



**Five-Year Corridor Management Plan  
(CMP) Update  
Guidance Document  
June 2009**

**Prepared for:**



**Prepared by:**



**Maitland, FL**

## Summary

The Corridor Management Entities (CME) are required to complete a comprehensive review of the scenic highway corridor and its Corridor Management Plan (CMP) every five years after the date of designation. On years that a five-year CMP update is done, it will take the place of the Annual Report for that year. This Five-Year CMP Update is envisioned to be conceptually similar to the Evaluation and Appraisal Reports that are the basis for local government comprehensive plan amendments, not a new document. The purpose of the update is to assess, from a longer historical perspective, the following areas:

- the successes and failures of the CMP and ensuring for changes;
- the realization of corridor goals and objectives;
- the effectiveness of policies, regulations and protection mechanisms;
- local, regional and state changes affecting the corridor;
- the need for reformulation of goals, objectives and strategies;
- the effectiveness of promotion and data collection efforts;
- the need for changes in mapping and/or corridor description; and
- the impacts the designation has had on the surrounding communities.

*See Sample Five-Year CMP Update at the end of the Guidance Document for an example.*

## Analysis

The five-year time span for this evaluation and update allows a greater ability to analyze the “big picture” of the scenic corridor, as opposed to the incremental and short-term view of the Annual Report. This involves stepping back and giving general impressions on each update element within the longer corridor history. It can be looked at as a compilation of the corridor’s last five Annual Reports being put into one updated and more detailed document. The CME can assess the scenic corridor as a whole and re-evaluate the Corridor Vision and goals. The responses in the Five-Year CMP Update should provide a good basis from which to judge what changes, if any, should occur in the CMP. That being said, the Five-Year CMP Update does not have to be a completely revised CMP, it is just as the title says, an update. If desired, contact your District Scenic Highway Coordinator (DSHC) for hard-copy examples of previous Five-Year CMP Updates that are available.

## Process

### *Step One*

After Designation, the CME will have to keep track of when their Five-Year CMP Updates are due. These are due every five years within 60 days of the highway’s date of designation. An Annual Report is not required on the year in which the Five-Year CMP Update is due. CME’s will need to contact their District Coordinator for guidance on completion of the Five-Year CMP Update and to let them know the update has been started.

### *Step Two*

After contacting the District Coordinator, the next step will be to obtain the data that will go into the Five-Year CMP Update. Information about this data and the questions the CME will need to answer is located in the *Details* section of this guidance document. The information that will go into the update can be looked at as a summary of the past five years' Annual Reports. The different areas of the original CMP should be carefully reviewed and updated where needed. An example of this would be the Goals, Objectives and Strategies section. Some of the goals, objectives and strategies should have been achieved over the past five years. Therefore, the ones that have been achieved can be removed and new goals, objectives and strategies should be put in their place.

### *Step Three*

The next step will be to organize all of the information collected and put it into one uniform document, similar to the CMP that was prepared for designation. The Five-Year CMP Update can be considered as a smaller version of that CMP. The categories for this update should be the same as in the CMP that was prepared during the designation phase, because the CME will be updating all of those areas. The different categories and organization of the update is shown in the *Organization* section of this guidance document.

### *Step Four*

After the data is collected, questions are answered, and it is organized as shown, the final step will be for the CME to submit the update to the District Coordinator. After the DSHC has reviewed and approved the update, the Five-Year CMP Update will be submitted to the State Scenic Highways Coordinator for overall comments. The process for submittal to the State Scenic Highways Coordinator and Scenic Highways Advisory Committee (SHAC) is outlined in the *Conclusion* section of this guidance document.

## **Organization**

The Five-Year CMP Update should be organized according to the "Table of Contents" shown below, which lists the CMP elements and other topical areas that require review. A description of each element is provided under its corresponding title in the sections that follow. Each document shall include a transmittal letter from the CME chairperson that provides, at a minimum, the type of report being submitted (Annual vs. Five-Year) and the name of the scenic highway. The appendix can contain items that are not incorporated into the text (i.e. maps, photographs, video/audio tapes).

### Five-Year CMP Update Table of Contents

Title Page

Transmittal Letter

Table of Contents

List of Tables, Exhibits and Figures

## SHAC Comments and Responses from the Designation Review

Corridor Conditions

Vision, Mission, Goals, Objectives and Strategies

Corridor Story

Community Participation Program (CPP)

Local Support

Evaluation of Protection Techniques

Funding

Corridor Promotion and Measuring Success

Local Government Comprehensive Plan (LGCP) Relationship

Partnerships

Problem Areas

Action Plan Update Summary

Appendix

## Details

### *Corridor Conditions*

This section will be much shorter than the original Background Conditions Analysis that was done in the original CMP. The Background Conditions Analysis in the original CMP document was the largest section, and it should be the largest section in the Five-Year CMP Update document as well. For the Five-Year CMP Update though, groups should just list changes to the original areas from the CMP. Those areas are listed below.

- Corridor Limits
- Roadway/ROW Description
- Existing Land Use and Zoning
- Signage
- Future Land Use
- Safety Issues
- Traffic Volumes/User Types
- Levels of Service (LOS)
- Transportation Planning
- Roadway Improvements
- Social and Economic Conditions
- Tourism and User Facilities
- Other Programs

### *Questions and thoughts to consider:*

In a similar, but summarized manner, provide a written re-assessment of all intrinsic resources against the original base line conditions, with consideration of any effects resulting from increased public use. What are the differences between the corridor now and when the corridor was originally designated?

(Providing video and photos of the corridor as it exists today would be helpful for this) Discuss any changes in the Roadway/ROW conditions and how problem areas are/will be addressed. Has there been a noticeable increase in traffic due to designation? If so, provide Average Annual Daily Traffic (AADT) history. Are there safety concerns that have arisen due to designation? If so, how will this issue be addressed? If so, provide accident history. What effects have roadway improvements or enhancement projects had on the corridor?

### *Corridor Vision*

The Corridor Vision can be updated much in the same way that it was modified from the eligibility phase to the designation phase. Groups should tell how political, social, environmental, regulatory or other conditions have changed and affected the original corridor vision. The CME should also describe how the corridor vision will be modified based on new corridor issues and the communities' priorities since the original CMP was written.

#### *Questions and thoughts to consider:*

To what extent has the Corridor Vision been achieved? Does the vision still represent the community's desire for the corridor? Should the vision be revised?

### *Corridor Mission*

The Corridor Mission section should be updated in the same way that it was modified from the eligibility stage to the designation stage. The CME will need to make sure this update is in line with the purpose of the byway efforts. The corridor mission may need to express new areas that the CME is responsible for implementing. This will be done in conjunction with the update of the Goals, Objectives and Strategies. The updated corridor mission should also show businesses and local governments any new causes and ideas the CME will stand behind.

#### *Questions and thoughts to consider:*

Does the Corridor Mission still describe the corridor's ongoing actions? Does the Corridor Mission still define the purpose of the corridor and give it an identity? If not, how should it be changed to better reflect the CME's identity?

### *Goals, Objectives and Strategies*

The Goals, Objectives and Strategies section should outline the tasks that the CME has completed over the past five years and develop new ones for the years to come. This section can easily be updated with help from the Action Plan and timeline of events. The short term goals and objectives that have been achieved should be removed, and any new goals, objectives and strategies should be added or updated. This should be done in direct correlation with the Corridor Vision and Mission.

*Questions and thoughts to consider:*

In general, how well has the formal process of developing goals, objectives and strategies worked in achieving the Corridor Vision? Identify which goals have been met and which have been modified. Discuss any new or proposed ordinances, policies and/or regulations that support corridor goals.

*The Corridor Story*

The Corridor story should be updated based on corridor changes over the course of five years. If the CME feels that there are new marketing aspects or storylines that should be told, this should be done in the corridor story section. If the CME feels that some of the older sections should be taken out of the original story, it should be done in the five-year CMP update. The entire corridor story does not need to be re-written in the update; only parts that have been taken out or added should be included.

*Questions and thoughts to consider:*

Is the corridor telling the “story” developed in the CMP? Has the story evolved since designation? How can that story be enhanced to benefit tourists and local residents? Discuss additional techniques that may be used to tell the story. How has the story been shared and promoted to the travelling public?

*Community Participation*

The update to the Community Participation section is one of the major areas in the Five-Year CMP Update. Public involvement with the CME and in the corridor should have had numerous changes during the past five years. The outreach program and awareness of the corridor should be outlined in this section as well. Any changes to community outreach since designation and the amount of community education should also be included in the Five-Year CMP Update.

*Questions and thoughts to consider:*

Assess the effectiveness of the Community Participation Program (CPP). Has the number of people in the Community Participation Program been maintained or has it diminished? What reasons can be attributed to this? Are there areas that could be improved and, if so, how will this change be made? Has public information literature been effective in maintaining and building support? Include copies of any literature, news articles, etc. Provide a summary of major issues discussed within the Community Participation Program.

*Local Support*

Local support may have diminished or increased in the years since designation. The amount of current local support should be included in this section of the Five-Year CMP Update. The local support for the corridor builds upon the community participation and is critical to the longevity of the scenic highway. Any changes, whether good or bad, of local support should be outlined in this section.

*Questions and thoughts to consider:*

Discuss the status of local support for the corridor. Has local support for the corridor increased or decreased? If local support has decreased, why? Do original opponents (if any) of the designation now support the corridor and, if so, why? Are there potential corridor advocates and promoters that have evolved since designation? No new letters of support are required.

*Evaluation of Protection Techniques*

Protection techniques are one of the main tools to keep the corridor and its intrinsic resources sustainable. Some of these protection techniques may have worked better than others over the past five years. The techniques that may not have worked should be removed from the CMP or reconsidered. This should be discussed in the Five-Year CMP Update. Some of the protection techniques will have more local support than others. There should be more emphasis on these in the future and if any, should be discussed in the Five-Year CMP Update.

*Questions and thoughts to consider:*

Provide an evaluation of the effectiveness of all protection techniques used in the corridor. Are there any shortcomings or problems with these techniques and, if so, how can they be resolved? Have any of the techniques come under public opposition and, if so, how was this resolved? Describe how new development has been accommodated and describe plans to address future development.

*Funding*

Funding that has been received over the past five years should be described in the Five-Year CMP Update. Grants that have been applied for, whether awarded or not, should be included along with any private contributions and any other funding the CME has received.

*Questions and thoughts to consider:*

Describe corridor funding needs, acquisitions and expenditures. Has obtaining funding been a problem? If so, how will the CME attempt to resolve this issue? Are future funding sources being pursued and, if so, when does the CME anticipate receiving them? How will the funding be used?

*Corridor Promotion and Measuring Success*

The CME should have developed a number of ways to promote the corridor over the past five years. The CME should have devised ways to measure the promotion, in order to learn the strengths and weaknesses from the promotion efforts. Just as in the protection techniques section, areas of corridor promotion that has worked better than others should be discussed in the Five-Year CMP Update. These should be outlined in the Five-Year CMP Update, along with the types of promotion that have not worked.

*Questions and thoughts to consider:*

Evaluate the strengths and weaknesses of the corridor promotion techniques. How can these techniques be improved? Discuss how the community has benefitted from designation. This discussion should include, but is not limited to, facts and documentation information for the following topical areas: environmental, economic, recreational and cultural enhancement. Describe how and what economic data have been collected to analyze the fiscal effects of designation on the local economies. Discuss how this data can be better collected and used to further support promotional activities. How can this data raise awareness of the benefits of scenic highway designation?

*Local Government Comprehensive Plan Relationship*

The CME should discuss how the CMP's goals and objectives were included in the area's local government comprehensive plans. This may have not been done in the designation process, as local government resolutions may have been obtained committing to inclusion. The CME should discuss in the Five-Year CMP Update how and to what effect certain areas of the original CMP were written into local government comprehensive plans.

*Questions and thoughts to consider:*

Discuss how effective the integration of the CMP into the Local Government Comprehensive Plan (LGCP) has been. Discuss any actions that are underway or are needed to maintain consistency with the LGCP and other plans.

*Partnerships*

Partnerships should be described much in the same way as the local support section. Original partnerships may have diminished over the past five years and new partnerships may have developed. A discussion of all partnerships, including changes to existing ones, should be included in the update.

*Questions and thoughts to consider:*

Provide a status of all partnering efforts and agreements. Discuss successes, failures and any changes that were made to compensate for failed partnerships. Discuss potential/future partnership opportunities that have developed since designation.

*Problem Areas*

Some of the goals, objectives and strategies in the original CMP may not have been achieved in the Five-Year Period. These may be problem areas that could be affecting the short-term and long-term goals of the scenic highway and of the CME. These problem areas should be described in the Five-Year CMP Update also.

*Questions and thoughts to consider:*

If not previously discussed, describe the long-term problems affecting the corridor. What current and future courses of action are necessary to resolve these problems?

### *Action Plan Update Summary*

An update to the Goals, Objectives and Strategies section of the Five-Year CMP Update may require and update of the Action Plan. If necessary, a revised Action Plan should be included in the update. The original Action Plan does not have to be completely redone. Some short term goals may have been achieved over the course of the last five years. These short-term goals will need to be removed and the original long-term goals may need to be updated to short-term goals. Any new goals should also be added to the revised action plan.

### *Questions and thoughts to consider:*

A revised Action Plan should be provided to address any changes in the CMP that are needed as a result of findings in the Annual Reports or the Five-Year CMP Update. Lastly, the Corridor Management Entity should provide a summary of what they have learned from the Implementation Phase. Describe how effective the CME has been in carrying out its duties and where organizational improvements can be made. What major obstacles have they faced and how did they deal with them? Were there any unanticipated rewards or benefits? Where does the CME foresee future obstacles and how do they anticipate overcoming them? If they could have done anything differently, what would it have been, and why?

### **Conclusion**

The Five-Year CMP Update shall be submitted to the District Scenic Highways Coordinator within 60 days of the anniversary of the original official designation. Unlike Annual Reports, these are not done online and must be a standalone document that will be submitted to the District Scenic Highway Coordinator. It will then be reviewed for sufficiency by the District Scenic Highway Coordinator. The Final Five-Year CMP Update must then be submitted to the State Scenic Highways Coordinator for dissemination to the Scenic Highways Advisory Committee (SHAC). The State Scenic Highways Coordinator will need one (1) copy for the state and seven (7) copies for each of the SHAC members. The SHAC will review and give any comments back to the State Scenic Highways Coordinator to be forwarded to the CME.

## Sample Five-Year CMP Update

### Courtesy of the Indian River Lagoon National Scenic Byway

#### **CORRIDOR CONDITIONS**

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 has identified 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 is to “Support implementation of the CCMP.”

The need for improving scenic vistas is addressed in Goal 1 and Goal 3.

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.

The need for corridor identity and promotion of the corridor destinations is addressed in Goal 1 and Goal 4.

The CME understands that once the Indian River Lagoon Scenic Highway was designated as a Florida Scenic Highway, the FDOT’s Outdoor Advertising Office was precluded from issuing new permits for outdoor advertising signs on the corridor. Existing signs did 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 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.

**\*\***The Indian River Lagoon Scenic Highway received its designation as Scenic Highway on June 13, 2000, and later received its federal designation as a National Scenic Byway. Since the designation there have been six native planting sites completed along the Scenic Highway, as well as numerous volunteer events to maintain the sites, and countless shoreline restoration projects along the corridor. The Lagoon House Welcome Center for the Indian River Lagoon Scenic Highway, operated by the Marine Resources Council, was built at Ais Lookout Point and had its grand opening on April 2, 2005. The Marine Resources Council received funding in June 2005 for implementing the extension of the Indian River Lagoon Scenic Highway through Indian River County on both US 1 and A1A, and down Fellsmere Rd (CR512) to connect with the St. John's River American Heritage Corridor. This funding is also being used to create a corridor video of the extension area's intrinsic resources, and to present the Invasive Management Plan to city councils along the entire corridor.

## **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 the Lagoon House Welcome Center in Palm Bay, and the proposed visitor center at the Sebastian River Area Chamber of Commerce, we can and are providing 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 is becoming 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 are making 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.*

## **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, archeological 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 sitage, 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.

**\*\*Objective 1.9** – Maintain the scenic vistas that have had invasive species removed.

**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.

**CORRIDOR 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 mosquitoes 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, an 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.

### **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 near-by Community Chapel, 1892, both named to the National Register of Historic Places and near SR A1A.

### **COMMUNITY PARTICIPATION PROGRAM**

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

This is an outline of the public participation program that was planned by the CAG. Seven regional public workshops were 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 was conducted, with public participation.

**\*\***Since the Indian River Lagoon Scenic Highway was designated, many local citizens and community organizations have been involved in scenic highway activities such as Scenic Highway Beautification native plantings along the corridor as well as invasive removal and shoreline restoration activities.

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 was used to gain support for this effort.
4. A speaker's bureau continually sends informed speakers to a variety of engagements. The Marine Resources Council organizes a Brown Bag lunch educational presentation series in five locations along the Indian River Lagoon Scenic Highway. These locations include the Lagoon House in Palm Bay, public parks and public facilities in Cocoa Beach, Grant, Rockledge, and Canaveral National Seashore.
5. The Newspaper has run several stories and positive editorials, copies of which are included in the attachments.

Since the Indian River Scenic Corridor received a Letter of Eligibility, a "full-force" PIP was 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 and are:

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 was created in 2003 which advises the public and special groups of the Indian River Lagoon Scenic Highway.
5. A plan for identifying Special Interest CAG's (SI-CAGs), which are comprised of representatives from targeted groups, including, but not limited to the following:

**Governmental**

All local govern-  
ments-Planners,  
Rec/Park, Finance  
Airports  
Port Canaveral  
EELS

**Business**

EDC/TTDC  
Board of Realtors  
Goode's Outdoor Wear  
Bob's Bicycle Shop  
Chambers of Commerce  
Home Builders Assoc.  
Sports Authority

**Civil/Military**

Civ/Mil Council  
NASA/KSC  
Spaceport Florida  
PAFB  
Palm Bay Air Station

**Cultural/Historical**

Brevard Cultural Alliance  
Historical Societies  
Astronaut Foundation  
Museums and Galleries  
Performing Arts Theatres

**User Groups**

Equestrians  
Bicyclers  
Boating Associations  
Sports Fishing Associations

**Healthcare**

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 are 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 proposed to ‘**corral**’ both the information (data) and public from the very start of this Project and have done so accordingly. The public has been ‘**included**’ in the process from the start, sharing in visioning, goal setting, and creating a basis for evaluative criteria that was used in creating plan assumptions and alternatives. Once ‘**stimulated**’ and infused with enthusiasm and excitement, they became knowledgeable, empowered advocates of the program, who moved out to create further community interest as the planning team moved out to harness the data.

While the data and inventory was conducted and base maps were produced, the PIPC was planning the first Conference/Workshop. Designed to corral the public into one arena, the agenda included an overall program education, national examples of success and then moved 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 resulted 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 were then taken to the public, who were “gathered” to review the information, “informed” regarding the alternatives and preliminary ideas and recommendations, and through the workshop process, are the tools to “synthesize” and define the outcomes, which have and 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 went 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 went 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 presented to the CAC/TAC and MPO for final hearings.

The Team then prepared the outcomes of that 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 Byway's Story, in a concise, understandable format.

This process, **PARTNERING INCLUDES the PUBLIC** brought a plan to the final adoption table with a throng of advocates, proponents, and informed citizens. The plan presented challenges the elected body to adopt the final document. For it is 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.

## **LOCAL SUPPORT**

Considerable local support was 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 Lagoon Day sponsored by the Marine Resources Council every year gains participation, and educates the public about the scenic highway.

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.

**\*\***The Marine Resources Council has presented the Invasive Management Plan to the Melbourne and Malabar City Councils and received enthusiastic support for implementing the plan in those cities. Presentations to the other city councils along the scenic highway are currently being scheduled.

See Appendix D – Local Support

## **CORRIDOR MANAGEMENT ENTITY**

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

The organizations that were listed in the CME during the designation phase had representatives on the CAG, many of who transferred to the CME. So the CAG served as a training ground for the CME. A joint meeting of the CME and the CAG was held April 14, 2000. The group worked on setting goals, objectives, strategies and action plans for the corridor. Now, five years into designation, monthly CME meetings are held at the Lagoon House Welcome Center that are open to the public.

**\*\***Ted Moorhead is Chairman, and Ruth Stanbridge is Co-Chair of the Corridor Management Entity.

## **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 marshaled for the scenic highway effort. Many of these were represented on the CAG and are now a part of the CME. These include Tourism Development Councils, Chambers of Commerce, Keep Brevard Beautiful, The Audubon Society, The Sierra Club, Historical Societies, Homeowners Associations, and the CME's sponsoring organization, the Marine Resources Council (MRC). MRC has over 360 members and has 90 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 are a big part of the scenic highway program.

#### **\*\*6. Invasive Management Plan**

The Marine Resources Council has presented the Invasive Management Plan to the Melbourne and Malabar City Councils and received enthusiastic support for implementing the plan in those cities. Presentations to the other city councils along the scenic highway are currently being scheduled.

The Invasive Management Plan begins with an introduction to the CME and an overview of its vision and goals. The plan goes on to provide techniques for educating the public on invasive species management, how to seek and provide funding for invasive removal, who are the experts, and permitting. It also provides information on how to identify target areas, recruit and train volunteers, and

what types of equipment to use. This plan also offers information on how to monitor and maintain removal sites, and how to re-vegetate them. The Invasive Management Plan includes detailed aerial maps of the invasive species found along the entire corridor. This plan will serve as a valuable resource for educating the public fostering support and action toward the eradication of the invasive species along the Indian River Lagoon Scenic Highway corridor.

## **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 include 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, 2000, the CAG/CME voted to place first priority on the Lagoon House visitors center, which was being pursued by the City of Palm Bay. This project sought 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 projects. An announcement was made that the DEP Indian River Lagoon Aquatic Preserve Program has a source of funds for invasive plant management. This agency was 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, 2000.

**\*\***On September 24, 2005 the Marine Resources Council hosted an open house National Estuary Day event that included informational and hands-on educational exhibits from local agencies featuring information on recycling, restoration efforts around the lagoon, lagoon creatures, and outdoor recreational opportunities.

## **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.

\*\*Donation box at the Lagoon House

\*\*Sale of historical photographs at the Lagoon House

## **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.

### **LGCP RELATIONSHIP**

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 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 the properties.
- B. Billboard 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 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 deny visual access beyond the immediate area.”

**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 have taken 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 has served 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 fit in well with the scenic highway program.

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

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.

**PROBLEM AREAS**

No notable problem areas have been identified in the last five years since our designation as a Scenic Highway. The cities along the corridor as well as the citizens have expressed great interest and support the Scenic Highway Program.

**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	<u>08/11/00 - ongoing</u> <u>08/11/00 – ongoing</u> <u>08/11/00 – ongoing</u> <u>08/11/00 – ongoing</u> <u>08/11/00 – ongoing</u> <u>08/11/00 – ongoing</u> <u>08/11/00 - ongoing</u>
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 Mgnt Plan execute removal	<u>completed</u> <u>completed</u> <u>completed</u> <u>completed</u> <u>3/31/05 - completed</u> <u>08/11/00 - ongoing</u>
Strategy 4.2.2 build and utilize Lagoon House as a public	City of Palm Bay, MRC, tourism development	FHWA NSB grant, FIND, volunteer labor, in kind	design permitting bid & construction grand opening	<u>completed</u> <u>completed</u> <u>completed</u> <u>04/02/05 – completed</u>

information center for the Indian River Lagoon	agencies, historical societies	contributions	operation & maintenance	<u>ongoing</u>
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	<u>completed</u> <u>completed</u> <u>completed</u> <u>completed</u> <u>ongoing</u>
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	
**Objective 1.9 maintain scenic vistas that have had invasives species removed	Marine Resources Council	FDOT, counties, municipalities	site identification	<u>ongoing</u>

### 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	<u>completed &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; ongoing</u>

			brochures calendars	
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 &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; 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 &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; 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 &amp; ongoing</u> <u>completed &amp; ongoing</u> <u>completed &amp; 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	<b>completed &amp; ongoing</b> <u>completed &amp; ongoing</u>  <u>completed &amp; ongoing</u>

\*\*New Items

## Five-Year CMP Update Guidance Document Checklist

### Items for Inclusion

- Title Page
- Transmittal Letter
- Table of Contents
- List of Table, Exhibits, and Figures
- SHAC Comments and Responses from Designation Review
- Corridor Conditions
- Vision, Mission, Goals, Objectives, and Strategies
- Corridor Story
- Community Participation Program (CPP)
- Local Support
- Evaluation of Protection techniques
- Funding
- Corridor Promotion and Measuring Success
- Local Government Comprehensive Plan (LGCP) Relationship
- Partnerships
- Problem Areas
- Action Plan Update Summary
- Appendix

### Submission Process

- Prepare Draft Five-Year CMP Update
- Send Draft to DSHC for Review (within 60 days of designation date)
- Prepare Final Five-Year CMP Update
- Send Final (8 copies) to State Scenic Highway Coordinator
- Receive comments from SHAC

### Contact Information

Andy Nicol, TranSystems, [awnicol@transystems.com](mailto:awnicol@transystems.com) (407)875-8926

Clint Eliason, TranSystems, [cceliason@transystems.com](mailto:cceliason@transystems.com) (407)875-8932