated in our new COMPLAN)

3. Provide a discussion and/or maps of future land use designations.
See attached (proposed) land use map (to be incorporated in our new COMPLAN)

4. Provide a narrative description of current use and ordinances/laws regarding signage. The City of Cocoa Beach is currently in the process of revising its sign ordinance. Of general interest is the fact that billboards and off-site advertising signs are prohibited throughout the City limits.

Provide graphics/maps regarding signage (optional). Not available.

6. Compile orders/agreements regarding signage. Not available.

7. Provide a narrative of the corridor’s relationship to other programs. There are no other known programs within the City of Cocoa Beach that directly relate to this corridor designation.

8. Provide a graphic of the corridor’s relationship to other programs (optional). Not Applicable.

9. Write a narrative of existing policies, standards, regulations and ordinances (federal, state, county, municipal and taxing districts) that can be used for corridor protection. Not applicable – No known policies, standards, or regulations.

Town of Indialantic

Scenic Highway Planning Data

1. Land Use, Ownership and Accessibility

The Land Use along the S.R. A1A corridor is primarily commercial and tourist use with some single family residential and multi-family use located south of U.S. 192. There are a few small vacant parcels.

Ownership is multiple with the James Nance Turtle Park at the northeast corner of U.S. 192 and S.R. A1A being one of the most prominent. This Park is owned by the County and leased to the Town.

All parcels along the corridor are either accessible from S.R. A1A or by an intersecting street with S.R. A1A.

2. Future Land Use

Future land use along the corridor is primarily commercial and tourist with some low and medium density residential and public use.

3. Signage

The FDOT is responsible for regulating the signage placed in the right-of-way. There are only informational signs along the corridor within the Town. There are no billboards located within the Town.

The sign regulations, which are enforced by the Town, are contained in the zoning ordinance and are fairly restrictive. The largest sign allowed is 32 square feet in size.

4. Orders and Agreements Regarding Signage

The Town has no orders/agreements regarding Signage other than the required sign permits.

5. Corridor's Relationship to Other Programs

The Town controls Land Use along the corridor. The Florida Department of Community Affairs is involved when there are changes to the Comprehensive Plan.

Other programs that can be utilized would include the following: FDOT Beautification Grant Program, Brevard County Impact Fee Program, St. Johns River Water Management District Grant Program, Florida Recreational Development and Assistance Program, and Florida Communities Trust Fund.

6. Existing Policies, Standards, Regulations, and Ordinances That Can Be Used for Corridor Protection

Most of the current policies are contained in the Comprehensive Plan of the Town. Regulations and ordinances are contained in the Town Code. The entire incorporated area is within the Coastal High-Hazard Area and is subject to the regulations associated with this

designation. Also, the land area of the Town that is east of the east right-of-way line of S.R. A1A is subject to the regulations associated with the Coastal Construction Control Line.

City of Rockledge

Existing Land Use and Zoning

INTRODUCTION

Principal Corridor: (U.S. # 1)

A summary of existing land uses, zoning, major landowners, accessibility, general development patterns and future development plans are provided in this section. The City of Rockledge is the local governing body within our jurisdictional limits. Property along the main corridor of U. S. # 1 is privately and publicly owned and is subject to the Rockledge Land Development Regulations.

Approximately 98 % of all lands adjacent to the proposed principal corridor are privately held property. The remaining 2% is property held by a hospital or street- ends owned by the City of Rockledge.

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

A summary of existing land uses, zoning, major landowners, accessibility, general development patterns and future development plans are provided in this section. The City of Rockledge is the local governing body within our jurisdictional limits. Property along the alternative corridor of Rockledge Drive is privately and publicly owned and is subject to the Rockledge Land Development Regulations.

Approximately 99 % of all lands adjacent to the proposed principal corridor are privately held property. The remaining 1% is street- ends owned by the City of Rockledge.

EXISTING LAND USES AND ZONING

Principal corridor: (U.S. # 1)

U.S. # 1 passes through three separate Planning Districts in the City of Rockledge. The northern District is Planning District 2, a commercial retail district. Zoning along this segment is consistent with the Comprehensive Plan. The C-2 Zoning category is the only category in this district. The next district is our Planning District 3, Hospital District, which is oriented to hospital and doctor uses, the zoning in this district is consistent with our Comprehensive Plan and has the following zoning districts: C-1, C-2, and P-1. The final district is our Planning District 6, Industrial Park District, which allows commercial uses on both sides of the highway. This District also has one of the few Orange Packing Plants in the State of Florida on the National Register of Historical places. The zoning in this district has C-2 and R-2 on the east side and M-2 and IP on the west side of U.S. # 1. The property on both sides of U.S. # 1 mostly built

out through the first two planning districts. There is still substantial property on the east side of U. S. # 1, which is undeveloped at this time in Planning District 6.

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

Rockledge Drive is totally within the limits of Planning District 1, which allows residential units and existing commercial along Orange Avenue. The entire area is located in a historic district on the National Register of Historical Places. There are two additional historic districts (Barton Avenue and Valcena Drive) immediately off Rockledge Drive. The Indian River Lagoon is immediately to the east of this roadway. Currently, there is one small recreational park along this roadway, which is Senator Williams Historic Home built in 1870's.

MAJOR LAND OWNERS:

Principal corridor: (U.S. # 1)

The major property owner along this corridor is Wuesthoff Hospital in Planning District 3. All property owners have property having 10 acres or less.

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

There are no major property owners along this corridor, all properties are individually owned.

ACCESSIBILITY TO ADJACENT LANDS:

Principal corridor: (U.S. # 1)

The corridor is a 4-lane roadway with a median dividing the roadway, having limited median cuts. Most median cuts on the northbound lane do not have dedicated turning lanes and there is limited de-cel lanes accessing individual buildings along the corridor. All medians are grass covered or landscaped and the City has an adopt-a-median program, which covers most medians north of Planning District 6 or Barton Blvd. The speed limit through the city is 45 mph.

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

This corridor is old U.S. # 1 and varies in width from a narrow 18 foot right-of-passage to 50-foot right-of-way, most of the roadway is covered by a right-of-passage and the city's interest stops at the edge of the paved roadway. It is not usual to have a hundred year old oak tree inches from the roadway and at times buckling the pavement. All properties have access to their individual homes, the speed limit is 20 mph and at times should be less as the road weaves around existing trees.

GENERAL DEVELOPMENT PATTERNS:

Principal Corridor: (U.S. # 1)

This corridor is developed as general retail commercial and office uses in the north half of the City. The second half of the city is developed with a mixture of retail sales, wholesale sales, manufacturing and residential.

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

Development in this area is single-family residential in nature, there are two five story condominiums between Orange Avenue and Barton Avenue. There is also one commercial building at the corner of Orange Avenue and Rockledge Drive, built in the 1920's.

FUTURE DEVELOPMENT:

Principal Corridor: (U.S. # 1)

Future development along this corridor will be general retail commercial and office uses in the north half of the City. The southern half of the city will maintain current uses; new development will hopefully be commercial in nature. There has been an U.S. # 1 corridor study, which will see the area between our north limits and Eyster Blvd. being six-laned with additional intersection improvements. The City and County are in the process of developing 280 acres of active and passage park areas immediately west the railroad tracks between Eyster Blvd. and Barnes Blvd.

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

Future development along this corridor will be single-family residential. There is no allowable expansion of commercial allowed by the Comprehensive Plan in Planning District 1.

SIGNAGE:

Principal Corridor: (U.S. # 1)

The City of Rockledge regulates signage; spacing requirements for any new billboards after 1995 had to maintain a 2,500-foot separation from any existing billboard. There should be no additional billboards constructed along the City's jurisdictional limits. Individual signage is allowed according to our sign code, which similar to adjoining jurisdictions (see section 86.00 of the Rockledge Land Development Regulations).

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

There is no signage along this roadway, except for small wall mounted signage on the commercial building at the corner of Orange Ave. and Rockledge Drive.

SAFETY ISSUES:

Principal Corridor: (U.S. # 1)

The Florida Department of Transportation recently finished an U.S. # 1 corridor study, which identifies safety issues and accidents locations along the corridor. (See enclosed information)

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

The narrow width of this two-lane roadway is a safety hazard for those vehicles travelling over the posted speed limits. Vehicles must travel this area slowly or risk the chance of collisions with vehicles, trees, utility poles or pedestrians.

ROADWAY/ROW DESCRIPTION:

Principal Corridor: (U.S. # 1)

The section through the City of Rockledge extending 3.66 miles, from south of Poinsett Drive, to the north, to south of Gus Hipp Blvd. The Florida Department of Transportation right-of-way width varies from 150 feet to 200 feet. There is one full intersection and 9 tee intersections, of which two of these have signals (Eyster Blvd. and Florida Avenue)

Alternative Loop: (Rockledge Drive, Old U.S. # 1)

This section through the City of Rockledge starts north of Sutton Street and continues through the 1851 block of Rockledge Drive, extending 3.6 miles. The width varies from a narrow 18 foot right-of-passage to 50-foot right-of-way; most of the roadway is covered by a right-of-passage.

City of Titusville

Narrative on Land Uses, Ownership, and Accessibility

The City of Titusville intends to preserve and enhance the visual and functional relationship between commercial, residential, recreational and public uses of the land adjacent to the Indian River Lagoon. The City will provide public access and recreation sites on the waterfront, and will link these sites with a pedestrian/bikeway system. Visual access and breezeway locations are required as part of all development proposals. The City requires appropriate visual screens/buffers, with emphasis on landscape materials, between residential and other land uses when new or expanded development is proposed.

Land development regulations must include requirements for natural vegetative and other appropriate buffers and/or setbacks to minimize nuisance effects of commercial land uses which include noise, odor, glare and privacy factors and visual impacts and to minimize commercial use intrusion into residential land use areas. The downtown redevelopment plan calls for streetscape improvements, architectural continuity and coordinated commercial signage along the proposed route of the Scenic Highway.

The City is cooperating with Brevard County and the Florida Department of Transportation to develop a comprehensive beautification program including landscaping and signage. Landscaping improvements have been made to areas of the proposed Scenic Highway route, and more are planned. U.S. 1 through Titusville is on the Metropolitan Planning Organization's schedule for improvement.

Signage Regulations

The purpose of the Signage Regulations established by the City of Titusville is to protect and preserve the character and appearance of the City. The number of signs on any one property is limited to avoid visual clutter. Signs are to be compatible to the area in which they are located and consistent with the category of use that applies to them.

Trees, shrubs, or other vegetation are not to be removed or excessively trimmed to enhance the visibility of a sign without City approval. Billboards are not permitted in a shoreline overlay district or an historical overlay district. The base of any billboard is to be planted to provide a minimum landscape screen of four feet in height and seventy five percent opacity within one year of planting.

C. TRAFFIC VOLUMES/USER TYPES

<u>Roadway</u>	<u>Segment</u>	1998-99 <u>ADT*</u>
US 1	Ais Lookout Point to Indian River Co.	18,174
US 1	Indian River Co. to CR 510	22,891
CR 510	US 1 to SR A1A	9,103
SR A1A	CR 510 to US 192	10,057
SR A1A	US 192 to Minutemen Causeway	24,950
SR A1A	Minutemen Causeway to SR 528	36,524
SR 528	SR 3 to SR A1A	31,507
SR 3	SR 528 to SR 405	15,765
SR 405	SR 3 to US 1	15,101
US 1	SR 405 to SR 402	27,513
SR 402	US 1 to Canaveral Seashore	6,713
US 1	SR 405 to SR 528	29,307
US 1	SR 528 to SR 520	30,971
US 1	SR 520 to Pineda Causeway	32,526
US 1	Pineda Causeway to NASA Blvd.	37,227
US 1	NASA Blvd. to Ais Lookout Point	33,469

* ADT is average daily traffic

Non-Vehicular users include bicyclists and pedestrians. The SR A1A segment of the corridor lends itself, because of the recreational opportunities, to non-vehicular. The other segments of the corridor have pedestrian users in the built-up sections of the cities.

D. LEVELS OF SERVICE (LOS)

<u>ROADWAY</u>	<u>CLASS</u>	<u>SEGMENT</u>	EXISTING <u>LOS</u>	2020 <u>LOS</u>
US1	PRIN. ART.	AIS LOOKOUT POINT TO CR 510	B	C
CR510	MIN. ART.	US 1 TO SR A1A	C	D
SR A1A	MIN. ART.	CR 510 TO MARLEN DRIVE	B	C
SR A1A	MIN. ART.	MARLEN DRIVE TO US 192	F	D
SR A1A	PRIN. ART.	US 192 TO S. END OF 1-WAY PAIR	C	
SR A1A	PRIN. ART.	FERN TO 4 TH ST. N. 1-WAY PAIRS	F	
SR A1A	PRIN. ART.	N. END OF 1-WAY PAIR TO SR 520	E	
SR A1A	PRIN. ART.	SR 520 TO N. ATLANTIC	F	F
SR A1A	PRIN. ART.	N. ATLANTIC TO SR 401	E	D
SR 528	PRIN. ART.	SR 401 TO SR 3	C	C
SR 3	MIN. ART.	SR 528 TO SR 405	B	D
SR 405	PRIN. ART.	SR 3 TO US 1	A	A
US 1	PRIN. ART.	SR 405 TO SR 50	B	C
US 1	PRIN. ART.	SR 50 TO GRACE	C	C
US 1	PRIN. ART.	GRACE TO SR 402, 1-WAY PAIRS	D	
SR 402	MIN. ART.	US 1 TO CANAVERAL SEASHORE	B	
US 1	PRIN. ART.	SR 405 TO SR 528	C	D
US 1	PRIN. ART.	SR 528 TO FORREST	F	C

US 1	PRIN. ART.	FORREST TO SR 520	C	B
US 1	PRIN. ART.	SR 520 TO FLORIDA	E	C
US 1	PRIN. ART.	FLORIDA TO EYSTER	F	F
US 1	PRIN. ART.	EYSTER TO BARNES	B	C
US 1	PRIN. ART.	BARNES TO PINEDA	D	D
US 1	PRIN. ART.	PINEDA TO SR 518	C	D
US 1	PRIN. ART.	SR 518 TO BALLARD	F	E
US 1	PRIN. ART.	BALLARD TO NASA	B	B
US 1	PRIN. ART.	NASA TO UNIVERSITY	C	C
US 1	PRIN. ART.	UNIVERSITY TO AIS LOOKOUT PT.	B	F

Note: 2020 LOS reflects the existing plus committed project improvements.

E. TRANSPORTATION PLANNING

US 1 will be widened to six (6) lanes from Aurora Road to the Pineda Causeway over the next ten (10) years. Pedway facilities will be installed in needed areas along SR A1A, which will eventually make this roadway the most complete with respect to separated pedway facilities.

The Max K. Brewer Bridge on SR 401 maybe replaced with a high-rise bridge. This will depend upon the availability of State and Federal Funds.

All other improvements include resurfacing, intersection improvements, corridor improvements, selected pedway improvements, and landscaping improvements.

The MPO's of both Brevard and Indian River Counties are the designated and constituted bodies responsible for the urban transportation planning and programming for their respective jurisdictions. Both agencies have passed resolutions supporting the designation of the Indian River Lagoon Scenic Highway.

F. ROADWAY IMPROVEMENTS

CR 510 in Indian River County is programmed to be widened to four (4) lanes east of US 1 on the mainland by 2015. In addition CR 510 on the barrier island has been programmed to be widened to three (3) lanes in the next five to seven years.

US 1 from Aurora Road to Post Road in Melbourne is scheduled for six (6) lanes in the Year 2000 and from Post Road to the Pineda Causeway in 2002. Also, US 1 from Barnes Boulevard to Fay Boulevard is scheduled for corridor improvements over the next seven to ten years.

The intersection of US 1 at Michigan Avenue in Cocoa is scheduled for an intersection improvement in the next five years.

Southbound right-turn lanes are scheduled in the Year 2000 on US 1 at Daytona Avenue and at Valkaria Road.

A new interchange on SR A1A and Dave Nisbet Drive to serve Port Canaveral is scheduled for the Year 2000.

GOAL STATEMENT FOR TRANSPORTATION AND SAFETY

Work to provide a transportation system within the scenic corridor which maintains the function of the roadway while at the same time enhancing the natural environment and safely accommodating commercial, tourist and local traffic.

G. PROTECTION TECHNIQUES

All levels of government plus community organizations and action groups are involved in the protection of the intrinsic resources of the Indian River Lagoon Scenic Highway corridor. See Appendix "F – Background Conditions Analysis", Web Sites for Protection Techniques.

1. Federal

1a. U. S. Fish and Wildlife Service is dedicated to the conservation of our nations natural living resources. This agency is responsible for the three wildlife refuges in the scenic highway corridor. It is also involved in permitting projects that potentially have an environmental impact.

1b. The U. S. Coast Guard makes and enforces rules for marine navigation and environmental safety, and also permits project where these issues are involved.

1c. The U. S. Army Corps of Engineers is responsible for keeping channels such as the Florida Intracoastal Waterway, which traverses the Indian River Lagoon, navigable. The Corps also permits projects that pose an environmental concern to the waterways to prevent ecological damage.

1d. The Environmental Protection Agency (EPA) provides the National Estuary Program (NEP). The Indian River Lagoon has been designated a National Estuary. A major benefit of the NEP is that it brings communities together to decide the future of their own estuaries. The NEP combines the work of many groups. Each local NEP consists of representatives from government agencies responsible for the estuary's health and productivity, and from the community -- citizens, business leaders, educators, and researchers. Each NEP identifies its estuary's problems, recommends solutions and makes financial commitments in a Comprehensive Conservation and Management Plan (CCMP). The CCMP is a blueprint for revitalizing the estuary and protecting it from new dangers. By providing grants and technical assistance, EPA helps state and local governments in their efforts to protect and restore their vital estuarine resources. EPA also shares "lessons learned" among all the individual estuary programs as well as other coastal communities.

The EPA also issues and enforces regulations regarding pollution of the land, water and air.

1e. The National Park Service preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations.

The Canaveral National Seashore, within the scenic highway corridor, is operated by the National Park Service.

The NPS also provides the National Register of Historic Places, which includes many buildings along the scenic highway corridor, and the National Landmark Program, which includes **Pelican Island National Wildlife Refuge** within the corridor.

2. State

2a. Florida Fish and Wildlife Conservation Commission (FWC replaced the Game and Fresh Water Fish Commission (GFC) and the Marine Fisheries Commission (MFC) no longer exist. Florida voters abolished them in a 1998 election and replaced them both with the) - effective July 1, 1999.

The result is that Florida has placed responsibility for conserving the state's freshwater aquatic life, marine life and wild animal life all under a single agency with roughly 1,746 employees.

The new FWC basically encompasses all the programs of the old GFC and MFC, plus some employees and programs from the Department of Environmental Protection.

DEP's Bureau of Coastal and Aquatic Managed Areas and some other elements stayed with DEP's Division of Marine Resources. The Florida Marine Research Institute (FMRI), the Office of Fisheries Management and Assistance Services (OFMAS) and the Bureau of Protected Species Management were transferred to the new agency. OFMAS, with some MFC staff, will be the new agency's Division of Marine Fisheries, with a total of 38 workers. FMRI (212 employees) falls under the Office of the Executive Director.

All employees from DEP's Division of Law Enforcement, except for the Park Patrol, the Bureau of Emergency Response, the Office of Environmental and Resource Crimes Investigations and some field investigators, now are part of the FWC, totaling 434.5 full-time positions in addition to the old GFC's 422 positions.

Former Marine Patrol officers will continue to concentrate on enforcing saltwater laws, and former wildlife officers will continue to focus on freshwater and wildlife laws. However, when there is a need to reallocate law enforcement officers to deal with an emergency, the agency can do so.

The FWC's Division of Law Enforcement has a total of 856 full-time employees.

The DEP Bureau of Protected Species Management, with responsibility for managing imperiled marine life, is now part of the FWC's Office of Environmental Services in the FWC. The old GFC's Endangered Species Section is part of the new agency's Division of Wildlife.

2b. The Florida Department of Environmental Protection goes beyond the routine function of many other state environmental agencies that protect air quality, water quality and ensure

proper waste management. The Florida DEP is fortunate to also be responsible for 152 state parks and other recreational trails and areas for outdoor activities.

Another feature unique to Florida is the Preservation 2000 land-buying program, to be renamed Florida Forever in 2000. Through this program, sensitive land is purchased for conservation and recreation purposes, preserving these lands from future development.

2c. The St. Johns River Water Management District issues several types of permits. The two most common deal with how much water is used and with how new development affects water resources.

The first type of permit, which authorizes water use, is called Consumptive Use Permit (CUP). A CUP allows water to be withdrawn from surface and groundwater supplies for reasonable and beneficial uses such as public supply (drinking water), agricultural and landscape irrigation, and industry and power generation.

Underground aquifers, consisting of sand, clay and limestone formations that are the product of a unique geologic history, are recharged from thousands of years of rainfall seeping through Florida's sandy soils.

Florida's rapid population growth and increased demand for water can cause aquifer levels to drop. This reduces the amount of water available for consumption.

The second kind of permit is called an Environmental Resource Permit (ERP). The ERP program is designed to ensure that new construction will not adversely affect the way water flows and is stored in certain areas, thus causing flooding. Other important functions of ERPs are to prevent stormwater pollution to Florida's lakes and streams and to protect wetlands.

The Indian River Lagoon Program, an arm of the SJRWMD and an outgrowth of the National Estuary Program, has in place an *Indian River Lagoon Comprehensive Conservation and Management Plan* which has been adopted by the various jurisdictions and is being implemented as funds, time and environmental and political conditions permit. This organization and its CCMP is a powerful tool for helping achieve the goals of the scenic highway program.

2c. The Department of Community Affairs has The Florida Coastal Management Program, which is the lead agency on state coordination of governmental activities related to the protection, preservation and development of Florida's natural, cultural and economic coastal resources.

The Division of Community Planning assists Florida's communities in meeting the challenges of growth, reducing the effects of disasters, and investing in community revitalization

The Communities Trust program of DCA administers the Preservation 2000 environmentally endangered lands acquisition program, which will become Florida Forever. There are a number of these land acquisition programs within the scenic highway corridor.

2d The Department of State.

The Division of Cultural Affairs awards, administers, monitors, and evaluates cultural grant programs of the Department of State, as well as plans and implements programs designed to gain national and international recognition on behalf of Florida artists and arts organizations. The Division also disseminates arts-related information and fosters the development of a receptive climate for the arts in Florida.

The Bureau of Archaeological Research carries out archaeological surveys and excavations throughout the state, mostly on state-owned lands. They maintain records on historical resources that have been recorded, and assist consultants and planners in protecting sites. The state's underwater archaeology program includes not only historic shipwreck sites but also pre-Columbian sites in underwater contexts. Some of these are among the oldest human sites in the New World. Underwater archaeologists in the Bureau have worked with local divers to develop Underwater Archaeological Preserves around the state to protect and interpret shipwreck sites to the public. The State McLarty Museum, within the corridor, contains interpretations of such a shipwreck.

The Bureau of Historic Preservation conducts historic preservation programs aimed at identifying, evaluating, preserving and interpreting the historic resources of the state. The Bureau also receives federal funding from the Historic Preservation Fund through the National Park Service and has certain responsibilities under federal law. The Bureau is divided into four sections:

ARCHITECTURAL PRESERVATION SERVICES SECTION - provides architectural technical assistance to the public on historic rehabilitation projects, provides architectural support for all Bureau programs (especially important in the review of grant applications), reviews applications for federal tax credits for the rehabilitation of historic properties, reviews applications for ad valorem tax relief projects in communities not qualified to review locally, administers the Florida Certified Local Government Program, and administers the Florida Main Street Program.

COMPLIANCE REVIEW SECTION reviews development projects of all types and provides technical assistance on preservation laws to ensure compliance with state and federal laws mandating consideration of a project's impact on historic and archaeological properties, assists in the preparation of historic preservation elements for state land management plans, reviews the historic preservation aspects of local government comprehensive plans, provides staff assistance to the Division Director, who is a voting member of the state land acquisition advisory committee, and represents historic preservation on state resource management planning committees.

GRANTS AND EDUCATION SECTION administers a program of grants for the rehabilitation and restoration of historic buildings, the survey of historic resources, the excavation of archaeological sites, and for preservation education programs, conducts a variety of education programs, such as heritage education, publishes Florida Preservation News and Florida Heritage magazine, administers the Florida Folk Heritage Awards program, and prepares special publications on the historic resources of the state.

SURVEY AND REGISTRATION SECTION prepares and processes nominations of significant historic resources to the National Register of Historic Places, provides technical assistance to the public on survey and registration activities, provides staff services for the Florida National Register Review Board, administers the state historic marker program, manages the Florida Folklife/Folk Arts Apprenticeship program, conducts surveys to identify folk heritage resources, and prepares the statewide comprehensive historic preservation plan required for continued federal approval of the program.

3. County

3a. Brevard County

The Code Compliance Department , tasked to protect the health, safety and welfare of the citizens of Brevard County, is Brevard County's primary agency for review, implementation and enforcement of building, environmental and land development codes.

Environmental Health Services is a local licensing agency which administers the Environmental Health program for the Brevard County Health Department. The Septic section is responsible for permitting and conducting inspections of onsite sewage treatment and disposal systems and commercial wells. This is important to the Indian River Lagoon because of pollution from malfunctioning sewage and septic systems.

The Natural Resources Management Office provides sound, cost effective management of environmental resources. This is accomplished by developing and implementing management plans, regulations, and educational programs, whose purposes are to preserve and protect the county's natural resources while providing for their utilization by the public. The Office is divided into three sections that cover a variety of environmental areas. These include: Environmental Management, Environmental Remediation and Compliance and Environmental Permitting

In May of 1995 the Board of County Commissioners took action to abate Transportation, Emergency Services, and Correctional Facilities impact fees on all commercial property. Solid Waste impact fees, however, continue to be assessed and collected for new commercial improvements.

The Environmentally Endangered Lands (EEL) Program, under Brevard County Parks and Recreation, acquires, protects and maintains environmentally endangered lands guided by scientific principles for conservation and the best available practices for resource stewardship

and ecosystem management. The EEL Program protects the rich biological diversity of Brevard County for future generations. The EEL Program provides passive recreation and environmental education opportunities to Brevard's citizens and visitors without detracting from the primary conservation goals of the program. The EEL Program encourages active citizen participation and community involvement.

Brevard County Parks and Recreation Department also manages a growing park system that covers over 5,490 acres and includes 107 developed parks and 3 golf courses, as well as sanctuaries and preserves purchased and managed through the Environmentally Endangered Lands Program (EEL).

County parks in Brevard preserve the sensitive ecosystem and include endangered lands and threatened species. Educational programs at nature centers focus on awareness of the outdoors and preservation of the environment which includes the unique Indian River estuary, the St. Johns River, lakes, wetlands, maritime hammocks and scrub. Specific parks are a haven for birdwatching and provide a sanctuary for many bird communities including the osprey, eagle, egret, pelican, and various wildlife including sea turtles and manatees. Additionally, for those who love the outdoors, Brevard County parks provide venues for community and regional activities including public golf at three beautiful golf courses (The Savannahs, Spessard Holland and The Habitat); camping at three unique camp grounds; horse trails; fishing and boating--with access to the waterways by boat ramps at many parks; beach and lake swimming and various venues for watersports including sailing, windsurfing, surfing, rowing, catamaran, canoe, and kayak. Facilities for other active sports include softball, tennis, volleyball, horseshoes, shuffleboard, and there are many soccer and Little League ballfields. Picnic pavilions and playgrounds are available at various parks for more passive enjoyment.

The Brevard Metropolitan Planning Organization (MPO) is responsible for transportation planning in the County. Planning and developing linear parks in Brevard County has been discussed at length over the past few years. Linear parks will connect existing publicly owned lands with a series of improved and unimproved trails and provide a range of transportation, recreation, conservation and community enhancement benefits.

Last December, the MPO was designated as the lead agency for linear park planning for Brevard County. The MPO authorized staff to prepare a scope of services for consulting services necessary to develop a county-wide linear parks and trails plan using MPO planning grant funds. The plan may include the following elements: Existing Facilities, Connections and Destinations, Public Involvement, Intergovernmental Agency Coordination, Prioritization of Corridors, Management, Maintenance, and Funding Opportunities.

On November 10, 1999, the MPO Board approved the final Scope of Services and awarded the firm Herbert-Halback Inc. from Orlando the consulting contract to develop a Greenways and Trails Master Plan for Brevard County. The plan will be developed with public input gathered throughout the project. Numerous workshops will be conducted countywide.

At their October, 1999, the MPO approved the Scope of Services for a corridor study on SR A1A from Patrick Air Force Base to Port Canaveral. FDOT will conduct the consultant selection process over the next few months. The study is anticipated to begin by May 1, 2000, and will

take 18 months to complete. The purpose of the study is to develop an integrated multi-modal transportation system within the study area that is consistent with local comprehensive plans, economically efficient, environmentally sound and that focuses on maximizing mobility, while minimizing the impacts to established commercial and residential neighborhoods.

The MPO recently completed a multi-modal corridor planning study conducted on US 1 that began in June 1997. The study evaluated alternative transportation improvements to optimize mobility on US 1 from Barnes Blvd. in Rockledge to Fay Blvd. in Port St. John. The MPO Board was given a final presentation of these recommendations at their March, 1999 meeting. The MPO approved all of the recommendations with the addition of including access management as a priority fundamental to the success of the project.

The MPO's bicycle/pedestrian project planning program encompasses many areas. The purpose of the project planning program is to coordinate with all jurisdictions the development and construction of sidewalks, bike paths and linear parks. The bicycle/pedestrian program coordinator remains involved in all aspects of a projects development, including road improvement projects, to insure that each project design is consistent with its surrounding area and has considered sidewalks and bike paths when appropriate.

The Brevard County Planning and Zoning Office has a vital role in enforcing appropriate land use within the scenic highway corridor, and does so in a highly professional manner.

3b. Indian River County

The Parks Department builds and maintains an excellent network of public parks, including linear parks and beach access parks along the scenic highway ROW.

The County Engineering Division provides engineering design and surveying services, including right-of-way acquisition, for improvements and maintenance to roadways, parks and drainage systems in Indian River County; oversees and administers private development according to the Land Development Regulations of the County and provides engineering services for other projects and departments. Some specific duties involve identifying and establishing boundaries of County owned properties; furnishing details as to topography and unique features of properties that may affect future improvements and locating underground utilities. Additional functions include performing residential plan reviews, issuing right-of-way permits for residences and site plans and performing right-of-way and utility inspections.

The Roads and Bridges Division is responsible for insuring the safety and efficiency of the County's road network through a regularly scheduled program of maintenance, grading and paving.. This program is to cover roadbeds, curbs, culverts, drains, sidewalks and bikeways within the unincorporated areas of the County

Traffic Engineering is responsible for traffic safety and the operational efficiency of the County roadway network for the benefit of the health, safety, and welfare of the motoring public and to ensure the safe movement of goods through the area. This involves the maintenance and

operation of traffic signals, fabrication and maintenance of road signs and pavement marking upkeep.

The Metropolitan Planning Organization (MPO) is responsible for planning and coordinating the intermodal as well a vehicular transportation program.

The Indian River County Soil and Water Conservation District was organized for the purpose of developing a program of management and conservation of the soil, water and related natural resources of the County to promote and encourage the voluntary implementation of conservation practices.

Extension Programs are cooperatively funded by the County, the University of Florida and the U.S. Department of Agriculture. The purpose of the Ag Extension is to assist residents in solving problems relating to Agriculture, Family and Consumer Sciences, Marine Resources, Natural Resources and Youth Development.

The Florida Yards and Neighborhood Program is to assist property owners in reducing the amount of storm water run-off that enters the Indian River Lagoon. Waste products are created as a result of landscape management activities. Through public programs, mass media and demonstration projects, the adopting of environmental landscape management practices can improve the water quality of the Indian River Lagoon.

4. Municipalities and Special Jurisdictions

Each of the 15 municipalities and also the special jurisdictions, which are Patrick Air Force Base, Canaveral Port Authority and NASA/John F. Kennedy Space Center, have statues, rules and policies which help protect, preserve, enhance and maintain the intrinsic resources of the scenic highway corridor. In the designation phase, a thorough inventory of these documents will be made and results included in the Corridor Management Plan. A major function of the Corridor Management Entity will be to facilitate and coordinate these jurisdictions working collaboratively to achieve the goals of the scenic highway program.

5. Community Organizations and Action Groups

Both Brevard and Indian River County have many community organizations and action groups that the CAG plans to marshal for the scenic highway effort. Many of these are already represented on the CAG. These include Tourism Development Councils, Chambers of Commerce, The Audubon Society, The Sierra Club, Historical Societies, Homeowners Associations, and the CAG's sponsoring organization, the Marine Resources Council (MRC). MRC has over 350 members and has 60 volunteers who do regular water quality monitoring in the Indian River Lagoon. MRC also has volunteers who do "pepper busting" and mangrove planting. Citizen participation and volunteer efforts will be a big part of the scenic highway program.

H. ENVIRONMENTAL CONDITIONS

A primary focus of the corridor is the unique natural features it holds. The two dominating natural resources along the trail are the Indian River Lagoon and the Atlantic Ocean. The Indian River Lagoon, a designated National Estuary, provides habitat to more plant and animal species than any other estuary in North America. It is also home to seventy five rare, threatened or endangered species.

The Indian River Lagoon for which the corridor is named is a fragile ecosystem, an estuary in which salt water from the Atlantic mixes with fresh water from tributaries. The impact of development has been severe, adversely affecting water quality, seagrasses and shoreline habitat. The intrusion of exotic vegetation has also taken its toll, ruining habitat, obscuring scenic vistas and changing the face of the "real Florida". We are learning ways to mitigate these impacts, but remediation takes time, money and commitment.

The corridor also has over 50 miles of Atlantic beaches, almost all of which are accessible to the public from SRA1A and in the Canaveral National Seashore by SR420/406. Not only do these beaches serve as recreational destinations for thousands of people each year, they are the most important nesting habitat of the loggerhead sea turtles in the Western Hemisphere.

Other natural treasures along the corridor include the Pelican Island National Wildlife Refuge, the Archie Carr National Wildlife Refuge, Merritt Island National Wildlife Refuge and the Canaveral National Seashore. Several public/private partnerships have been established to protect these natural resources while allowing access to the public.

The social environment along the corridor is as diverse as the natural environment. The corridor will pass through 15 municipalities. The largest of these cities, Palm Bay, has a population of about 80,000 people. The corridor also passes through the beautiful Patrick Air Force Base, Port Canaveral, and John F. Kennedy Space Center. Demographically, 88% of our residents are white, 8% black and 4% Hispanic. One-fourth of the residents are native Floridians. This is a relatively conservative region and serves as home to over 400 churches and a variety of faiths.

The region through which the corridor passes has a reputation of being one of the nation's leading "high tech" centers. While this is true, there is significant social diversity throughout the area. The unemployment rate here is low, and the median household income is about \$30,000 annually.

More than one-third of the workforce is employed in the service industry. This is again a reflection of the many assets this region has to offer visitors. Not only do tourists visit the Kennedy Space Center, Port Canaveral (located along the corridor) is currently the second largest cruise departure point on the nation's east coast. Additionally, travelers along the corridor will see working orange groves and commercial fishing boats.

The corridor will also pass a number of cultural attractions. These include, but are not limited to, the Melbourne Beach Pier and nearby Community Chapel, the Titusville Commercial District, North Brevard Historical Museum, Cocoa Village, the S. F. Travis Building, Porcher House, the H. S. Williams House, the Brevard Symphony Orchestra House, the Rossetter House, the 1926

Florida Power and Light Ice Plant, Nannie Lee's Strawberry Mansion, the Henegar Center and the Grant Historical House.

Archeological resources are plentiful along this corridor. Shells, pottery and bones left by the Ais Indians and other archaic people can be found along the Indian River Lagoon. The Windover Archeological Site, near Titusville, reveals a burial site, preserved in peat, which contains the human brain tissue, bones, textiles and other artifacts dating from 4,000 to 6,000 B. C.

I. OTHER PROGRAMS

Protection and conservation oriented programs such as the Marine Resources Council, St. John's River Water Management District, Florida Department of Environmental Protection, Florida Department of Community Affairs, Sea Turtle Protection Programs, Manatee Protection Programs Native Plant Society Programs Nature Conservancy, etc. will benefit from increased education and public awareness for the special resources of the Indian River Lagoon area. The CAG already represents many other programs that fit in well with and have a similar mission to the Scenic Highways Program. During the designation phase, the CAG will work with other organizations and build solid interfaces with these partners.

SECTION VIII - DESIGNATION CRITERIA

Universal Criteria

The universal criteria for designation of a scenic highway corridor have been re-evaluated with the benefit of comments from the Scenic Highways Advisory Committee on the Eligibility Application. The CAG recognizes there are sections of the corridor that do not reflect the visual or scenic qualities of resources along the corridor. Goals, objectives, strategies and action plans are being formulated by the CAG and CME to enhance these sections.

1. Resources must be visible from the roadway

Unique natural and scenic resources are visible from most of the roadway. There are maps depicting locations of various intrinsic resources throughout the corridor. See Appendix F – Background Conditions Analysis Since the corridor encompasses the Indian River Lagoon, there are many views of the natural and scenic resources of this unique waterway. There is also ample access along the corridor to nature and cultural based recreation, such as swimming, surfing, sailing, boating, fishing, bicycling, walking, bird watching and nature watching

In many cases views are obstructed by inappropriate vegetation. Aggressive efforts are under way to remove such obstructions.

2. The corridor must tell a story

The corridor story has been reworked since the submission of the Eligibility Application and is now presented with graphics as well as text in the next section of the CMP.

3. The roadway must be a public road that safely accommodates two-wheel drive vehicles.

The roads included in the corridor are SR402/406, US1, SR404, US192, CR510, SRAIA, SR528, SR3 and SR405. All of these are U. S. highways, state roads and one county road, all paved and well-maintained and meeting standard requirements for vertical clearance and for accommodation of recreational and emergency vehicles.

4. The corridor must exhibit significant, exceptional and distinctive features of the region it traverses.

This universal criterion has been established under **#2. The corridor must tell a story.** The entire stretch of the Indian River Lagoon Scenic Highway, from the Wabasso Causeway at the south end to the Canaveral National Seashore at the northern terminal, surrounds one of the most pristine areas of the state. The regional significance of the proposed corridor is inter-related with the history and significance of the Indian River Lagoon, which consists of 3 distinct water bodies the Indian River, Banana River and Mosquito Lagoon. The Intra-Coastal Waterway, a sheltered navigation channel, like its landward partner, [JS1], traverses almost the entire east coast of the United States. The communities which grew up around its shores . Titusville, Cocoa. Cape

Canaveral, Rockledge, Cocoa Beach, Palm Shores, Melbourne, Palm Bay, Indian Harbour Beach, Satellite Beach, Indialantic, Melbourne Beach, Malabar, Sebastian and Orchid derive extraordinary benefit from its historic, tourist and recreational features and resources.

The IRL's history dates to a time before men and roads, when it was quiet, pristine, and surrounded by sand, palmettos, scrub oaks, sawgrass and gallberry. It was home to the Ais Indians as early as 1,000 AD and later, the Timucuan Indians. To the early settlers, the abundance of fish, oysters, wildlife and freshwater springs was a blessing and a curse, providing sustenance and sometimes harsh elements, such as mosquitoes, to be overcome.

Archeological records indicate that humans may have inhabited the area and mined the rich Lagoon resources as much as 15,000 years ago, Ponce de Leon made landfall in the Lagoon in 1513, meeting the Ais Indians. Then, around 1850, word of the bounty and beauty of the region had begun to spread. Increasing numbers of white settlers built their homes along the lagoon's edge. More settlers came after the Civil War, buying land for as little as 5 cents an acre. From the Indian River lagoon a strong local economy developed from lumber, orange groves and packinghouses. Its harbor saw steamships that brought mail and goods from nearby. It provided the only source of transportation for the movements of goods, people and services until the late 1800's when newer technologies spread their way southward.

Once Henry Flagler built his railroad, cutting a swath down the East Coast of Florida in 1894, the Brevard-Indian River County area caught the attention of more settlers. In 1825, there were an estimated 317 people in this area. By 1910, the population estimate was 8,792, as a result of the railroad and the land-based transportation route, Dixie Highway, now known as US I, was built.

Today, steamships no longer cruise the Lagoon bringing passengers, local gossip, the catch-of-the-day, or the month's supply of staple goods for the pantry. First Henry Flagler's railway and then US 1 replaced the river line, running parallel to the Indian River Lagoon. This placement is indicative of the inter-dependent relationship between man and water, and the social, economic and historic impacts from the IRL.

Consequently, the IRL is the heart of the Indian River Lagoon Scenic Highway corridor, pumping the life force through its arteries of US1, SRAIA, and the causeways connecting the two roadways traversing the IRL. The Causeways include the Max Brewer Causeway (Titusville), NASA Causeway (Kennedy Space Center), SR 528 (Cape Canaveral and the Port), SR 520 (Cocoa Village and Cocoa Beach), Pineda Causeway (Patrick Air Force Base), US 192 (Melbourne, Palm Bay, Indialantic and Melbourne Beach) and the Wabasso Causeway (Sebastian and the Inlet)

The significance of these resources include three national wildlife refuges surrounding the IRL, all of which are accessed by either US Highway US1 or A1A: Archie Carr National Wildlife Refuge; Merritt Island National Wildlife Refuge; and the Pelican Island National Wildlife Refuge, the first designated refuge in the Country, done so by President Teddy Roosevelt in 1903. The National Park Service runs the Canaveral National Seashore located nearby the Kennedy Space Center.

Consequently, these roadways are the thread which weaves and binds the historic, economic, tourist, cultural and heritage fabric of these communities together. The Intrinsic Resource Assessment section of this application provides further in-depth information on their importance.

5. The roadway must be at least one mile in length and, if appropriate, provide access to the resources.

The corridor is 55 miles long as the crow flies, from the north terminal at the end of SR 402 in Canaveral National Seashore to CR 510 (the Wabasso Causeway). This totals 138 miles of roads on the main route. The backtrack from Canaveral National Seashore to SR 405 is 16 miles, so the complete circuit by ground transportation is 154 miles, not including the intermediate causeway connectors, which add another 12 miles. These roadways provide excellent access to the abundance of intrinsic resources along the corridor. While some exceptional resources, such as Turkey Creek Sanctuary, are outside the viewshed, there are excellent connector roads to provide quick and safe access by auto, bicycle, or on foot.

Of course, since the Indian River Lagoon is a waterway, some of the resources are accessible only by boat. This includes the Pelican Island National Wildlife Sanctuary, which may be seen but not trodden upon, from the roadway. This is appropriate, since this is an extremely fragile ecosystem.

The reason why the corridor was defined as it is resides in the proximity to the principle natural resource of east central Florida - The Indian River Lagoon.

6. A majority of the corridor must exhibit the qualifying resources. These resources should be as continuous as possible, for the present and for the future.

Please see the maps in Appendix F – Background Conditions Analysis, which show the prevalence of intrinsic resources throughout the corridor, and the following section of the CMP for the corridor story. The resources are continuous as much as possible throughout the corridor. The only interruptions are the necessary commercial districts, some blighted areas such as Palm Bay and Cocoa and vegetative obstruction. All of these problems are being addressed with redevelopment programs, exotic plant eradication and upgrades to signage regulations. The Scenic Highways program should add impetus to this problem-solving.

7. A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.

A diversified group of thirty six, representing Brevard County, eight of the municipalities, The St. Johns River Water Management District, the Florida Inland Navigation District and a number of community organizations met with FDOT Scenic Highways Coordinator Garry Balogh on April 14, 1999 and, after an introduction to the U. S. Scenic Byways program and the Florida Scenic Highways program by Garry, the group voted to organize into a CAG, elected Ted Moorhead Chair, Sueann Thomaston as Vice Chair, and Marsha Cantrell as Secretary. The group voted to request that the Marine Resources Council (MRC), a 501C3 community organization with a 16 year history and mission similar to that of the FDOT Scenic Highways

Program, become the sponsoring organization. MRC subsequently voted to do this. The newly formed CAG also voted to adopt the preliminary name of the corridor as The Indian River Lagoon Scenic Highway, and to define the preliminary limits of the corridor as beginning at the intersection of the Wabasso Causeway (CR 510) and SR A1A, proceeding north to Cape Canaveral, then west on SR 528 to SR 3, north on SR 3 into Kennedy Space Center, west on SR 405 to US 1, north on US 1 to Titusville, northeast on The Max Brewer Causeway (SR 402/406) to the Canaveral National Seashore, then backtracking to SR 405 and south on US 1 to the Wabasso Causeway and across to complete the circuit.

A workshop for the eligibility phase of application was conducted for the CAG by FDOT. Another meeting was held to work on the corridor vision. Committees were appointed. See list in Appendix A – CAG Membership. Meetings are conducted according to Roberts Rules of Order, except for workshop sessions. The meetings are given notice in local papers and by fax, email, and regular mail. Seven regional public workshops have been conducted by the CAG to receive public input and recruit public participation.

8. A Community Participation Program must be developed and implemented

The community participation program described in Section 3.6 is already in full swing, with seven regional public workshops having been conducted. In addition, a Lagoon Day was held on the waterfront at various locations along the corridor on April 9, 2000, with a good turnout despite very bad weather. The CAG/CME plans to continue with aggressive implementation of the CPP as described.

9. Strong local support must be demonstrated

There is a long history of local support for the protection, preservation, enhancement and maintenance of the Indian River Lagoon and the transportation corridor surrounding it. This reached a peak in 1989, when hundreds of citizens joined hands across the Melbourne Causeway in a show of support for the designation of the Indian River Lagoon as a National Estuary, which designation occurred in 1990. Support has continued through such agencies as the Indian River Lagoon Program, The Marine Resources Council, Keep Brevard Beautiful, Keep Indian River Beautiful, The Brevard Cultural Alliance, The Brevard Tourism Development Council, and The Tourism Division of the Indian River Chamber of Commerce and numerous community organizations focusing on Scenic Highway related interests as conservation, boating, fishing, and historical preservation.

Please see Section IV and Appendix D for documentation of local support.

10. A Corridor Management Plan must be developed with the endorsement of local governments

All fifteen of the municipalities along the corridor, both counties, along with Patrick Air Force Base, Canaveral Port Authority, Kennedy Space Center, Merritt Island National Wildlife Refuge and Canaveral National Seashore have shown themselves willing to cooperate with the Indian River Lagoon Scenic Highway Program. All jurisdictions are represented on the CAG. The

Corridor Management Plan is being developed with the participation and approval of all jurisdictions, as well as with public participation, and will be submitted to each jurisdiction for inclusion in the Comprehensive Plans.

Resource Specific Criteria

The Indian River Lagoon Scenic Highway corridor is blessed with an abundance of all six of the intrinsic resources recognized in the FDOT Scenic Highways Program. The natural and recreational resources associated with the Indian River Lagoon itself and the Atlantic beaches along the barrier island serve as a theme to tie the corridor together, since these resources are accessible throughout the corridor. A Corridor Video of the Indian River Lagoon Scenic Highway Route has been included with the Corridor Management Plan.

Historical Resources

Brevard County has a Historical Commission that has published a booklet containing photos, locations and historical descriptions of sites in the county. Likewise, The Indian River Historical Society has a wealth of information on sites in Indian River County and throughout the region. There is also a North Brevard Historical Society and a South Brevard Historical Society. The community of Grant has a Historical Society which tends to the Grant Historic House, adjacent properties and other historic sites in that area. All of these organizations are actively involved in promoting knowledge of local history, preservation and restoration.

The Pelican Island National Wildlife Refuge is a National Historic Landmark and the following sites along the corridor are in the National Register of Historic Places:

Titusville Commercial District, The Wager House (Titusville), Judge George Robbins House (Titusville), The Spell House (Titusville), Launch Complex 39 (Kennedy Space Center), Harry T. Moore Center (Cocoa), The Florida Power and Light Company Ice House (Melbourne), Melbourne Beach Pier, Community Chapel of Melbourne Beach, St. Joseph's Catholic Church (Palm Bay).

The Lagoon House proposed for the corridor will be designed to tell the story of Indian River Lagoon history to the traveler. In addition, plans will include development of additional plaques and kiosks on sites for public information.

Cultural Resources

The Brevard Cultural Alliance, The Brevard Tourism Development Council, and the Tourism Development Committee of the Indian River Chamber of Commerce provide information on cultural resources of the corridor. Many communities have annual festivals of art and music that are well publicized. These include Titusville, Cocoa, Melbourne, Grant and Sebastian. There are annual ethnic festivals throughout the corridor. During the designation phase, a complete inventory of these events will be made and will be available on web sites as well as in our application.

Archeological Resources

The principal archeological features of the corridor are the middens of the aboriginal Indians who lived in the area perhaps as long as 15,000 years ago, and were here when the Spanish explorers came and when the early settlers began to homestead. Many of these shell and pottery middens were disturbed because they were an excellent source of shell for early road building. But there are many left, which are part of the story of the corridor to be told to travelers through interpretive exhibits.

The wrecks of Spanish treasure galleons is another archeological feature of the corridor. The wrecks themselves are not accessible, being under water, but McLarty State Museum and Mel Fisher's Treasure Museum offer excellent interpretive exhibits.

Recreational Resources

Both active and passive recreational opportunities, based on the natural and cultural elements of the landscape, are available to the traveler throughout the corridor. The Indian River Lagoon itself, easily accessible throughout the corridor by land or to the boater by launch facilities, has excellent sheltered boating, fishing, sailing and wading. The entire area is noted for bird watching, being on the Atlantic Flyway for migrating species. The Atlantic beaches, accessible all along the barrier island stretch of the corridor, are excellent for swimming, surfing, sunning, picnicking and fishing.

County parks departments, along with the cities, have developed and maintain an excellent system of public facilities for recreation throughout the corridor. Lists of these facilities are available from the jurisdictions and will be included in the CMP. These are also documented in the Intrinsic Resources Map included in this application.

Natural Resources

Natural resources are the single most consistent feature of the Indian River Lagoon Scenic Highway corridor, being present in abundance throughout the corridor, since it encompasses the heart of the Indian River Lagoon.

The Indian River Lagoon ecosystem is unique in many ways. The Lagoon is not a river but an estuary, a body of water in which salt water from the ocean mixes with fresh water from the land. The result is an environment teeming with plant and animal life, in its natural condition. Also, since the Indian River Lagoon extends north and south nearly 160 miles and is a transition area between temperature zones, it has more biodiversity than any other estuary in North America - more than 4,000 plant and animal species, including manatees (nearly one third of America's manatee population lives here or migrates through the lagoon seasonally), dolphins, sea turtles, seahorses, and all seven varieties of sea grasses found in Florida. It also has one of the most diverse bird populations in America (310 species), both native and migratory since the Lagoon is on the Atlantic Flyway. The Indian River Lagoon ecosystem is home to 75 rare threatened or endangered species

Because of the abundance and diversity of natural resources, the Indian River Lagoon is designated a National Estuary by the United States Congress and the Environmental Protection Agency in 1990.

Scenic Resources

There are intermittent scenic resources throughout the corridor. There are many areas in which the traveler has expansive and beautiful views of the waterways, at times from near water level,

at other times from a 20 foot bluff. At many points, the view can be improved by the removal of inappropriate vegetation, and especially exotic vegetation, principally Brazilian peppers. An aggressive program is under way by the Marine Resources Council and other agencies to remove Brazilian peppers. This is being done primarily through volunteers efforts, with some funding from agencies. We hope the Scenic Highways Program will add impetus to this effort.

Besides the waterway vistas, the corridor provides many areas in which pleasant views of Florida woodlands, wetlands and scrub are prevalent. This is true especially in the northern area in which the corridor extends into the undeveloped lands of the Merritt Island Wildlife Refuge and the Canaveral National Seashore.

SR A1A and SR 202 in the Canaveral National Seashore offer views of many miles of beaches and the Atlantic Ocean. In some areas, the beaches may be seen from the roadway, but in most areas the dunes are too high for the ocean to be seen while traveling. Of course, the dunes must be preserved, so there is not way to change that. However, there are frequent pulloffs at which the traveler may stop, park and walk a short distance to a crossover to view the ocean.

See Appendix G - Intrinsic Resource Assessment.

SECTION IX – CORRIDOR’S STORY

The Tourism and Economic Development Committee is making plans to market the Corridor Story through publication and distribution of a Indian River Lagoon Scenic Highway brochure, a web site, and through Lagoon House, a visitors center to be located in a central and highly-visible and accessible site on the corridor.

THE INDIAN RIVER LAGOON SCENIC HIGHWAY STORY

This is the land of living waters.

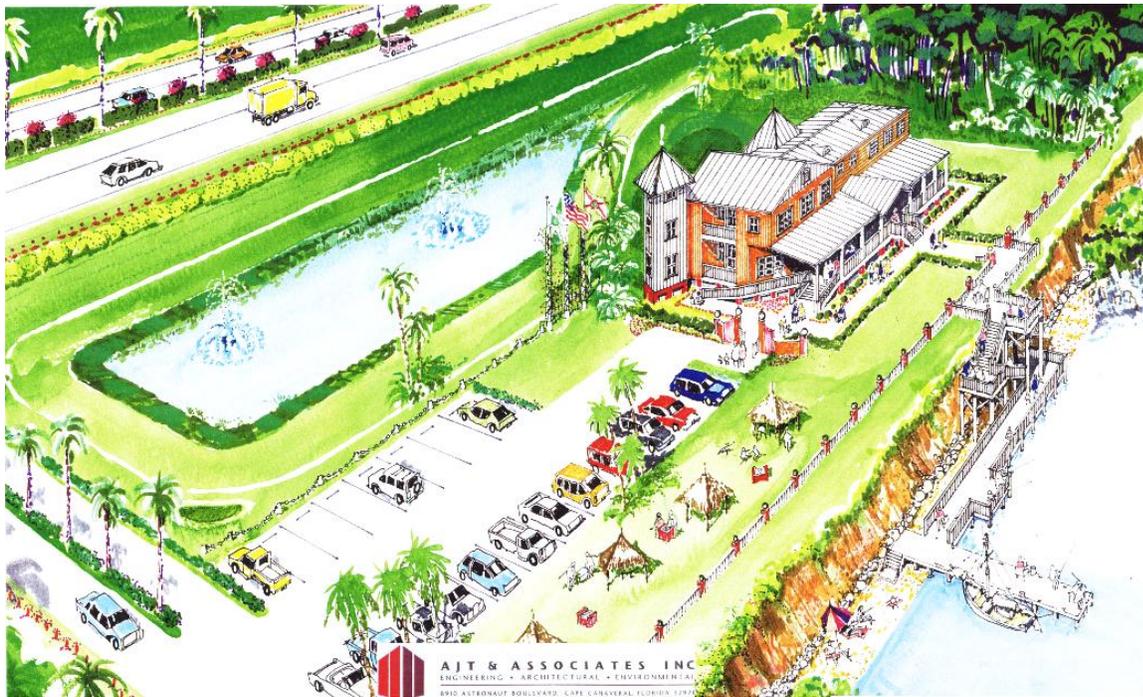
The Indian River Lagoon gives rise to a greater diversity of life than anywhere else in North America - 4315 plant and animal species. Crossing the temperate and tropical zones, the special brackish waters provide habitat for 700 species of fish. Through its airways soar 310 species of birds, many migrating here in the winter through the Atlantic Flyway. Some members of this rainbow of life live nowhere else in the world, and four species of fish breed only in the Lagoon system. More than 75 rare, threatened or endangered species survive here, including nearly one third of the U. S. population of manatees. The beaches within the corridor, including the Canaveral National Seashore and Archie Carr National Wildlife Refuge, sustain the most productive sea turtle nesting sites in the Western Hemisphere.

In 1990 the U. S. Environmental Protection Agency designated the Indian River Lagoon an Estuary of National Significance and included it in the National Estuary Program. The Great Florida Birding Trail goes through Brevard and Indian River County. This scenic highway links three national wildlife refuges, a national park, a state park and numerous county and city recreational facilities based on the natural setting. A few miles to the west of the corridor is an American Heritage Designated River, the St. Johns. The features which make the Indian River Lagoon Scenic Highway unique tell a story that flows along with time itself.



Ais Lookout Point

We begin in Palm Bay at Ais Lookout Point, so named because the Ais Indians lived here and were discovered by Ponce DeLeon in 1513. We know they were here by the oyster shells and pottery shards they left behind. Here we are greeted first by a spectacular view from a twenty-foot bluff across two miles of water to the beaches beyond. We walk out on a pier and watch wading birds stalking the flats, perhaps a manatee spout or a dolphin breach, pelicans and ospreys diving for fish, and we may even wet a line ourselves.



LAGOON HOUSE

Lagoon House at Ais Lookout Point is a vision of elegant Victorian beauty. Typical of a turn-of-the-century Florida waterfront mansion, it offers a wide porch with rocking chairs facing the ocean breeze and a serene view of the waterway - a weary traveler's respite.

Inside are exhibits of the intrinsic resources of the Lagoon.

There are exhibits of the rich history of the Indians; the Spanish Conquistadors; the hardships faced by pioneers who settled here because of the climate and resources, but battled mosquitos and transportation impossibilities; the citrus, cattle and fishing industry; seasonal tourism and the steamboat era when the waterway was the highway; the building of Henry Flagler's railroad and US 1; and the coming of development and America's space ventures, focused at Cape Canaveral.

We then see interpretations of the rich ecology of the Lagoon and how its abundant life systems work together to sustain the whole. We also learn how we as humans fit into the scheme of East Florida's nature, and what we can do to protect and preserve its beauty and wonder. From an interactive map we discover areas of interest throughout the Lagoon for countless recreational activities - sailing, swimming, boating, fishing, birding, hiking, biking - and we pick up brochures on topics and places of special appeal.



TURKEY CREEK SANCTUARY

Proceeding south on US 1 through Palm Bay's Bayfront, we enjoy vistas of the Lagoon, with Castaways Point Park and Turkey Creek Sanctuary offering scenic natural stops along the way.

We then come to the Grant Historical House, intimate historical museum. Built in 1513, this is a "cracker house"- a wood frame structure with a pitched metal roof and broad porches to provide shade and catch the ocean breezes. From Grant House we stroll a waterfront boardwalk to Fisherman's Landing, where we find a long pier for our viewing and fishing pleasure



an

GRANT HISTORICAL HOUSE

In Sebastian, along with more grand views of the waterway and quaint fish houses, we see a memorial statue of Paul Kroegel, the first warden of our nation's first wildlife refuge, Pelican Island, designated by President Theodore Roosevelt in 1903. Across the Lagoon is this island rookery, beautiful to see but not to be trodden by man.

Near the intersection of US1 and Main Street in Sebastian is the Historical Museum, operated by the Sebastian Area Historical Society.



PAUL KROEGEL STATUE OVERLOOKING PELICAN ISLAND REFUGE



ENVIRONMENTAL LEARNING CENTER

Crossing the Wabasso Causeway, beautifully finished with native plant landscaping and linear parks along the water, we see unsurpassed views of the islands of the Lagoon. To the south is the Environmental Learning Center, an excellent opportunity to experience the real Florida first hand through exhibits, trails, and canoe rides. To the north is Jungle Trail, a historic road and the nearest access to Pelican Island National Wildlife Refuge, which was also designated a National Historic Landmark in 1963.



MCLARTY TREASURE MUSEUM

The McLarty Treasure Museum, part of the Sebastian Inlet State Recreation Area on SR A1A, not only gives visitors a spectacular exposure to the treasures the Spanish found here, it also is situated on the site of an old Spanish encampment, only a few thousand feet from the wreck of a Spanish Treasure galleon.



SEBASTIAN INLET STATE RECREATION AREA

The Sebastian Inlet State Recreation Area, located at SRA1A and Sebastian Inlet, is the most-utilized state park in Florida for boating, camping, fishing, surfing, hiking and viewing wildlife. This park also features the **Fishing Museum**, which tells the story of the fishing industry on the Indian River Lagoon.



LONG POINT COUNTY PARK

Continuing north on SR A1A along the beaches, we come to another well-utilized park at Long Point, which offers camping, boating, swimming, fishing, hiking, and wildlife observation. At many points along SR A1A there are parks and public access points to lovely beaches for swimming, surfing, sunning, walking and fishing.



LOUIS BONSTEEL COUNTY PARK

Turning north on A1A, we have opportunity to stop at many points and enjoy spectacular views of the Atlantic Ocean and to walk, wade, or swim. Thousands of years ago currents along the Atlantic Coast built up the white sandy beaches of this barrier island. Near shore reefs and warm water temperatures have made the ocean waters rich in fish and shellfish, and are the only calving area of the most endangered of the great whales, the fifty foot long Right Whale.

To the west along SR A1A are vistas of the Lagoon, a long shallow water body, enclosed by the barrier inland, where ocean water from inlets mixes with fresh water from inland rivers and streams. Like the ocean shore, the Lagoon is a world renowned place to catch record-size fish such as snook, spotted sea trout, red fish and mangrove snapper.



MELBOURNE BEACH PIER

The corridor includes many historic features. These include the Melbourne Beach Pier, built in 1889, and the nearby Community Chapel, 1892, both named to the National Register of Historic Places and near SR A1A.

Passing through the beautifully landscaped Patrick Air Force Base, which also allows public access to the beaches, we come to Cocoa Beach and the City of Cape Canaveral, famous as the birthplace of America's space program. Cocoa Beach even has an "I Dream of Jeannie" lane. Here is also world-famous Ron Jon Surf Shop, the Mecca of surfing culture. Excellent water sport sculptures adorn the landscape at Ron Jon.

Turning west on the Bennett Causeway (SR528), we have a view first of Port Canaveral with its marinas and cruise ships, and then of the launch facilities of Cape Canaveral and Kennedy Space Center. The causeway also affords grand views of the waterway.

Veering north on SR3, we soon enter Kennedy Space Center. As well as an opportunity to experience America's space program, this drive also provides unparalleled views of early Florida, with ancient orange groves and wooded hammocks preserved undeveloped as buffers for aerospace ventures.



West on SR405, we come to the Kennedy Space Center Visitors Complex, with awesome displays of astronaut adventures and even a free "rocket garden" for photo ops. The Museums, IMAX Theaters and spacecraft exhibits fascinate us with the marvels of the space age. Tours of launch pads, assembly areas, viewing of actual space launches and even ecotours from the Kennedy Space Center Visitors Complex provide never to be forgotten experiences.



KENNEDY POINT PARK

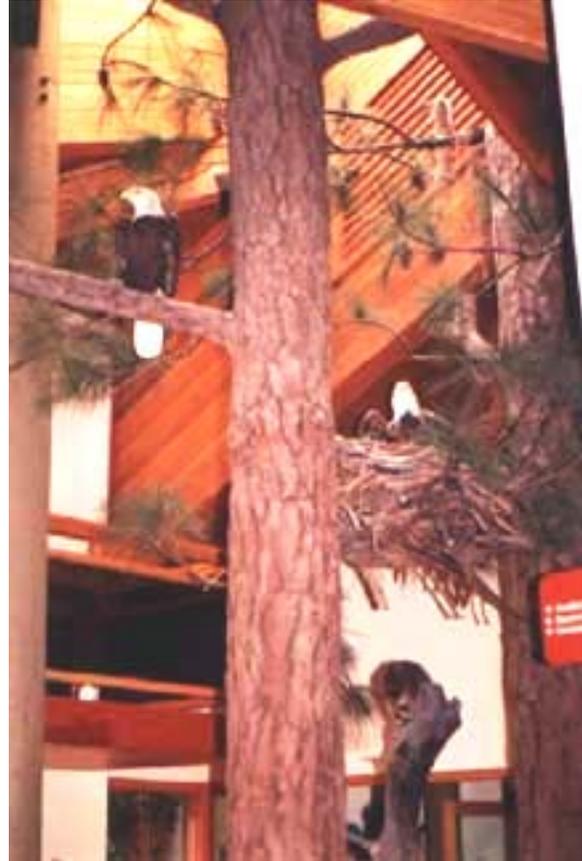
Venturing north on US1 we arrive at Kennedy Point Park, a great place to rest and watch a space mission in progress, with the Vehicle Assembly Building and Shuttle Launch Complexes 39A&B in full view. Continuing north to the intersection with SR 402/406, the Veterans Memorial Park featuring the Astronauts Walk of Fame. This park, on the waterfront in Titusville, introduces the visitor to the historical significance of the area as the birthplace of manned spaceflight.



VIEW OF SHUTTLE LAUNCH FROM WILDLIFE REFUGE

The Max Brewer Causeway (SR402/406) takes us to the Merritt Island National Wildlife Refuge, which offers spectacular views of the real Florida, undeveloped except for mosquito impoundments because of ownership by NASA. The leading technology of America's space program blends with nature and wildlife in amazing contrasts.

A free Visitors Center at the Refuge has realistic nature displays and a walkway with interpretations of the Florida ecosystem. The Refuge also has trails and side roads, such as a Black Point Drive, while are great for wildlife enthusiasts and hikers. Educational tours are available from the Visitors Center.



REFUGE VISITORS CENTER

At the north terminal of the corridor we come to Canaveral National Seashore and Playalinda Beach. Here we have a pristine Florida Beach, completely undeveloped except for parking areas and pedestrian cross-overs for the dunes. Then to the west are expansive wetlands, with abundant wildlife. To the south, in stark contrast to the natural scene, are the two shuttle launch complexes. A common experience here is to see an alligator swimming lazily across a lagoon, with the launch complexes and a shuttle ready for liftoff in the background.

Retracing our route to Titusville, we see a town with many turn of the century buildings in the National Register, including the Commercial District, which was selected as a Florida Main Street City and is currently undergoing historic preservation. Also located in Titusville on US1 is the North Brevard Historical Museum. A visitors' highlight in Titusville is the Astronauts Walk of Fame in Veterans Memorial Park. This provides a historical overview of man's ventures in space.



ASTRONAUTS WALK OF FAME - MERCURY SEVEN MEMORIAL

Titusville is rich with history. It was a transportation hub between land and water transportation in the early days of settlement. Fat Boy's Bar-B-Q on South Washington Avenue (US1) features a gallery of photos showing what life was like in the early days.



Cocoa also has a renovated historic section called Cocoa Village, which includes the S. F. Travis Building, built in 1807 as a hardware store and still remaining as the oldest business in Cocoa. Cocoa also features the elegant Porcher House, 1916, now owned and operated by the City of Cocoa for public purposes.

Proceeding south on US1, Rockledge has the 1880 H. S. Williams House, being restored as a historic home for the public, and the Victory Groves Packing House, 1930, which offers a glimpse of the heritage of the Indian River citrus industry. Old Eau Gallie, now incorporated into the City of Melbourne, contains a wealth of historic buildings including the 1890s Brevard Symphony Orchestra House and the turn of the century Rossetter House, donated to the Florida Historical Society. Touring US1 into Historic Downtown Melbourne, one sees the 1926 Florida Power and Light Ice Plant, the first Melbourne building to be placed on the National Register and now renovated.

Historic Downtown Melbourne features to the east the 1905 Nannie Lee's Strawberry Mansion, now a fine restaurant, and traversing a main street walled by historic buildings now busy as boutiques and restaurants, we come to the 1919 Henegar Center, originally the Melbourne School, housing all grades, now housing a 450 seat theatre, meeting rooms and exhibit space for artists and community organizations.



STRAWBERRY MANSION

The towns just mentioned are also hosts to wonderful cultural, artistic and culinary festivals such as the Grant Seafood Fest, the Melbourne Art Festival and Cocoa Village Octoberfest. Year-round cultural and artistic performances are held in Melbourne at the Phoenix Theater and Henegar Center, Eau Gallie's Museum of Art, the King Center on Wickham and the Cocoa Village Playhouse.

Beginning with early man and the nation's first visit by explorers from other continents, the Indian River Lagoon Scenic Highway takes us across thousands of years of history to the very leading edge of our nation's future in space exploration.

TELLING THE CORRIDOR'S STORY

Plans are being made to produce professional brochures for distribution at Lagoon House, other visitors centers, to travel agents, and for posting on the internet. A professional video production of the story is also under consideration. This could possibly be distributed to public broadcast channels.

SECTION X - PROTECTION TECHNIQUES

Each local general purpose government within the corridor has planning and zoning, sign ordinances, stormwater and septic tank ordinances and others which have potential for resources protection. The members of the CME will research their respective jurisdictions and report back on specific protection ordinances of each jurisdiction.

All levels of government plus community organizations and action groups are involved in the protection of the intrinsic resources of the Indian River Lagoon Scenic Highway corridor. The CME will respond to the challenge of partnering with these agencies and organizations to protect, preserve, maintain and enhance the historical, cultural, archaeological, scenic, natural and recreational resources of the corridor.

1. Federal

1a. U. S. Fish and Wildlife Service is dedicated to the conservation of our nations natural living resources. This agency is responsible for the three wildlife refuges in the scenic highway corridor, each of which has unique natural resources. It is also involved in permitting projects that potentially have an environmental impact.

1b. The U. S. Coast Guard makes and enforces rules for marine navigation and environmental safety, and also permits project where these issues are involved.

1c. The U. S. Army Corps of Engineers is responsible for keeping channels such as the Florida Intracoastal Waterway, which traverses the Indian River Lagoon, navigable. The Corps also permits projects that pose an environmental concern to the waterways to prevent ecological damage.

1d. The Environmental Protection Agency (EPA) provides the National Estuary Program (NEP). The Indian River Lagoon has been designated a National Estuary. A major benefit of the NEP is that it brings communities together to decide the future of their own estuaries. The NEP combines the work of many groups. Each local NEP consists of representatives from government agencies responsible for the estuary's health and productivity, and from the community -- citizens, business leaders, educators, and researchers. Each NEP identifies its estuary's problems, recommends solutions and makes financial commitments in a Comprehensive Conservation and Management Plan (CCMP). The CCMP is a blueprint for revitalizing the estuary and protecting it from new dangers. By providing grants and technical assistance, EPA helps state and local governments in their efforts to protect and restore their vital estuarine resources. EPA also shares "lessons learned" among all the individual estuary programs as well as other coastal communities.

The EPA also issues and enforces regulations regarding pollution of the land, water and air.

1e. The National Park Service preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations.

The Canaveral National Seashore, within the scenic highway corridor, is operated by the National Park Service. The NPS also provides the National Register of Historic Places, which includes many buildings along the scenic highway corridor, and the National Landmark Program, which includes **Pelican Island National Wildlife Refuge** within the corridor.

2. State

2a. Florida Fish and Wildlife Conservation Commission (FWC) replaced the Game and Fresh Water Fish Commission (GFC) and the Marine Fisheries Commission (MFC). Florida voters abolished them in a 1998 election and replaced them both with the FWC - effective July 1, 1999.

The result is that Florida has placed responsibility for conserving the state's freshwater aquatic life, marine life and wild animal life all under a single agency with roughly 1,746 employees.

The new FWC basically encompasses all the programs of the old GFC and MFC, plus some employees and programs from the Department of Environmental Protection.

DEP's Bureau of Coastal and Aquatic Managed Areas and some other elements stayed with DEP's Division of Marine Resources. The Florida Marine Research Institute (FMRI), the Office of Fisheries Management and Assistance Services (OFMAS) and the Bureau of Protected Species Management were transferred to the new agency. OFMAS, with some MFC staff, will be the new agency's Division of Marine Fisheries, with a total of 38 workers. FMRI (212 employees) falls under the Office of the Executive Director.

All employees from DEP's Division of Law Enforcement, except for the Park Patrol, the Bureau of Emergency Response, the Office of Environmental and Resource Crimes Investigations and some field investigators, now are part of the FWC, totaling 434.5 full-time positions in addition to the old GFC's 422 positions.

Former Marine Patrol officers will continue to concentrate on enforcing saltwater laws, and former wildlife officers will continue to focus on freshwater and wildlife laws. However, when there is a need to reallocate law enforcement officers to deal with an emergency, the agency can do so.

The FWC's Division of Law Enforcement has a total of 856 full-time employees.

The DEP Bureau of Protected Species Management, with responsibility for managing imperiled marine life, is now part of the FWC's Office of Environmental Services in the FWC. The old GFC's Endangered Species Section is part of the new agency's Division of Wildlife.

2b. The Florida Department of Environmental Protection goes beyond the routine function of many other state environmental agencies that protect air quality, water quality and ensure proper waste management. The Florida DEP is fortunate to also be responsible for 152 state parks and other recreational trails and areas for outdoor activities.

Another feature unique to Florida is the Preservation 2000 land-buying program, to be renamed Florida Forever in 2000. Through this program, sensitive land is purchased for conservation and recreation purposes, preserving these lands from future development.

2c. The St. Johns River Water Management District issues several types of permits. The two most common deal with how much water is used and with how new development affects water resources.

The first type of permit, which authorizes water use, is called Consumptive Use Permit (CUP). A CUP allows water to be withdrawn from surface and groundwater supplies for reasonable and beneficial uses such as public supply (drinking water), agricultural and landscape irrigation, and industry and power generation.

Underground aquifers, consisting of sand, clay and limestone formations that are the product of a unique geologic history, are recharged from thousands of years of rainfall seeping through Florida's sandy soils.

Florida's rapid population growth and increased demand for water can cause aquifer levels to drop. This reduces the amount of water available for consumption.

The second kind of permit is called an Environmental Resource Permit (ERP). The ERP program is designed to ensure that new construction will not adversely affect the way water flows and is stored in certain areas, thus causing flooding. Other important functions of ERPs are to prevent stormwater pollution to Florida's lakes and streams and to protect wetlands.

The Indian River Lagoon Program, an arm of the SJRWMD and an outgrowth of the National Estuary Program, has in place an *Indian River Lagoon Comprehensive Conservation and Management Plan* which has been adopted by the various jurisdictions and is being implemented as funds, time and environmental and political conditions permit. This organization and its CCMP is a powerful tool for helping achieve the goals of the scenic highway program.

2c. The Department of Community Affairs has The Florida Coastal Management Program, which is the lead agency on state coordination of governmental activities related to the protection, preservation and development of Florida's natural, cultural and economic coastal resources.

The Division of Community Planning assists Florida's communities in meeting the challenges of growth, reducing the effects of disasters, and investing in community revitalization

The Communities Trust program of DCA administers the Preservation 2000 environmentally endangered lands acquisition program, which will become Florida Forever. There are a number of these land acquisition programs within the scenic highway corridor.

2d The Department of State.

The Division of Cultural Affairs awards, administers, monitors, and evaluates cultural grant programs of the Department of State, as well as plans and implements programs designed to gain national and international recognition on behalf of Florida artists and arts organizations. The

Division also disseminates arts-related information and fosters the development of a receptive climate for the arts in Florida.

The Bureau of Archaeological Research carries out archaeological surveys and excavations throughout the state, mostly on state-owned lands. They maintain records on historical resources that have been recorded, and assist consultants and planners in protecting sites. The state's underwater archaeology program includes not only historic shipwreck sites but also pre-Columbian sites in underwater contexts. Some of these are among the oldest human sites in the New World. Underwater archaeologists in the Bureau have worked with local divers to develop Underwater Archaeological Preserves around the state to protect and interpret shipwreck sites to the public. The State McLarty Museum, within the corridor, contains interpretations of such a shipwreck.

The Bureau of Historic Preservation conducts historic preservation programs aimed at identifying, evaluating, preserving and interpreting the historic resources of the state. The Bureau also receives federal funding from the Historic Preservation Fund through the National Park Service and has certain responsibilities under federal law. The Bureau is divided into four sections:

ARCHITECTURAL PRESERVATION SERVICES SECTION - provides architectural technical assistance to the public on historic rehabilitation projects, provides architectural support for all Bureau programs (especially important in the review of grant applications), reviews applications for federal tax credits for the rehabilitation of historic properties, reviews applications for ad valorem tax relief projects in communities not qualified to review locally, administers the Florida Certified Local Government Program, and administers the Florida Main Street Program.

COMPLIANCE REVIEW SECTION reviews development projects of all types and provides technical assistance on preservation laws to ensure compliance with state and federal laws mandating consideration of a project's impact on historic and archaeological properties, assists in the preparation of historic preservation elements for state land management plans, reviews the historic preservation aspects of local government comprehensive plans, provides staff assistance to the Division Director, who is a voting member of the state land acquisition advisory committee, and represents historic preservation on state resource management planning committees.

GRANTS AND EDUCATION SECTION administers a program of grants for the rehabilitation and restoration of historic buildings, the survey of historic resources, the excavation of archaeological sites, and for preservation education programs, conducts a variety of education programs, such as heritage education, publishes Florida Preservation News and Florida Heritage magazine, administers the Florida Folk Heritage Awards program, and prepares special publications on the historic resources of the state.

SURVEY AND REGISTRATION SECTION prepares and processes nominations of significant historic resources to the National Register of Historic Places, provides technical assistance to the public on survey and registration activities, provides staff services for the Florida National

Register Review Board, administers the state historic marker program, manages the Florida Folklife/Folk Arts Apprenticeship program, conducts surveys to identify folk heritage resources, and prepares the statewide comprehensive historic preservation plan required for continued federal approval of the program.

3. County

3a. Brevard County

The Code Compliance Department, tasked to protect the health, safety and welfare of the citizens of Brevard County, is Brevard County's primary agency for review, implementation and enforcement of building, environmental and land development codes.

Environmental Health Services is a local licensing agency which administers the Environmental Health program for the Brevard County Health Department. The Septic section is responsible for permitting and conducting inspections of onsite sewage treatment and disposal systems and commercial wells. This is important to the Indian River Lagoon because of pollution from malfunctioning sewage and septic systems.

The Natural Resources Management Office provides sound, cost effective management of environmental resources. This is accomplished by developing and implementing management plans, regulations, and educational programs, whose purposes are to preserve and protect the county's natural resources while providing for their utilization by the public. The Office is divided into three sections that cover a variety of environmental areas. These include: Environmental Management, Environmental Remediation and Compliance and Environmental Permitting

In May of 1995 the Board of County Commissioners took action to abate Transportation, Emergency Services, and Correctional Facilities impact fees on all commercial property. Solid Waste impact fees, however, continue to be assessed and collected for new commercial improvements.

The Environmentally Endangered Lands (EELs) Program, under Brevard County Parks and Recreation, acquires, protects and maintains environmentally endangered lands guided by scientific principles for conservation and the best available practices for resource stewardship and ecosystem management. The EELs Program protects the rich biological diversity of Brevard County for future generations. The EELs Program provides passive recreation and environmental education opportunities to Brevard's citizens and visitors without detracting from the primary conservation goals of the program. The EELs Program encourages active citizen participation and community involvement.

Brevard County Parks and Recreation Department also manages a growing park system that covers over 5,490 acres and includes 107 developed parks and 3 golf courses, as well as sanctuaries and preserves purchased and managed through the Environmentally Endangered Lands Program (EELs).

County parks in Brevard preserve the sensitive ecosystem and include endangered lands and threatened species. Educational programs at nature centers focus on awareness of the outdoors and preservation of the environment which includes the unique Indian River estuary, the St. Johns River, lakes, wetlands, maritime hammocks and scrub. Specific parks are a haven for birdwatching and provide a sanctuary for many bird communities including the osprey, eagle, egret, pelican, and various wildlife including sea turtles and manatees. Additionally, for those who love the outdoors, Brevard County parks provide venues for community and regional activities including public golf at three beautiful golf courses (The Savannahs, Spessard Holland and The Habitat); camping at three unique camp grounds; horse trails; fishing and boating--with access to the waterways by boat ramps at many parks; beach and lake swimming and various venues for watersports including sailing, windsurfing, surfing, rowing, catamaran, canoe, and kayak. Facilities for other active sports include softball, tennis, volleyball, horseshoes, shuffleboard, and there are many soccer and Little League ballfields. Picnic pavilions and playgrounds are available at various parks for more passive enjoyment.

The Brevard Metropolitan Planning Organization (MPO) is responsible for transportation planning in the County. Planning and developing linear parks in Brevard County has been discussed at length over the past few years. Linear parks will connect existing publicly owned lands with a series of improved and unimproved trails and provide a range of transportation, recreation, conservation and community enhancement benefits.

Last December, the MPO was designated as the lead agency for linear park planning for Brevard County. The MPO authorized staff to prepare a scope of services for consulting services necessary to develop a county-wide linear parks and trails plan using MPO planning grant funds. The plan may include the following elements: Existing Facilities, Connections and Destinations, Public Involvement, Intergovernmental Agency Coordination, Prioritization of Corridors, Management, Maintenance, and Funding Opportunities.

On November 10, 1999, the MPO Board approved the final Scope of Services and awarded the firm Herbert-Halback Inc. from Orlando the consulting contract to develop a Greenways and Trails Master Plan for Brevard County. The plan will be developed with public input gathered throughout the project. Numerous workshops will be conducted countywide.

At their October 1999 meeting, the MPO approved the Scope of Services for a corridor study on SR A1A from Patrick Air Force Base to Port Canaveral. FDOT will conduct the consultant selection process over the next few months. The study is anticipated to begin by May 1, 2000, and will take 18 months to complete. The purpose of the study is to develop an integrated multi-modal transportation system within the study area that is consistent with local comprehensive plans, economically efficient, environmentally sound and that focuses on maximizing mobility, while minimizing the impacts to established commercial and residential neighborhoods.

The MPO recently completed a multi-modal corridor planning study conducted on US 1 that began in June 1997. The study evaluated alternative transportation improvements to optimize mobility on US 1 from Barnes Blvd. in Rockledge to Fay Blvd. in Port St. John. The MPO Board was given a final presentation of these recommendations at their March, 1999 meeting. The MPO approved all of the recommendations with the addition of including access management as a priority fundamental to the success of the project.

The MPO's bicycle/pedestrian project planning program encompasses many areas. The purpose of the project planning program is to coordinate with all jurisdictions the development and construction of sidewalks, bike paths and linear parks. The bicycle/pedestrian program coordinator remains involved in all aspects of a project's development, including road improvement projects, to insure that each project design is consistent with its surrounding area and has considered sidewalks and bike paths when appropriate.

The Brevard County Planning and Zoning Office has a vital role in enforcing appropriate land use within the scenic highway corridor, and does so in a highly professional manner.

3b. Indian River County

The Parks Department builds and maintains an excellent network of public parks, including linear parks and beach access parks along the scenic highway ROW.

The County Engineering Division provides engineering design and surveying services, including right-of-way acquisition, for improvements and maintenance to roadways, parks and drainage systems in Indian River County; oversees and administers private development according to the Land Development Regulations of the County and provides engineering services for other projects and departments. Some specific duties involve identifying and establishing boundaries of County owned properties; furnishing details as to topography and unique features of properties that may affect future improvements and locating underground utilities. Additional functions include performing residential plan reviews, issuing right-of-way permits for residences and site plans and performing right-of-way and utility inspections.

The Roads and Bridges Division is responsible for insuring the safety and efficiency of the County's road network through a regularly scheduled program of maintenance, grading and paving. This program is to cover roadbeds, curbs, culverts, drains, sidewalks and bikeways within the unincorporated areas of the County

Traffic Engineering is responsible for traffic safety and the operational efficiency of the County roadway network for the benefit of the health, safety, and welfare of the motoring public and to ensure the safe movement of goods through the area. This involves the maintenance and operation of traffic signals, fabrication and maintenance of road signs and pavement marking upkeep.

The Metropolitan Planning Organization (MPO) is responsible for planning and coordinating the intermodal as well a vehicular transportation programs.

The Indian River County Soil and Water Conservation District was organized for the purpose of developing a program of management and conservation of the soil, water and related natural resources of the County to promote and encourage the voluntary implementation of conservation practices.

Extension Programs are cooperatively funded by the County, the University of Florida and the U.S. Department of Agriculture. The purpose of the Ag Extension is to assist residents in

solving problems relating to Agriculture, Family and Consumer Sciences, Marine Resources, Natural Resources and Youth Development.

The Florida Yards and Neighborhood Program is to assist property owners in reducing the amount of storm water run-off that enters the Indian River Lagoon. Waste products are created as a result of landscape management activities. Through public programs, mass media and demonstration projects, the adopting of environmental landscape management practices can improve the water quality of the Indian River Lagoon.

4. Municipalities and Special Jurisdictions

Each of the 15 municipalities and also the special jurisdictions, which are Patrick Air Force Base, Canaveral Port Authority and NASA/John F. Kennedy Space Center, have statues, rules and policies which help protect, preserve, enhance and maintain the intrinsic resources of the scenic highway corridor. In the designation phase, a thorough inventory of these documents will be made and results included in the Corridor Management Plan. A major function of the Corridor Management Entity will be to facilitate and coordinate these jurisdictions working collaboratively to achieve the goals of the scenic highway program.

5. Community Organizations and Action Groups

Both Brevard and Indian River County have many community organizations and action groups that the CAG plans to marshal for the scenic highway effort. Many of these are already represented on the CAG. These include Tourism Development Councils, Chambers of Commerce, Keep Brevard Beautiful, The Audubon Society, The Sierra Club, Historical Societies, Homeowners Associations, and the CAG's sponsoring organization, the Marine Resources Council (MRC). MRC has over 350 members and has 60 volunteers who do regular water quality monitoring in the Indian River Lagoon. MRC also has volunteers who do "pepper busting" and mangrove planting. Citizen participation and volunteer efforts will be a big part of the scenic highway program.

SECTION XI- FUNDING AND PROMOTION

Brad Smith and Rochelle Lawandales are serving as co-chairs of the **Public Relations, Funding and Promotion Committee**. This committee is very active in conducting public workshops and providing information on funding opportunities for the corridor entities. A CAG/CME meeting and public workshop was held on April 14, 2000, the minutes are in Appendix C and includes an information sheet on funding ideas. There was a very productive dialogue on project possibilities to kick-start the scenic highway program, ways to fund these programs through TEA-21, NSB grants and through other federal, state and local programs.

In business session on April 9, the CAG/CME voted to place first priority on the Lagoon House visitors center, being pursued by the City of Palm Bay. This project is seeking matching money through the Florida Inland Navigation District Waterways Assistance Program, the Federal Highway Administration National Scenic Byways Program, and an appropriation in the state budget.

In that same session, the CAG/CME voted to make uniform directional signage for corridor destinations and clearance of invasive plants which are obscuring scenic vistas, along with shoreline protection and habitat restoration, of the corridor top priorities. Organizations such as the Marine Resources Council, Keep Brevard Beautiful and Keep Indian River Beautiful are already aggressively seeking funds for and executing these project. An announcement was made that the DEP Indian River Lagoon Aquatic Preserve Program has a source of funds for invasive plant management. Brian Proctor of this agency has been contacted for partnering activities.

Both counties and a number of municipalities are purchasing lands for environmental preserves, greenways and trails along the corridor. The Brevard MPO is currently formulating a master plan for greenways and trails, and brought a presentation of this program to the CAG/CME Public Workshop on April 14.

General and Private Sources for Funds and other Assets

- Foundations with environmental, historical, archaeological and cultural interests
- Private donations of property along the corridor
- Environmental easements along the corridor
- Utilization of volunteer labor for projects such as clearing of invasive plants, planting of mangroves for shoreline protection and habitat restoration and water quality monitoring
- Sponsorship by selling ads to businesses along the corridor for publication of a Indian River Lagoon Scenic Highway Visitors Guide
- An annual Lagoon Day with both land-based events and a boating regatta, sponsored by the Marine Resources Council as a fund-raiser for Lagoon projects.
- Partnering with civic groups on corridor projects, which is already being done with the Suntree/Viera Parks Committee on enhancement of Pineda Landings.
- Seeking corporate sponsors for special events.

Local General Purpose Government Sources for Funds

The counties and municipalities have recreational and environmental programs funded by local taxes. Many projects under these programs are related to the corridor and fit well with the goals of the CME. The Town of Malabar is planning a trail with a historic building trailhead. Titusville, Cocoa and Palm Bay have community redevelopment districts along the corridor which potentially can provide funds for renewal. Beachside municipalities such as Satellite Beach and Indian Harbor Beach are purchasing beach property for additional recreational and natural resources. Brevard County is planning four new environmental learning centers along the corridor on land acquired through the EELs program.

Both the counties and the municipalities have shown willingness to budget an appropriate amount of their available income to projects which will enhance the corridor and will fit CME goals.

In addition, each county has a Tourism Development Agency with funding to promote economic development through tourism. These agencies are represented on the CAG/CME and will head up the promotion of the corridor through the Economic Development and Tourism Committee of the CAG/CME.

State Funding Sources

Research is presently under way to identify state funding sources. Both Brevard and Indian River County have aggressively secured EELs and CARL funds for environmentally endangered land acquisition along the corridor. Both will continue to do so under the Preservation 2000 program, with the support of the CME. Municipalities within the corridor are also actively involved with strategic land acquisitions. Palm Bay is a partner in the project with the Department of Community Affairs and the St. Johns River Water Management District to acquire Ais Lookout Point, the site for the proposed Lagoon House visitors center.

The CAG/CME is publicizing to member entities grant opportunities such as Transportation Enhancement Funds and others discovered in research. A viable grant notification network is in place. Recently the CAG/CME found funds available for invasive plant management, which fits a top corridor priority, from the DEP.

The state budget is another possibility for project support through member-sponsored line items.

Federal Funding Sources

The CAG/CME has directed member entities to the FHWA web site for information on grants that may apply to the corridor. Already a NSB grant application is being prepared by the City of Palm Bay for the Lagoon House.

SECTION XII - RELATIONSHIP TO COMPREHENSIVE PLAN

The comprehensive plans of the seventeen local general purpose governments (LGPGs) within the corridor already have many features which support the mission and goals of the scenic highway. Planning and land use issues are being addressed responsibly and with considerable attention to issues such as signage, keeping scenic views cleared, preventing urban sprawl, enhancement of blighted areas, multi-modal transportation needs, and environmental land acquisition opportunities.

In addition, all seventeen LGPGs have either signed the CMEA (which includes a commitment to include the corridor vision, corridor route within their jurisdiction, and the corridor goals, objectives, strategies and action plans appropriate to their jurisdiction in their comp plan) or have written a letter indicating they will participate in the CME and make the required comp plan changes, or are currently in the process of consideration.

The Transportation Element of Brevard County's Comprehensive Plan, adopted October 19, 1999, provides designation of 20 scenic roadways to "preserve their adjacent natural features" and also encourages the protection and preservation of scenic features. Policy 9.1 lists the roadways and Policy 9.2 states:

"Brevard County shall encourage the protection and preservation of scenic features through the implementation of the following:

Criteria:

- A. Property owners along designated roadway shall be encouraged to preserve trees and vegetation during development of these properties.
- B. Billboards and other physical barriers, such as fences, exceeding four feet in height, excluding primary and accessory structures, that interfere with or prevent visual access to the scenic qualities of the roadways designated as scenic resources, shall be prohibited. Non-conforming existing billboards and the referenced opaque physical barriers shall be amortized.
- C. Vegetation and trees growing adjacent to scenic roadways within the rights-of-way for those roads shall be protected by the Land Clearing Ordinance from land clearing activities except in those cases involving health and safety concerns or those which would deny visual access beyond the immediate area."

SECTION XIII - ACTION PLAN

Our consultant, Lynn Marie Whately, advised us that an action plan is no longer required in the CMP, since an action plan is appropriately developed by the CME, which is not officially formed until after designation.

Our CAG/CME has made some initial action plans, in keeping with the goals, objectives and strategies which have been adopted.

The first of these is the development of Lagoon House by the City of Palm Bay. This gateway visitors center for the Indian River Lagoon Scenic Highway will be a showcase and educational wellspring for the intrinsic resources of the Indian River Lagoon. The City is already seeking funding for this facility through the Florida Inland Navigation District and the Nation Scenic Byways program, and has a line item for Lagoon House in the state budget. The City also has preliminary design work for Lagoon House and a cost estimate which are an in-kind contribution from AJT & Associates, Inc. of Cape Canaveral, and the City has authorized and received a preliminary engineering evaluation and survey of the site at Ais Lookout Point.

A second action plan is for the corridor-wide clearance of invasive plants, which in many areas obscure scenic views of the waterway. This project is already underway, utilizing a great deal of volunteer labor. The designation of the scenic highway will add impetus to this excellent project.

A third action plan is for the promotion of uniform directional signage for corridor destinations. The thought is that uniformity of signage, especially if the signs can incorporate the scenic highway logo, will help with identification and continuity of the corridor. This could be a project for TEA-21 or NSB funding.

Section XIII - Indian River Lagoon Scenic Highway Action Plan

These action items have been prioritized and approved by the CAG. They represent the top priority actions to be taken initially. Other actions will be planned and executed by the CME.

Corridor Improvements/Enhancements

Action	Responsibility	Funding	Increments	Status/Reevaluate
Objective 1.1 Stabilize shoreline with native and roadside vegetation and restoration of native habitat	counties, municipalities, Keep Brevard Beautiful, keep Indian River Beautiful, MRC, IRL Program	DEP, FDOT, FIND, tourism agencies, volunteer labor	baseline inventory right to plant identify projects identify funding identify responsibility execute planning designate maintenance	08/11/00 - ongoing 08/11/00 - ongoing 08/11/00 - ongoing 08/11/00 - ongoing 08/11/00 - ongoing 08/11/00 - ongoing 08/11/00 - ongoing
Objective 1.2 Scenic vista clearance by invasive plant removal	counties, municipalities, Keep Brevard Beautiful, Keep Indian River Beautiful, MRC	DEP, FDOT, Tourism agencies, volunteer labor, chemical companies (in kind)	base line inventory right to remove identify projects identify funding identify responsibility Invasive Mgmt Plan execute removal	completed completed completed completed completed 3/31/05 - completed 08/11/00 - ongoing
Strategy 4.2.2 build and utilize Lagoon House as a public information center for the Indian River Lagoon	City of Palm Bay, MRC, tourism development agencies, historical societies	FHWA NSB grant, FIND, volunteer labor, in kind contributions	design permitting bid & construction grand opening operation & maintenance	completed completed completed 04/02/05 - completed ongoing
Objective 1.7 provide appropriate directional signage for the corridor and for the resources	counties, municipalities, FDOT	FDOT, FHWA, counties, municipalities	site identification design permitting bid & construction roadway designation sign site identification signs	completed completed completed completed completed ongoing
Strategy 1.8.6 work with municipalities, counties, CRAs and local residents to beautify the view shed using native plants.	counties, municipalities, FDOT	FDOT, FHWA, counties, municipalities	site identification design permitting bid & construction	

Promotion/Community Participation

Action	Responsibility	Funding	Increments	Status/Reevaluate
Objective 3.1 seek to inform the public about the scenic highway program	CAG/CME	volunteer, TDC, FDOT, IRL Program	public workshops media coverage outreach materials web site ribbon cutting creation & printing brochures calendars	<u>completed & ongoing</u> <u>completed & ongoing</u>
Objective 3.2 seek to receive from the public continuing input about goals, objectives, strategies and action plans	CME	volunteer	corridor surveys public workshops media coverage outreach materials web site	<u>completed & ongoing</u> <u>completed & ongoing</u> <u>completed & ongoing</u> <u>completed & ongoing</u> <u>completed & ongoing</u>
Objective 3.3 seek to elicit more active participation in hands-on conservation and enhancement programs such as pepper busting, water quality monitoring, native plant proliferation and the Florida Yards and Neighborhoods Program	CAG/CME, MRC, KBB, KIRB, U of F Extension Service	volunteer	public workshops media coverage outreach materials web site events & exhibits at Lagoon House	<u>completed & ongoing</u> <u>completed & ongoing</u> <u>completed & ongoing</u> <u>completed & ongoing</u> <u>completed & ongoing</u>
Objective 4.2 develop means of communicating to local citizens and to potential visitors the story of the Indian River Lagoon	CME, tourism agencies, counties, municipalities	tourism agencies, counties, municipalities, Visit Florida	corridor brochure corridor video outreach materials	<u>completed & ongoing</u> <u>completed & ongoing</u> <u>completed & ongoing</u>

Administrative Coordination

Action	Responsibility	Funding	Increments	Status/Reevaluate
Participation in Corridor Management Entity Agreements	CAG/CME	volunteer	approval of local government and community organizations appointment of reps	<u>completed</u> <u>completed</u>
Organization of CME	CAG/CME	volunteer		07/07/00
Local government and community organizations (regulatory/protection actions, technical assistance, management techniques)	CME	volunteer	inventory by CME reps report back to local government and community organizations report back to CME	<u>completed & ongoing</u> <u>completed & ongoing</u> <u>completed & ongoing</u>