

Courtney Campbell Scenic Highway

**Final Designation
Application
and CMP**

November 2004



Courtney Campbell Causeway Scenic Highway Designation Document

November 2004

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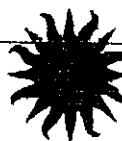
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Designation Application

Florida Scenic Highways Program

Level of designation
the Applicant is seeking

- Florida Scenic Highway
 National Scenic Byway
 All-American Road

Submission of this Designation Application form and its accompanying Designation Documentation verifies that designation as a Florida Scenic Highway is being sought for the corridor identified below. Please prepare and submit this application to your District Scenic Highways Coordinator in accordance with Appendix F, Section X of the Florida Scenic Highways Manual. Chapter 3, Section 3.2 of the Florida Scenic Highways Manual illustrates how this form should be completed.

Roadway/Route Number and Name - Provide the state and US road number (if applicable) and the local or any regionally recognized name for the roadway.

State Road 60 also known as the Courtney Campbell Causeway or the Courtney Campbell Parkway

Scenic Highway Name - Provide the scenic highway name to be used in any promotional activities.

Courtney Campbell Scenic Highway

Date of Eligibility - Provide the date of the Letter of Eligibility. May 1, 2003

Corridor Advocacy Group - Provide the following information regarding the CAG chairperson.

William C. Jonson
CAG Chairperson

2694 Redford Court, Clearwater, FL 33761
Address

727-786-3075
Phone Number

Corridor Management Entity

Commissioner Steve Simon
CME Chairperson or Equivalent

Tampa Bay Regional Planning Council, 4000 Gateway Centre Blvd. 727-570-5151
Address Pinellas Park, FL 33782
Phone Number

We also confirm that signatories below are authorized to speak on behalf of the agency/organization they represent and that their signature denotes concurrence with all the information and concepts presented in the Designation Documentation. We also verify that all information stated on this form and/or included in the Designation Documentation are, to the best of our knowledge, true representations of the corridor and the resources for which designation as a Florida Scenic Highway is being sought.

William C. Jonson
Corridor Advocacy Group Chairperson

Date March 8, 2004

X
Corridor Management Entity Chairperson

Date March 8, 2004

X
Local General Purpose Government Representative

Date _____

William C. Jonson
Metropolitan Planning Organization

Date April 20, 2004

Additional Information - On an attached sheet, provide updated names, titles, addresses and phone numbers for the following: 1) CAG Chairperson, Vice-Chairperson, other officers/committee heads and remaining membership and 2) additional local general purpose government representatives with signature.



Florida Department of Transportation

JEB BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JOSÉ ABREU
SECRETARY

May 1, 2003

Mr. William C. Jonson, Chair
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court
Clearwater, Florida 33761

Subject: Eligibility of Courtney Campbell Scenic Highway for inclusion in the Florida Scenic Highways Program

Dear Mr. Jonson:

After careful consideration of the recommendation from the Scenic Highways Advisory Committee, I concur that the Courtney Campbell Scenic Highway has met the *eligibility* requirements of the Florida Scenic Highways Program necessary for possible designation as a Florida Scenic Highway. The segment of SR 60, (locally known as the Courtney Campbell Causeway) eligible for designation, begins at the Veterans Highway (SR 589) in Hillsborough County and extends westward to the McMullen Booth Road intersection in Pinellas County (a total length of 9.9 miles). Your Eligibility Application demonstrates that the roadway corridor contains the scenic, natural and recreational intrinsic resources that are of great value to the State of Florida.

You will be receiving a list of recommendations, arising from the Scenic Highway Advisory Committee's review of your eligibility application, from the Florida Department of Transportation's District Seven Office. Please address the recommendations in the Designation Application/Corridor Management Plan and continue to work closely with the District Office in your efforts. The Florida Scenic highways Program staff is looking forward to assisting you during the designation application phase of the program.

I offer my personal congratulations to you, and the membership of the Corridor Advocacy Group, for your diligence and work quality in completing the *Eligibility Phase*. Thank you for caring about Florida's precious resources and working so hard to ensure their enjoyment for years to come.

Sincerely,
José Abreu, P.E.
Secretary

5-11-03
DRAFT

JA(mb)

cc: Distribution List

Executive Summary

“That Florida Feeling:”

“It will get you from here to there, but the Courtney Campbell is much more than that. Have you ever been out of state for a while? And you come home and drive across the Courtney Campbell and you get that Florida feeling that makes you feel good to be home.” Charlie Belcher Fox 13 News, December 27, 2000

Courtney Campbell Scenic Highway Action Plan

Introduction:

Created as a private toll road in the 1930's using dredge and fill, the Courtney Campbell Causeway (Causeway) significantly cut travel time from Clearwater to Tampa. The State took control of the roadway during WWII and in the 1940's converted it to a “parkway”. Since that time community beautification projects have further enhanced the scenic experience of the journey across Tampa Bay. Designation as a State Scenic Highway will protect and enhance the unique experience that puts the driver above the water of Tampa Bay allowing them to enjoy one of America's 28 National Marine Estuaries and Florida's largest open estuary.

Current Status:

This nine-mile corridor is unique since it already contains the intrinsic resources and most protection policies necessary for a viable Scenic Highway. Throughout most of the proposed scenic highway's length the Causeway is owned by Florida Department of Transportation (FDOT) and maintained as a parkway. Agreements with the Cities of Tampa and Clearwater ensure the landscaping is maintained.

Two beaches, a boat launch facility, and a series of service roads running parallel to the highway provide recreational opportunities throughout the corridor. The service roads provide access to fishing, bicycling, jogging, picnic and similar activities.

Planned Corridor Improvements/Enhancements:

The proposed Corridor Management Plan (CMP) is divided into strategies with four timelines: continuous, short term (less than 2 years), mid term (3 to 6 years), and long term. The strategies are organized into the five required goals (Resource Protection, Safety, Community Support, Education, and Economic Development/Tourism). Additional objectives address: improving pedestrian/bicycle trails, integration with long-range regional transportation planning, undergrounding overhead utility lines, enhancing the “sense of place” at gateways to Clearwater and Tampa, and bringing back a more historic character of the roadway without impacting its function.

The proposed Action Plan is more fully detailed in the Goals, Objectives and Strategies section of this document.

Promotion/Community Participation:

All governmental agencies bordering on the Causeway support the action plan as do Chambers of Commerce, and many area nonprofit organizations. A short video is available for continuing community outreach efforts.

Administrative/Coordination:

The Courtney Campbell Scenic Highway Corridor Advocacy Group (CAG) was formed in October, 2000. This CAG is composed of all governmental agencies bordering the Causeway along with representatives of the local business community, non-profit organizations and private citizens. The Causeway was determined eligible for designation as a Scenic Highway in May 2003, by the FDOT Secretary of Transportation.

The CAG successfully petitioned The Tampa Bay Regional Planning Council (TBRPC) to assume the official role of the Corridor Management Entity (CME). A Corridor Advisory Committee (CAC) was appointed, incorporating members of the CAG, to perform the day-to-day monitoring, community outreach and advocacy functions under the policy direction of the CME.

Conclusion:

The FDOT/Scenic Highway Program provides an opportunity to highlight the uniqueness of this highway and to showcase its many attributes.

Designation of the Causeway as a Florida Scenic Highway will bring recognition to a treasure of the whole Tampa Bay area. Designation will facilitate grant opportunities to enhance safety, recreational and aesthetic elements of the parkway. Designation will advance intergovernmental coordination of transportation and trail efforts bridging the bay. Designation will provide a showcase for the Tampa Bay Estuary resources. Designation meets the highest goals of the Florida Scenic Highway Program.

**Courtney Campbell Scenic Highway
Responses to SHAC Letter of Intent Recommendations
(March 31, 2003)**

- 1. The Corridor goals need to be more specific and formalized.**
 - a. This has been rewritten.
- 2. The corridor story is written as more of a historical account, rather it should tell the story of the causeway from all its perspectives. Keep in mind that the corridor story can eventually be used for promotional activities and should be written to draw in the visitor.**
 - a. This has been rewritten.
- 3. Additional letters from supporting agencies would be helpful in identifying the general support for the corridor.**
 - a. The Corridor Advocacy Group (CAG) is in the process of collecting additional letters of support.
- 4. Mr. Terry Gilbert offered to assist the Corridor with resource issues, such as fishing, birding, flushing of the bay, etc. that could enhance their corridor and the CMP. He could also provide a list of ideas for the CAG that may enhance the corridor. Mr. Gilbert can be contacted directly at 850-488-6661.**
 - a. A three-way teleconference between the CAG Chair, the Executive Director of the Tampa Bay Estuary Program and Mr. Gilbert occurred on October 29, 2003. Information covered during the telecon included the topics suggested.
 - b. The Goals, Objectives and Strategies were modified as a result of suggestions developed during the phone call. Additionally the resource assessment information was updated as a result of further contacts with local naturalists.
- 5. The Scenic Highway Advocacy Committee (SHAC) noted, however that many of their comments expressed in their letter dated April 13, 2001, were not addressed in the Eligibility Application. These comments should be clearly addressed in the Corridor Management Plan (CMP) in a letter of response to the SHAC.**
 - a. The SHAC expressed a concern regarding the bird populations along the corridor. It was recommended that the CAG address potential solutions to “bird strikes” along the corridor including the consideration for signage, public education, and if feasible, reduction of the speed limit on the roadway. Special consideration should be given for the protection of birds and offspring during the nesting season.
 - i. Consultations with the local Audubon Chapter indicates “bird strikes” are not an area of significant concern on this Causeway. The Corridor goals include a component relating to the protection of native species.

- b. There should be an educational component developed to educate people about the Causeway and its uniqueness.**
 - i. This is part of the Corridor goals and the educational program for the Causeway.
 - c. The CAG should promote the many opportunities for recreational activities.**
 - i. This is part of the Corridor goals.
 - d. There should be an emphasis on the natural vegetation throughout the corridor.**
 - i. This is part of the Corridor goals.
 - e. Pedestrian and other modes of transportation issues and concerns should be addressed.**
 - i. These are included in the revised Corridor goals, objectives and strategies
 - f. The CAG should emphasize bird watching, scenic vistas, pull-offs and scenic overlooks.**
 - i. This will be part of the promotion program, but the principle intrinsic resources are scenic and recreational.
 - ii. Scenic Vistas exist along the corridor on the service roads.
 - iii. Promotional literature will address the service road opportunities.
 - g. The CAG should promote vegetative buffer zones along the corridor.**
 - i. The CAG could preserve existing vegetative buffer areas for native resources.
 - ii. The creation of additional vegetative buffers would degrade the scenic views from the corridor.
 - iii. The CAG goals promote the replacement of vegetation with native species.
 - h. Consideration should be given to accommodate parking areas associated with scenic overlooks.**
 - i. Parking is limited to the existing width of the Causeway.
 - ii. Perhaps parking pull-offs could be added periodically to avoid the parking on the grass, but this might require water retention areas.
 - i. It was recommended that where opportunities exist to enhance circulation of the bay, that such be considered.**
 - i. The Tampa Bay Estuary Program conducted a review of pertinent literature related to circulation and flushing in the vicinity of the Causeway. Authors of a 1972 study funded by Florida Department of Transportation (FDOT) found that flushing in the Safety Harbor and Oldsmar areas benefits from the current configuration of the Causeway. The investigators also made recommendations for improving circulation in the area north of the Causeway and east of Rocky Creek. The Corridor Management Entity (CME) will remain alert to opportunities to improve flushing in this area. There are areas of even poorer water circulation in Tampa Bay, however these areas are not affected by the Causeway and are outside of the scope of the Scenic Highway project.

Responses to the Courtney Campbell Scenic Highway Corridor Management Plan

DATE: June 18, 2004

TO: Mariano Berrios, State Scenic Highways Coordinator

FROM: Lynne Marie Whately, AICP, Consultant Project Manager, Carter & Burgess, Inc.
Andy Nicol, AICP, Senior Planner, Carter & Burgess, Inc.

COPIES: Michael Palozzi, Bob Crim

SUBJECT: Review of the Courtney Campbell Scenic Highway Corridor Management Plan

Based on our review of the Courtney Campbell Scenic Highway Corridor Management Plan (CMP), we are providing the following comments and suggestions for making the application more complete and ensuring it meets the requirements of the Florida Scenic Highways Program.

1. Corridor Vision

- The Corridor Vision is well written and reflects the future of the corridor.

Response: Acknowledged

2. Goals, Objectives, and Strategies

- The Goals, Objective, and Strategies are very thought out and written in a clear and supporting manner.

Response: Acknowledged

3. Community Participation Program (CPP)

- A list of all past Corridor Advocacy Group (CAG) meetings and other public events/meetings should be listed. All groups/entities that have been contacted to participate in the Community Participation Program should be listed as well.

Response: A list of past CAG meetings has been included in this section (Table 3.1). A stakeholder list has also been included (Appendix A).

- There should also be a discussion regarding a continuing CPP. This is an important and effective step in implementing the CMP. Community involvement and public meetings are important tools for ensuring the effective and on-going operation of a Scenic

Review of Courtney Campbell CMP

June 18, 2004

Page 2

Highway. Informative techniques may be used such as newsletters, creating a corridor fact sheet or brochures, and having a newspaper article published regarding the Scenic Highway. This CPP section of the CMP should clearly address and establish a future CPP. Remember that the CAG's purpose is to work hand-in-hand with the community to develop a corridor that best showcases and preserves the features and character of the surrounding area. This community involvement needs to be documented in the CMP and all future community involvement needs to be planned and discussed in the CMP.

Response: The discussion on CPP has been enhanced to emphasize the importance of community participation for the future success of this scenic highway. The commitment of an ongoing CPP has been made part of the goals of the Courtney Campbell Scenic Highway. The CAG is currently developing a corridor brochure for general distribution to interested parties.

- A sample of meeting minutes that include discussions on significant corridor issues would be informative.

Response: A sample of meeting minutes that are currently developed for each meeting has been included (Figure 3.1). The CAG has committed to develop as appropriate and distribute meeting minutes for all future group meetings.

- References to all CAG publications that relate to the corridor such as newspaper articles and meeting announcements should be included.

Response: An example of a recent newspaper article and television feature on the Courtney Campbell Scenic Highway has been included in Appendix B. These same tools will be used to announce official scenic highway designation once obtained.

4. Local Support

- The Local Support section is well done. The letters of support in Appendix A are very strong and show that the community really embraces the idea of the Scenic Highway.

Response: Acknowledged

- The Corridor Impressions Survey (CIS) results are very useful and reassuring as to the quality and worthiness of the Causeway as a Scenic Highway.

Response: Acknowledged

5. Partnerships and Agreements

- The Partnerships and Agreements section should list potential partnering opportunities.

Response: Our discussion has been enhanced to list current partners, opportunities currently in development and future partnering targets that are consistent with our Goals.

- Please include copies of any established partnership agreements in the CMP. Page 5-1 states that these documents were included in the Eligibility Application; however, they should be included in the CMP as well.

Response: Copies of all agreements are now included in Appendix G.

6. Corridor Management Entity

- The final Designation Application should have the endorsed CME agreement included. If the endorsed CME agreement is not included the application will not be forwarded to the SHAC for review.

Response: The endorsed CME agreement with the Tampa Bay Regional Planning Council (Resolution 2003-02) is now included in Appendix J.

7. Background Conditions Analysis

- The Background Conditions Analysis section needs to be cross-referenced to the Goals, Objectives, and Strategies section, as well as the Action Plan. The Background Conditions Analysis should raise issues that need to be addressed during corridor planning, such as a road land use changes or resource protection. Where these issues are raised in the Background Conditions Analysis there should be a reference to a specific Goal, Objective, and Strategy (by number) and/or Action Plan item (by number) that clearly addresses the issues.

Response: The CAG has revised the document text to include cross-references to the Goals, Objectives and Strategies section (Section 2) as well as the Action Plan (Section 13).

- The CAG should make reference to the Uniform Relocation and Real Property Act and acknowledge that they understand its effect on a designated scenic corridor.

Response: Section 7 has been revised to include a discussion on the Uniform Relocation and Real Property Act and its effect on this corridor.

8. Designation Criteria

Universal Criteria Four (*The corridor must exhibit significant, exceptional, and distinctive features of the region it traverses*) should be more clearly presented. The Courtney Campbell Causeway corridor offers many unique resources, and the uniqueness of these resources should be more clearly presented to the reader. How are the features/resources along the Courtney Campbell Causeway different or more significant than other corridors or causeways in the region? This question should be answered for Universal Criteria Four.

Response: Universal Criteria Four has been enhanced to better emphasize the uniqueness of this corridor.

- Universal Criteria Six (*A majority of the corridor must exhibit the qualifying resources. These resources must be as continuous as possible, for the present and the future.*) should be more thorough. The Universal Criteria are a critical factor in designation and often the most difficult to determine. List some of the exceptional resources along the corridor and discuss how these resources are found continuously throughout the length of the corridor.

Response: Universal Criteria Six has been enhanced to better emphasize that the resources of this corridor are continuous in nature and provide connectivity to significant regional resources.

- Universal Criteria Eight (*A community participation program must be developed and implemented*) should be more thorough. Summarize the community participation program and how it will be implemented.

Response: Universal Criteria Eight has been enhanced to better emphasize the CAG's commitment to implement a community participation program that is consistent with its Vision and Goals.

9. Corridor Story

- The Corridor Story is an excellent representation of the Causeway's resources and does an excellent job of pulling the reader in to the history of the Causeway and the surrounding areas.

Response: Acknowledged

- Although very in-depth and educational, the CAG may want to consider also having a shorter (one page) version of the Corridor Story to use in promotional efforts.

Response: Acknowledged

10. Protection Techniques

- This section is well done and meets requirements.

Response: Acknowledged

11. Funding and Promotion

- A timeline/schedule for promotional events and/or material production should be included. This will help guide promotional efforts and allow the CAG to check its progress.

Response: A modest "First Year" timeline/schedule has been included. The CAG is currently working through several partners to develop a promotional brochure that can be tied to the recently completed corridor video.

12. Relationship to the Comprehensive Plan

- Specific elements of the CMP must be adopted into local government's comprehensive plans. The *Relationship to the Comprehensive Plan* section included in this CMP focuses on existing provisions from comprehensive plans that support the Scenic Highway corridor; however, there needs to be direct language added to the local comprehensive plans that address and identify the Scenic Highway. The CAG must ensure that the following items are incorporated into the Local Government's Comprehensive Plans:

- A map displaying the Scenic Highway corridor
- The Corridor Vision
- Goals, Objectives, and Strategies related to the specific local government

- If a CAG is unable to get their local comprehensive plans amended prior to an application for designation then the CMP should include documentation stating that the local government comprehensive plan(s) will be amended to include specific elements of the CMP. Typically this is in the form of a signed Resolution from each local government.

Response: The coordination effort is currently underway with the City's of Clearwater and Tampa to have specific language added to their comprehensive plans that specifically addresses and identifies the Scenic Highway. This language will include a Scenic Highway Corridor Map, Corridor Vision Statement and Goals, Objectives, and Strategies. Documentation stating their commitment to including these elements can be found in Appendix K.

- Any potential future comprehensive plan amendments regarding the Scenic Highway should be discussed.

13. Action Plan

- Due to the evolving nature of the Internet, Goal #4-Education, Section A, Part II (*Maintain and enhance the Scenic Highway's web site / Ensure search engine links for general access*) should be an ongoing task.

Response: Acknowledged

- In the Promotion/Community Participation Action Item table an Action Item that involves direct public input should be added. User and/or community surveys could be an effective method for obtaining the opinions of the public and should be an on-going task due to the changing nature of public recreational trends.

Response: The CAG acknowledges the importance of a targeted community participation program that allows for direct public input. User and/or community surveys are an effective tool for collecting this input. The CAG is committed to collecting public input through any means available to better serve the community.

Section 1. Corridor Vision

The Courtney Campbell Causeway (Causeway) is a testament to modern society and nature co-existing in a productive and equally beneficial manner. The Causeway has become a vital link for the Tampa Bay community, connecting Pinellas and Hillsborough counties along with the cities of Clearwater and Tampa. It is a portal to an important and unique ecosystem. The Causeway is literally alive through its self-created ecosystem and the numerous species of wildlife that depend on the Causeway for food and shelter. Not only does the corridor house wildlife, it also is a haven and destination point for people to enjoy themselves. The most significant scenic, natural, and recreational resources of the corridor are set aside for use by visitors and the community in the form of natural greenways, beaches, and recreational sites. The entire length of scenic highway running just above sea level along Tampa Bay is picturesque. It is full of opportunities for enjoying Florida's recreational opportunities and lifestyle. There is a strong community tie to the corridor and its citizens are committed to its preservation. The Causeway should be preserved and enhanced not as simply a highway, but as a scenic corridor that is a vital resource to the prosperity of the region.

Section 2. Goals, Objectives and Strategies

- 1. Goal: Resource Protection – Support the Protection of the Environmental Resources of the Causeway. [required goal]**
 - a. Objective: Retain the current physical cross sectional character of the Causeway reminiscent of its historic origin.
 - i. Strategy – Work with the two County Metropolitan Planning Organizations (MPOs) to adopt policies to maintain the historic character of the roadway without impacting the function of the roadway. [Short term priority]
 - b. Objective: Support a coastal-style, native Florida landscape along the Causeway as additional landscaping is required or needs to be replaced.
 - i. Strategy – Identify, for future removal and eradication, locations of exotic infestation along the Causeway. [Short term priority]
 - ii. Strategy – Work with the Florida Department of Transportation (FDOT) to identify natives that can be used along the corridor (jointly with objective 5.a.ii). [Short to mid term priority]
 - iii. Strategy – Develop guidance to municipalities on desirable species to be used for future corridor plantings. [Short to mid term priority]
 - iv. Strategy – Partner with local agencies and environmental advocates on implementation strategies that could include funding and/or in-kind services. [Continuous priority]
 - c. Objective: Maintain the natural environment of the Causeway.
 - i. Strategy – Partner with local environmental advocates to support the bird populations of special concern along the Causeway by identifying current nesting areas, supporting population counts, enhancing habitat, and installing signage to protect nesting areas. [Mid term priority]
 - ii. Strategy – Monitor Tampa Bay Estuary Program Research affecting areas adjacent to the Causeway. [Continuous]
 - d. Objective: Promote community partnerships to control litter. [Continuous]
 - i. Strategy – Partner with Keep Hillsborough Beautiful and Keep Pinellas Beautiful on semi annual coastal cleanup programs.
 - ii. Strategy – Strengthen Adopt-a-Highway/Adopt-a-Shoreline sponsorship for the entire length of the Causeway. [Tampa Bay Parrot Head Group currently participates.]
 - iii. Strategy – Monitor local municipalities efforts to identify sites for additional trash container sites along the Causeway and ensure that they are kept in good repair and emptied frequently enough to ensure that debris is not overflowing from them.

- 2. Goal: Work to Enhance Vehicle and Pedestrian Safety. [required goal]**
 - a. Objective: Improve highway safety by identifying and working to implement engineering solutions.
 - i. Strategy – Support the installation of a traffic signal at the Clearwater Christian College entrance and the western beach area (joint project of FDOT and the City of Clearwater). [Short term priority]

- ii. Strategy – Partner with FDOT, Hillsborough MPO and Westshore Alliance to evaluate improving pedestrian crossing safety at Rocky Point. [Short term priority]
- iii. Strategy – Work with the FDOT and local governments to identify traffic and pedestrian safety issues (beaches, boat ramp, and future scenic highway kiosks) and implement appropriate solutions where necessary. [Mid term priority]
- b. Objective: Improve bicycle/pedestrian safety enhancements.
 - i. Strategy – Work with the FDOT, MPOs, and local governments to develop a continuous bicycle/pedestrian trail parallel to the main roadway to avoid auto traffic conflicts. [Continuous priority]

3. Goal: Build Community Support for Long-term Success. [required goal]

- a. Objective: Incorporate Causeway plan elements in the Comprehensive Plans of the four local government jurisdictions – Pinellas County, City of Clearwater, Hillsborough County, and City of Tampa. [Short term priorities]
 - i. Strategy – Work with local government staff to identify the current comprehensive plan elements that support the plan.
 - ii. Strategy – Support the review and update of the local comprehensive plans to support the inclusion of goals, objectives, and strategies of the plan.
 - iii. Strategy – Support the approval and adoption of the amendments required in local government comprehensive plans to implement the objectives, goals, and strategies of the plan.
- b. Objective: Continue the Corridor Management Entity (CME) as an ongoing and effective sponsor and advocate for the Scenic Highway designation process and implementation of improvements. [Continuous priority]
 - i. Strategy – Implement the CME and Operating Policies as adopted and manage effectively.
 - ii. Strategy – Maintain the membership of the CME and meet a minimum of four times each year.
 - iii. Strategy – Develop an Annual Report on the progress implementing the Corridor Management Plan each year and report to local and state organizations.
 - iv. Strategy – Seek out long term funding strategies to allow for the Tampa Bay Regional Planning Council (TBRPC) to continue to function as the CME.
 - v. Strategy – Coordinate with private interests along the Causeway and seek partnerships that accomplish goals, objectives, and strategies of the plan.
 - vi. Strategy – Seek out local, state, and federal support and apply for and receive gifts and grants to implement the plan.
- c. Objective: Advocate and monitor intergovernmental coordination between the four governmental entities having jurisdiction for the Causeway. [Continuous priority]

- i. Strategy – Maintain the effectiveness of intergovernmental coordination during the designation process and implementation of the Corridor Advocacy Group’s (CAG’s) Goals, Objectives & Strategies.
- ii. Strategy – Monitor the ongoing status of Maintenance Agreements between the FDOT and the local governments.
- iii. Strategy – Provide a forum for coordination of government efforts related to the Causeway.

4. Goal: Education – Educate the Community and Visitors on the Natural and Historic Resources Along the Corridor. [required goal]

- a. Objective: Maintain and enhance the Scenic Highway’s web site.
 - i. Strategy – Continue to update the web site. [Continuous priority]
 - ii. Strategy – Ensure search engine links for general access. [Short term priority]
- b. Objective: Develop a Scenic Highway education program
 - i. Strategy – Develop interpretive pamphlets covering the following areas: history, recreational opportunities, and natural assets. [Short Term]
 - ii. Strategy – Establish and maintain a speakers bureau. [Mid Term Priority]
 - iii. Strategy – Develop a corridor video and a plan for viewing [Mid Term Priority]
 - iv. Strategy – Develop and locate informational signage along the corridor. [Mid Term Priority]
- c. Objective: Promote the location and features of the Causeway with notations on local and regional maps.
 - i. Strategy – Research feasibility and access to mapping and publications and respond accordingly. [Mid term priority]
- d. Objective: Develop and implement a “Keep It Clean” educational program for the Causeway.
 - i. Strategy – Determine pollution sources and develop a program or brochure to address the sources. [Mid term priority]
- e. Objective: Maintain an archive of Courtney Campbell Scenic Highway information.
 - i. Strategy – Establish an archive of historical records and photos related to the Causeway. [Continuous priority]

5. Goal: Economic Development/Tourism. [required goal]

- a. Objective: Maintain/enhance the recreational opportunities along the Causeway.
 - i. Strategy – Continue the service road concept that provides access to multiple recreational opportunities. [Continuous priority]
 - ii. Strategy – Perform an opportunities and strengths analysis to identify additional recreational enhancements. Consider using university students as a resource for this analysis and the resulting plan. [Short to mid priority]

- b. Objective: Establish the Courtney Campbell Scenic Highway as a tourist point of interest. [Short term priority]
 - i. Strategy – Promote the Courtney Campbell Scenic Highway through regional Convention Visitor Bureau and local Chambers (publications, presentations and meetings).
 - ii. Strategy – Tie/link the Courtney Campbell Scenic Highway website to Chamber/City/State sites.
 - iii. Strategy – Distribute Courtney Campbell Scenic Highway brochure at tourist centers.
- 6. Goal: Improve Pedestrian, Bicycle, and Transportation Initiatives Along and Connecting to the Causeway Compatible with and Enhancing the Aesthetics of the Corridor’s Intrinsic Values.**
 - a. Objective: Implement bicycle/pedestrian trails linking Hillsborough and Pinellas counties.
 - i. Strategy – Develop a map identifying the pedestrian trail missing linkages along the Causeway. [Short Term Priority]
 - ii. Strategy – Work with the FDOT and Hillsborough County MPO to program funds to construct a pedestrian/bicycle bridge across the tidal flow structure located at the north side of the Causeway east of Rocky Point. This strategy will be worked in partnership with the City of Tampa and the Westshore Alliance. [Short term priority]
 - iii. Strategy – Promote connectivity of the Courtney Campbell system to the Pinellas Trail Network (Cross Clearwater, Progress Energy and Fred Marquis Trails.) [Mid term priority]
 - iv. Strategy – Promote connectivity of the Courtney Campbell system to the Hillsborough County and City of Tampa Greenways and Trails system (going north and south). [Mid term priority]
 - v. Strategy – Support MPOs and local government’s implementation of bicycle/pedestrian trails over the Causeway’s large and the smaller bridges to eliminate gaps in the existing trail segments and provide inter-connectiveness. [Long term priority]
 - b. Objective: Support regional long-range transportation planning objectives that are compatible with the five principle Florida Scenic Highway goals.
 - i. Strategy – Monitor and actively participate in the development of regional transportation strategies with FDOT, MPOs and transit agencies. [Continuous priority]
 - ii. Strategy – Resolve current transit needs (i.e. bus stops) along the corridor. [Short term priority]
- 7. Goal: Enhance the Visual Appearance of the Causeway.**
 - a. Objective: Bury overhead utility lines that currently exist on relatively small portions of the Causeway. [Long term priority]
 - i. Strategy – Identify location and ownership of existing overhead utilities.

- ii. Strategy – Initiative dialog with the local utilities and Florida Coordinating Group (FCG) to identify alternatives, cost options, and potential funding opportunities.
- b. Objective: Enhance the special “sense of place” at both the eastern and western approaches of the Causeway to “showcase” the gateway to the communities at each end. [Short term priority]
 - i. Strategy – Participate in design public workshops and/or hearings for the LINKS project at the east end of the Causeway.
 - ii. Strategy – Maintain an active involvement in the urban design component for the LINKS reconstruction projects.
 - iii. Strategy – Participate in the Hillsborough County MPO Livable Roadways Committee to develop a gateway concept for the Causeway.
 - iv. Strategy – Ensure the appropriate locations of the existing historic Courtney Campbell Parkway monuments as part of the gateway features.
- c. Objective: Investigate alternative designs or adaptations for the guardrail and bridge abutments to be more consistent with the original historic character of the Causeway. [Mid term priority]
 - i. Strategy – Perform a literature search to see what alternative guardrail designs are used on other similar period roadways.
 - ii. Strategy – Work with the appropriate MPOs to incorporate more aesthetic guardrail features in future maintenance activities.

Note

- Short term within first two years
- Mid term is within the first three to six years
- Long term is beyond six years

Section 3. Community Participation Program

The Courtney Campbell Scenic Highway Community Participation Program (CPP) is an ongoing community outreach program designed to heighten awareness, build consensus and foster public involvement in support of the Scenic Highway. A CAG was established in October 2000. Since then the CAG has conducted well over 50 meetings and discussions with interested parties and stakeholders to solicit input, long-term support, and help craft the Vision Statement, Goals, Objectives and Strategies. Many of these key coordination meetings (CAG meetings) are listed at the end of this section in Table 3-1. The result of this coordination effort is a list of approximately 40 stakeholders (Appendix A).

Identification of Stakeholders

The CAG's ongoing CPP will build upon the current list of stakeholders by identifying others having an interest in the designation and long term success of this Scenic Highway. This is consistent with Goal 3b. This list will be reviewed and updated as needed on a yearly basis. Future public involvement activities will target the retention of these participants and the identification of additional stakeholders.

Public Outreach

The CAG commits to continue/maintain the strong CPP currently in place. Community involvement and public meetings are important tools for ensuring the effective and ongoing operation of a scenic highway. The Goals, Objectives and Strategies presented in Section 2 reflect this commitment to work hand-in-hand with the community to develop a corridor that best showcases and preserves the features and character of the Scenic Highway and surrounding area.

The CAG has identified below a framework of public outreach opportunities that are consistent with the Goals, Objectives and Strategies of the Scenic Highway. These categories are expected to change as designation takes place, goals are accomplished, and the corridor matures.

- CAG and CME Meetings – Upon designation, a yearly meeting schedule will be established for each group. The meetings will be advertised and meeting agendas and meeting minutes will be developed and posted as appropriate. Figure 3.1 provides an example of meeting minutes currently generated for CAG meetings. It is expected that future CAG and CME meetings will be documented in a similar manner. The TBRPC currently provides administrative support for this effort.
- Public Meetings – The CAG will conduct public meetings as necessary to present and implement the Goals, Objectives and Strategies of the group. These may be in addition to regularly scheduled CAG and CME meetings.
- Information Exchange – (Newsletters, brochures, fact sheets, video, press releases) – The CAG will develop and issue pertinent information regarding the Scenic Highway on an as needed basis. The distribution list for these materials

will be based on the stakeholder list in Appendix A and the identification of other issue specific interested parties. The CAG has developed an informational video for submittal as part of this designation process. This video is currently in use to support our active Speakers Bureau. To date this video is the only CAG informational tool available. Appendix B includes several newspaper articles that have been written during the course of this designation process. Additional coordination with local news agencies will take place once designation is received and during the implementation phase. The CAG is currently identifying funding sources to develop a Scenic Highway brochure.

- Speakers Bureau – As outlined in Section 2 (Goal 4b) CAG members have made themselves available to provide information on the Scenic Highway at outside meetings and community gatherings. Arrangements and approval for the speaking engagements are coordinated and approved beforehand with the CAG chairperson or designee.
- Web Site – The CAG has created a web site and will work to tie into pertinent regional/statewide websites to provide far-reaching information on the corridor. This is consistent with Goal 4a.
- Sponsorships of Community Events – The CAG will support/participate in highway/beach local events that highlight the Scenic Highway. These events may include; clean-up, benefits, and other events that are consistent with the Goals, Objectives and Strategies (Goal 1d.).

Meetings

All future CAG sponsored meetings will be conducted in spaces with sufficient seating for the audience expected. All meetings will be publicly noticed through the City of Clearwater and the City of Tampa. Meetings of general interest will be advertised in the local newspaper with sufficient advance notice. All meetings have an agenda and meeting minutes (Figure 3.1) are prepared and maintained. Upon designation, yearly CAG and CME meeting schedules will be developed.

Table 3.1
Courtney Campbell Scenic Highway
Corridor Advocacy Group
Meeting Log

October 20, 2000 Organizational Meeting
November 11, 2000

January 9, 2001

April 13, 2001

May 4, 2001

May 25, 2001

June 20, 2001

July 20, 2001

October 10, 2001

November 14, 2001

January 11, 2002

April 5, 2002

May 3, 2002

May 28, 2002

June 28, 2002

July 26, 2002

September 13, 2002

December 16, 2002

January 24, 2003

March 21, 2003

June 13, 2003

July 11, 2003

October 3, 2003

November 21, 2003

January 30, 2004

May 21, 2004

June 25, 2004

Section 4. Local Support

Since it's inception four years ago, the CAG has sought out and received support from numerous public and private interests whose goals are consistent with those of the group. Appendix C provides a sampling of the letters of support that have been received to date.

The CAG has also sought out and received numerous letters of support from the local governments in which this causeway traverses. Appendix D includes copies of local government resolutions of support of the Scenic Highway designation from the Cities of Tampa, and Clearwater along with the counties of Hillsborough and Pinellas.

A Corridor Impressions Survey (CIS) was developed by the CAG and distributed during 1999-2000 to a cross section of people that use and enjoy the Causeway. Participants included tourists and local residents involved with a wide range of Causeway uses. The survey was distributed widely via email and was also available in printed form at the Clearwater Welcome Station located at the west end of the Causeway. Close to 200 responses were received. The results of this survey showed strong support for the Scenic Highway designation. An example of the questionnaire used in this survey along with the survey results was discussed in detail in the Courtney Campbell Causeway Scenic Highway Eligibility Application November 2002 and are summarized in Appendix E of this document.

Section 5. Partnerships and Agreements

To date the CAG has developed several partnerships that support the designation process.

- **FDOT** – The CAG has partnered with the FDOT to successfully prepare and submit all of the required documentation necessary to be designated as a scenic highway.
- **URS Corporation (URS)** – URS has graciously provided audio-visual support to develop and distribute the corridor introduction video that has been included in this designation document (Appendix F). Countless hours have been provided by URS to produce this corridor video. Additionally, URS senior staff has provided meeting rooms and staff support to the CAG.
- **FDOT/City of Clearwater** – Signalization of Courtney Campbell Causeway at Damascus Road and Clearwater City Beach.
- **Clearwater** – Reconstruction of Bayshore Boulevard and Courtney Campbell Causeway intersection.
- **Tampa Bay Regional Planning Council (TBRPC)** – The TBRPC has provided staff and in-kind services support to the CAG. Most importantly, the TBRPC has assumed the permanent role of the CME for the Scenic Highway.

Future partnerships are expected as the CAG receives designation. To help attain the Corridor Vision as stated in Section 1, the CAG is working to better define its partnerships with a number of stakeholders including:

- **City of Tampa** – Relocation and storage of the Courtney Campbell Causeway Monument (East end) during the LINKS reconstruction project.
- **Tampa International Airport/Hillsborough County Aviation Authority (Aviation Authority)** – Discussions are underway with the Aviation Authority to obtain assistance in the production of a Scenic Highway Informational Brochure.
- **Tampa Bay Estuary Program (TBEP)** – The CAG is currently investigating community education partnering opportunities with TBEP to support a low-power radio broadcast network throughout Tampa Bay that would include information on the Scenic Highway as part of the broadcast.
- **Keep Hillsborough Beautiful/Keep Pinellas Beautiful** – The CAG is currently discussing partnering opportunities associated with their semi-annual coastal clean-up programs.

These partnerships will be developed and documented as they are finalized. Examples of immediate needs to meet our short-term goals and objectives include funding for CAG administrative support, the development of a corridor brochure, and sponsorship of an information kiosk.

Additionally, City of Tampa and Clearwater partnerships are in place with the FDOT. These local government/FDOT partnerships allow the cities to provide enhanced landscaping and maintenance of the Causeway. Copies of these agreements are included in Appendix G.

Section 6. Corridor Management Entity

Summary:

- 1. Umbrella Organization:** TBRPC – The TBRPC is one of 11 Regional Planning Councils in Florida. It was formed in 1962 and includes the four counties surrounding Tampa Bay. It is the principle governmental organization with jurisdiction on both sides of Tampa Bay, which is bridged by the Courtney Campbell Scenic Highway.
- 2. Management Entity:** Courtney Campbell Scenic Highway Corridor Advisory Committee (CAC) is charged with being the advocate for the Program, and will be responsible for the implementation, monitoring and updating of the Corridor Management Plan over time. The CAC incorporates all members of the CAG.
- 3. Policy Decisions:** The CAC is advisory to the TBRPC who is the official CME authority for the Scenic Highway.

CME History:

1. In December 2001 the TBRPC amended their Transportation Goals and Policies to include a new policy to “encourage the designation and implementation of Florida Scenic Highways within the region as a way also to promote resource protection, economic development and increased tourism.”
2. In February 2002 the TBRPC adopted Resolution 2002-02 expressing support for the designation of the Scenic Highway (Appendix H).
3. On October 14, 2002 the TBRPC adopted a motion to assume the permanent role of the CME for the Scenic Highway. The TBRPC directed staff to develop standards to become the CME for this and other potential scenic highways within the region. This endorsement was provided at the December 9, 2002 TBRPC meeting (Appendix I).
4. In May of 2003 the TBRPC adopted operating procedures for the Courtney Campbell Scenic Highway CAC (Appendix J). This document represents the endorsed CME agreement.

Corridor Advisory Committee Operating Procedures Summary:

1. The TBRPC shall be the records repository for the Scenic Highway.
2. Twelve voting members are designated representing specific stakeholders in the Scenic Highway.
3. Officers of the CAC are specified as well as procedures for selection.
4. Meeting notice and operating procedures are specified.
5. A process is specified to amend the operating procedures.

Current Officers:

1. Chair – William Jonson, City Commissioner from Clearwater
2. Vice Chair – Linda Saul-Sena, Council Chair from Tampa

Section 7. Background Conditions Analysis

Corridor Limits

The Scenic Highway is approximately 10 miles in length. It runs from the Veteran's Expressway (SR 589)/Memorial Highway in Tampa, Hillsborough County on the east to McMullen Booth Road (CR 611) on the west (Figure 7.1). The CAG has divided the Causeway into 10 segments. These segments are shown in Figure 7.2.

The corridor limits were established to take advantage of several unique opportunities. The CAG specifically defined the boundaries of the proposed Scenic Highway to include the existing commercial use at the east and west ends of the corridor (Segments 1, 2, and 10). Reasoning for the inclusion of these segments includes;

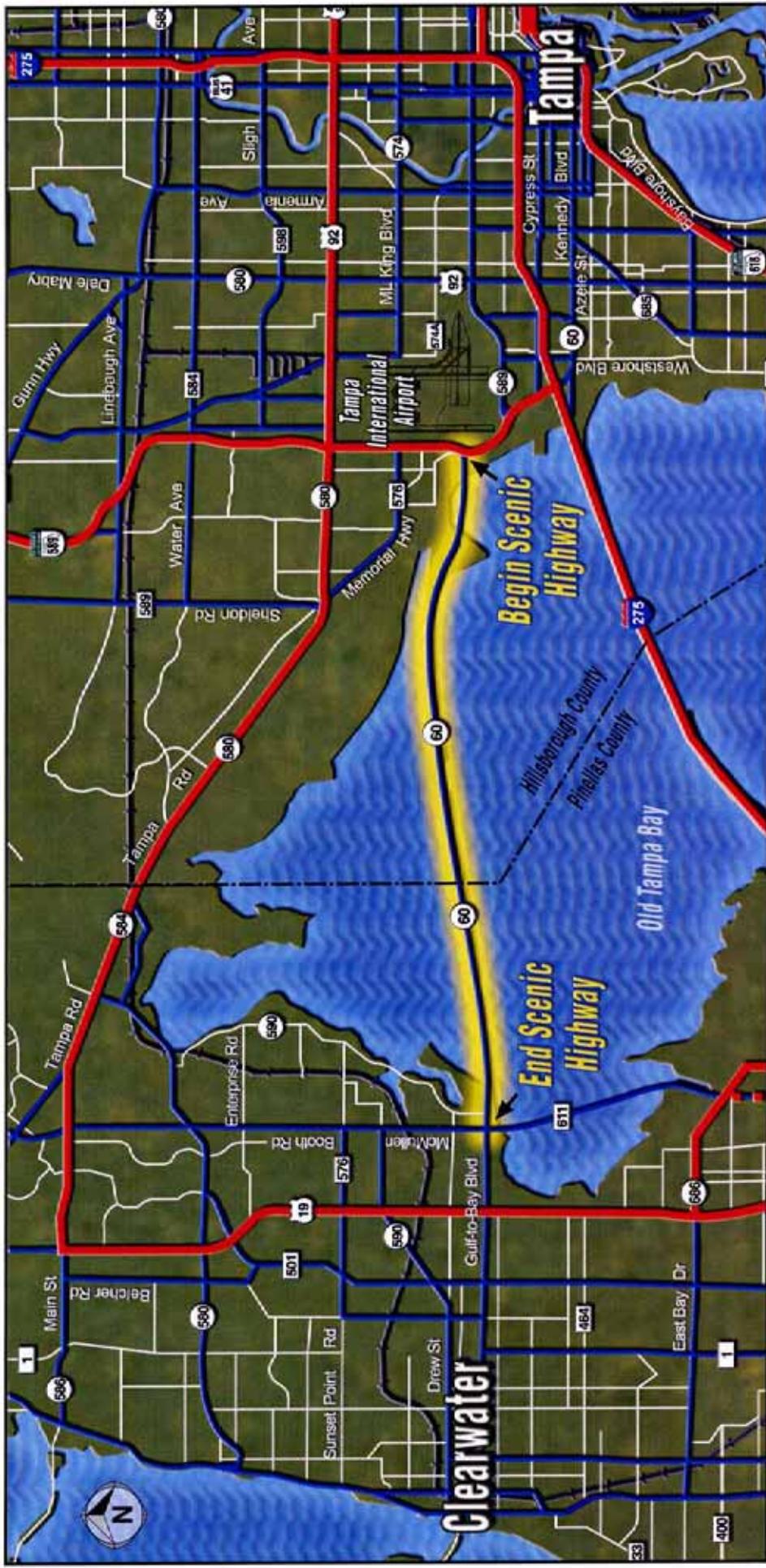
- Promote connectivity with existing/proposed trail networks in Pinellas and Hillsborough Counties. This helps to meet Goal 6a.
- The unattractive commercial activities on the north side of Segment 1 have been removed as part of the highway reconstruction project currently underway in this area (LINKS).
- The recommended easterly terminus at Veteran's Expressway (SR 589)/Memorial Highway connects to the heavily landscaped connections to the Tampa International Airport and presents an opportunity to create an "enhanced welcome entrance" to Tampa helping the CAG to meet Goal 7.
- The recommended westerly terminus at McMullen Booth Road (CR 611) provides a connection to the Pinellas County Bayshore Trail (Figure 7.3). This regional connectivity also helps to meet Goal 6. Additionally, the City of Clearwater has designated the area identified as Segment 10 in their Comprehensive Plan as an aesthetic gateway and landmark visual image.
- The inclusion of Segment 2 is needed to provide continuity between the Causeway on the east and west of this segment.

Roadway Right-of-Way (R/W) Description

The Causeway serves as a key entranceway to the City of Clearwater/Pinellas County (west end) and Tampa/Hillsborough County at the east end. The Causeway is also part of SR 60, which extends from Clearwater to Vero Beach on Florida's east coast. The Functional Classification of the roadway section under consideration for designation as a scenic highway (Courtney Campbell Causeway) is a principal arterial. The Causeway is a part of the National Highway System, the Florida Intrastate Highway System, and the State Highway System.

The Causeway includes three bridge spans, one in Pinellas and two in Hillsborough.

Except for Segment 8, an access road or path exists along the Causeway on both north and south sides of the road. This paved path connects under the approach ramps on the large main bridge in Segment 5. On the west end of the smaller bridge (Segment 7), the path has concrete barriers on this "underpass" to prevent the passage of motorized



COURTNEY CAMPBELL CAUSEWAY
Scenic Highway

Figure 7.1

Figure 3-1

Example Meeting Minutes
Courtney Campbell Scenic Highway
Corridor Advocacy Group (CAG)
Minutes

Regular Meeting at
URS Corporation - Board Room
7650 W. Courtney Campbell Causeway
Tampa, Florida

August 27, 2004
10:00 a.m.

Attending:

Ron Gregory, URS Corporation
The Honorable Bill Jonson, City of Clearwater Councilman
Tim Kurtz, City of Clearwater
Mike Palozzi, FDOT/GEC (PBS&J)
The Honorable Linda Saul-Sena, City of Tampa Councilwoman
Gena Torres, Hillsborough County MPO
Mary Helen Duke, City of Tampa Parks and Rec Department
Kelly Figley, Hillsborough County Aviation Authority (representing Brenda Geoghegan)
Susan Dutil, Pinellas County MPO

Councilman Bill Jonson, CCSH CAG Chair, called the meeting to order at 10:44 a.m.

The minutes of the June 25, 2004 meeting were reviewed and approved as issued

Old Business:

1. Status of Designation Application

a. Designation Application FDOT Recommendations on Comp Plans:

- i. Councilmember Bill Jonson reported that the City of Clearwater Council approved the inclusion of the Scenic Highway Map, the Vision Statement, and the Goals/Objectives/Strategies statement into the next revision of the City's Comprehensive Plan. He provided a certified copy of the minutes of the July 15, 2004 Council meeting to Mr. Palozzi representing FDOT.
- ii. Councilwoman Saul-Sena reported that the Tampa City Council directed the incorporation of the same documents into the Tampa Comprehensive Plan. Mike Palozzi will contact the Tampa City Clerk for a copy of the official action. If he encounters any trouble she should contact Ms. Saul-Sena.
- iii. Mr. Palozzi observed that since the entire Causeway is in either Clearwater or Tampa, resolutions of intent to modify the Hillsborough and Pinellas County Comp Plans should not be required.
- iv. The group will still seek to have these changes incorporated into the County plans, but a lack of a resolution at this time should not delay designation.

b. Editorial Revisions to the remainder of the Application

- i. Mr. Palozzi reported that he is approximately 2/3 through with the minor revisions that were suggested.
- ii. A list of the CAG meetings was provided for inclusion as requested by Central Office.
- iii. Mr. Palozzi estimates the remaining revisions will be completed by 9/10. At that time he will review them with Mr. Jonson.
- iv. By group consensus authorization was given to Mr. Jonson to give final approval for the editorial changes proposed by Mr. Palozzi.

2. Scenic Highway Brochure

- a. Councilmember Jonson passed around copies of brochures used by other Scenic Highways in Florida.
- b. Kelly Figley volunteered to set up a meeting with Jonson, Saul-Sena, and the Hillsborough Aviation Authority to initiate initial design process. Ms. Susan Chiellini from the Westshore Alliance will also be invited.
- c. Kelly was asked if the Authority might sponsor the design of the brochure. She promised to investigate that possibility.
- d. Mike Palozzi promised to send electronic copies of the brochures to Kelly.

3. Sponsorships

- a. Ms. Saul-Sena reported that the CAG was going to work with the Westshore Alliance on the east end of the Causeway. Katie Cole was going to identify potential sponsors in Clearwater.
- b. The sponsorships will initially cover costs of printing the brochure and to cover the costs of the TBRPC administrative costs.
- c. Mr. Jonson reported that TBRPC received one sponsorship check for \$500 from a private citizen.
- d. The TBRPC Foundation is a vehicle for us to accept sponsorship gifts. The mechanism to accept donations should be included in the brochure. This should include the tax deductibility of such gifts.
- e. Mr. Gregory suggested we seek counsel from TBRPC on the process to apply for grants.
- f. Ms. Saul-Sena will set up a meeting for her, Bill Jonson and Ron Rotella to kickoff the sponsorships process. A brochure mockup should be available for this meeting.

4. Status of the Damascus/Peoples Beach Traffic Signal

- a. Mr. Krutz reported that the concrete pours are complete on the driveway aprons. The bases for the mast arms are complete. The Mast Arms are being fabricated with completion the first week in November. The goal for signalization working is by Thanksgiving. There will be some limited access of the beach during the final installation activities.

5. Celebration Plans Subcommittee:

- a. No report.

New Business:

1. Kennedy Boulevard Corridor Improvements Project

- a. Councilwoman Saul-Sena distributed copies of the brochure for this project. The original approach for the brochure was a traditional approach. But that didn't inspire the potential. So they hired an art director for the project who did a great job.
- b. The brochure was designed to make people think differently about Kennedy Boulevard. The goal of the project is to promote significant redevelopment. The expected increase in the property values will more than offset the project costs.

2. Courtney Campbell Causeway Monument.

- a. Mr. Palozzi reported that the LINKS Contract contains a provision for the removal, storage and reinstallation of the existing monument. The concern is that better protection could be achieved if it was secured in a City of Tampa facility.
- b. Ron Glass who was Project Manager has been replaced with Margaret Smith. Mr. Glass had asked for information about what the City could do.
- c. The City needs to provide a protection proposal to FDOT.
- d. Prior to dedication, the monument should be cleaned up.
- e. Councilwoman Saul-Sena took the action to see that Tampa generates the protection/storage proposal. Mary Helen Duke will assist with the effort.

3. Public Art Question

- a. Mary Helen Duke asked about plans to incorporate public art into the Causeway. The current goals do not have a specific objective to do this, but this does not preclude such activity from being initiated at a later time.

4. Trail Gaps – FDOT Routine Maintenance

- a. Mary Helen Duke presented a photo study that she had done documenting the trail gaps, potholes, and existing utility cutouts. Her study was only for the Tampa side.
- b. She drafted a letter that is going through the Tampa administrative review process. The letter will go to FDOT identifying the gaps. There are a lot more gaps than she guessed would be there. This survey started at the Skyview Bike Trail. Some of the gaps are simply maintenance issues that if allowed to continue will further deteriorate.
- c. She asked the group if it wanted to address the Pinellas side of the causeway at the same time? Sue Dutil took a copy of the photo study to discuss doing a similar study on the Clearwater side of the Causeway.
- d. Another discussion was to prioritize the north side or the south side? The consensus of the group was to start on the south side to achieve connectivity to Ben T. Davis Beach.
- e. Linda Saul-Sena asked Ms. Duke to present the study to the next Livable Roadways Committee.

5. Westshore Connectivity.

- a. URS is currently under contract to do a pedestrian connectivity study for the MPO/Planning Commission. Ron Gregory agreed to talk to Harry Reed who is the project manager of that project. The discussion will ensure that CCSH objectives are considered in the study.

Next Scheduled Meeting:

The group identified the best times for the group to meet as 10:30 on Fridays or 2:00 in the afternoon on Fridays. Bill Jonson took the action to set up a series of meetings for the next year. The group agreed to meet every other month. The sub committees would meet as needed.

Meeting adjourned 11:45 a.m.

COURTNEY CAMPBELL CAUSEWAY

SEGMENTS

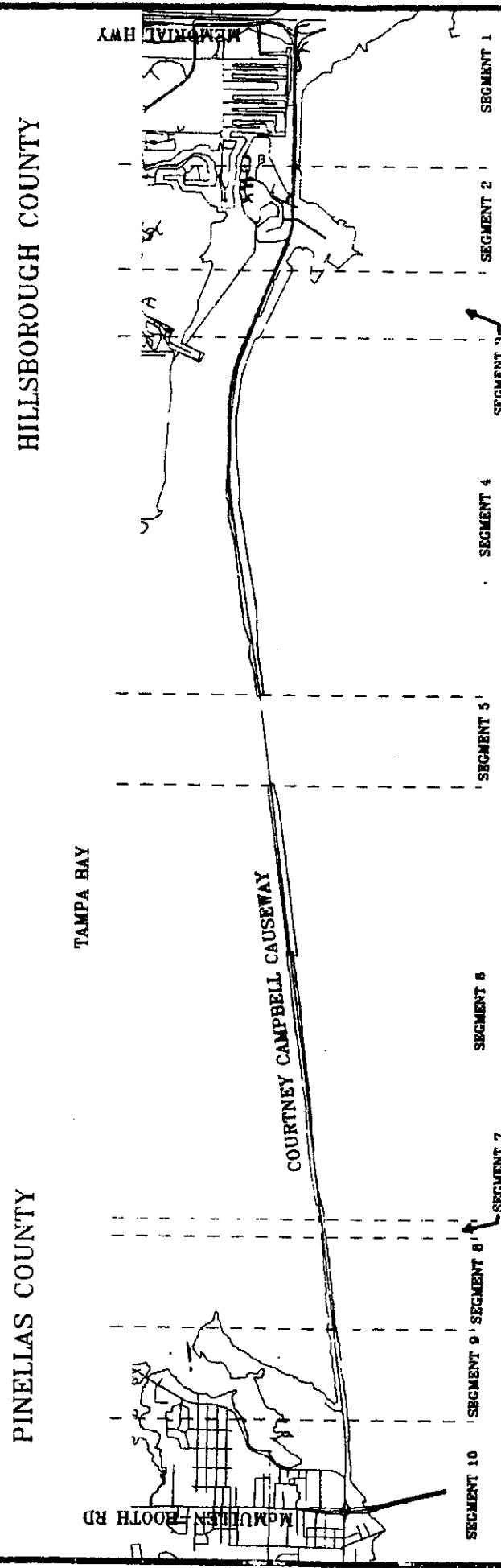


Figure 7.2

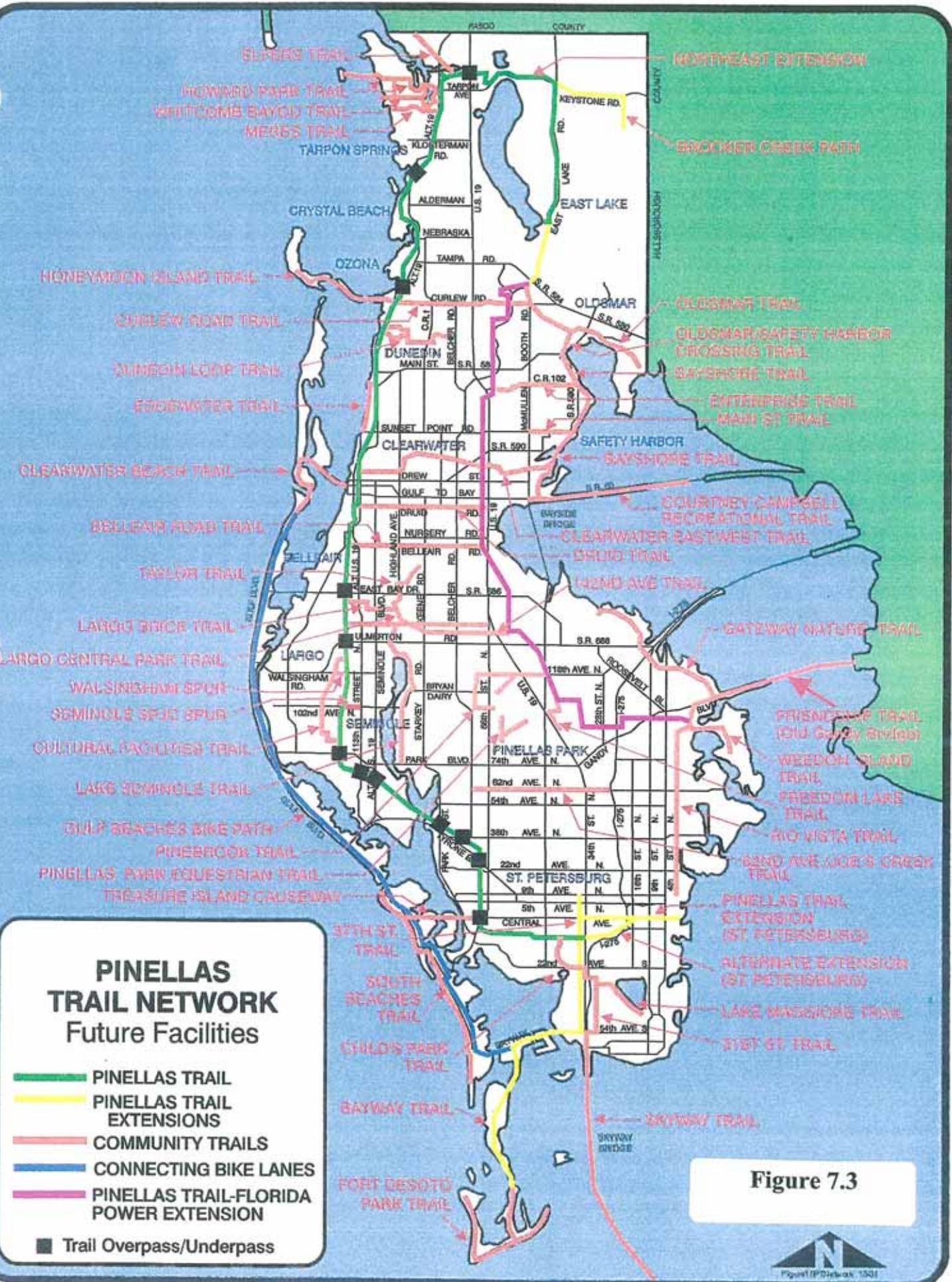


Figure 7.3

vehicles. This path provides recreational opportunities for the general public including; biking, roller blading, jogging and walking, and is used daily. In addition to pedestrian activities, the path is suitable for vehicles in-route to a drive-on beach, picnic areas, fishing, and the fully equipped boat launch facility. Where the access road is unavailable, a pedestrian pathway is provided. The City of Tampa Parks Department has recently undertaken a brief assessment for the CAG to identify gaps in this existing path network (Hillsborough County side). This assessment and the resultant projects to fill gaps and make improvements to the network are consistent with Goal 6.

The Causeway is unique in that through much of its length (Segments 3 through 9), it is surrounded by water and therefore there are few private, true “adjacent” property owners. FDOT is the corridor owner and through several Joint Partnership Agreements (JPA) with local government, the R/W is managed. At the east end (Segment 1) many of the previous incompatible land uses have been eliminated as part of the FDOT SR 60/Memorial Highway (LINKS) reconstruction project therefore significantly lessening the CAG’s involvement with the Uniform Relocation & Real Property Act. Because of these opportunities, the CAG has no adjacent property owner issues at this time .

Existing Land Use and Zoning

The majority of the Causeway is Existing Land Use (ELU) category Recreation/Open Space. By definition, Recreation/Open Space is undeveloped land suitable for low impact passive outdoor recreation and/or conservation purposes. Recreation/Open Space can include land with environmental value such as preserve/preservation lands, as well as land required or desired to provide for visual relief, aesthetic and scenic value. Table 7.1 lists the ELU, Zoning and Future Land Use (FLU) designations in each segment

The Zoning designation for this corridor is predominately Open Space/Recreation, and mirrors closely the ELU. Segments 1 and 2 at the east end of the Causeway contain a small amount of commercial zoning although many of the commercial establishments have been removed as a part of the LINKS project. Despite this commercial zoning on the north side of this segment, a large portion of Segment 1 is a causeway with water views to the south. The north half of Segment 10 also contains commercial uses.

Segments 1 through a portion of 6 are within the City of Tampa’s jurisdiction, with the remainder of Segment 6 through Segment 10 located within the city limits for Clearwater. The Cities of Tampa and Clearwater currently have no development orders pending in this area.

Contained within Segments 1, 9, and 10 are ELU’s that include the designations Vacant, Commercial, Public/Semi-Public, Public Communication/Utilities, Public/Quasi-Public/Institutions, Multi-Family and Preservation. These designations apply primarily to those areas not directly adjacent to the Causeway and are subordinate to attractive views of the water and roadside landscaping. Zoning for these sections include various Commercial categories, Planned Development, and Residential categories. While

LAND USE and ZONING

Courtney Campbell Scenic Highway Background Assessment

Segment Number	Segment Name	Mileage	Length (miles)	Existing Land Use	Zoning	Future Land Use	
						Land Use	Land Use
1	Tampa Landside	0.0 to 1.1	1.1	P/QP/I, PC/U, CH, CL	CI, PD, CG, CN	P/SP, ESA, HC-24	
2	Rocky Point	1.1 to 1.5	0.4	MF, CL, V	PD, RM-24	GMU-24, UMU-60, R/OS	
3	Davis Beach	1.5 to 2.0	0.5	R/OS	PD, RS-60	R/OS	
4	East Causeway	2.0 to 4.5	2.5	R/OS	RS-60	R/OS	
5	Big Bridge	4.5 to 5.1	0.6	R/OS	RS-60	R/OS	
6	Center Causeway	5.1 to 8.0	2.9	R/OS	OS/R	R/OS	
7	Small Bridge	8.0 to 8.1	0.1	R/OS	OS/R	R/OS	
8	West Causeway	8.1 to 8.9	0.8	R/OS	OS/R	R/OS	
9	Causeway Beach	8.9 to 9.4	0.5	R/OS, P/SP	OS/R	R/OS	
10	Clearwater Landside	9.4 to 10.0	0.6	R/OS, P/SP, CG, P	OS/R, CG	R/OS, T/U, CG	

EXISTING LAND USE

- CG - Commercial General
- CH - Commercial Heavy
- CL - Commercial Light
- MF - Multi-Family
- P - Preservation
- P/QP/I - Public/Quasi-Public/Institutions
- P/SP - Public/Semi-Public
- PC/U - Public Communication/Utilities
- R/OS - Recreation/Open Space
- V - Vacant

ZONING

- CI - Commercial Intensive
- CG - Commercial General
- CN - Commercial Neighborhood
- OS/R - Open Space/Recreation
- PD - Planned Development
- RM - Residential Multi-Family (units per acre)
- RS-60 - Residential Single Family (60 ft frontage min)
- R/OS - Recreation/Open Space
- T/U - Transportation/Utility
- UMU-60 - Urban Mixed Use - 60

Table 7.1

Segment 2 contains commercial uses, the businesses in this area are heavily landscaped, not significantly detracting from the overall scenic experience.

Based on the LINKS project, all businesses on the north side of the highway have been eliminated. Tampa Bay runs adjacent to the north side of the Causeway for the remainder of this segment. Located on the south side of the highway are the Hyatt Regency West Shore and an adjoining office building. Immediately to the west of the Hyatt Regency, is an area of tidal wetlands that reaches to the Bay and runs adjacent to the Causeway for the rest of this segment. There were three billboards in this segment. This segment is being changed as a result of planned highway modifications. The most significant of which were the removal of the billboards and the elimination of the commercial activities on the north side of the road.

Segment 2 begins at FDOT Bridge 100064. Open water (Tampa Bay) is adjacent to this segment on either side of the roadway. This segment continues west to an area known as Rocky Point. Rocky Point is a small commercial area located on an island connected to Hillsborough County mainland only by the Causeway. Segment #9 includes the Clearwater Christian College (CCC) and the Clearwater Chamber of Commerce Welcome Center on the north side of the Causeway. The shoreline ends at Cooper's Point with the entrance to CCC. The remainder of the north side is wetlands. The south side is Recreation/Open Space, in the form of a public beach, referred to in this document as the Causeway Beach. Parking for this beach is permitted on the sand within restricted areas.

The ELU in Segment 10 is mainly Recreation/Open Space, with a small amount of commercial land use. The Clearwater Sewage Treatment Facility is located west of the Recreation/Open Space on the south side of the Causeway. An area adjacent to the Bayside Bridge at the west end of Segment 10 is zoned preservation and is used for retention and collection of stormwater from the adjacent highways.

Because of the uniqueness of this corridor all of the current land use and zoning supports the goals of the CAG. Most of the corridor is owned by FDOT and all adjacent land uses are compatible with the Goals & Objectives of the CAG.

Future Land Use

FLU as adopted by the two Board of County Commissioners (BCC) as a part of the each county's Comprehensive Plan, is used to help implement many of the goals, objectives and policies of their Plans, and represents the ultimate development pattern for the unincorporated portion of each county. The FLU is one of the means to ensure that development is compatible with adjacent land uses, the natural environment, and support services and facilities. Development within the unincorporated County must conform to the various characteristics and standards provided in each of the FLU categories.

The FLU provides a basic framework for future patterns, densities, and intensities of land use. Recreation/Open Space category is designed to protect the available natural resources, as well as restrict the proliferation of strip commercial development, and generally to promote a balanced relationship between the natural environment and development.

The FLU categories along this corridor follow a similar pattern as the ELU. The majority of the Causeway is FLU category Recreation/Open Space. Recreation/Open Space land generally applies to public and private open spaces and recreational facilities and recognizes the natural and man-made conditions that contribute to the active and passive open space character and recreation use of such locations. Table 7.1 provides FLU for the corridor. Desirable FLU is currently in place along the Causeway.

Corridor Signage

Appearance, size, spacing requirements, land use and other characteristics of permitted on-premise signs are regulated by federal, state and local government regulations. FDOT prohibits private signage on state road R/W. All traffic informational and regulatory signs are the responsibility of FDOT on the Causeway.

Currently, business signs exist on the Causeway at both ends of the project limit area. The issue of commercial signage is not an issue on the majority of this corridor because of its recreational use. Small traffic signs, informational and regulatory in nature, exist on the causeway portion that is directly surrounded by water. An inventory of traffic signs is provided as part of Table 7.2.

On August 3, 2000, the City of Tampa adopted an ordinance prohibiting the erection of new billboards anywhere in the city. Therefore, no new billboards can be erected near or adjacent to the portion of the Causeway located in the City of Tampa. Additionally, the Tampa City Council has already adopted a resolution supporting the nomination of the Causeway as a Florida Scenic Highway.

In 1985 the Clearwater City Commission adopted regulations limiting the size of signs. These regulations effectively prohibit the construction of traditionally sized outdoor advertising signs or billboards. These regulations remain essentially unchanged since adoption back in 1985. The Clearwater regulations control the size and height of any new on premise business signs as well as prohibiting billboards.

These local policies meet the requirement of the Scenic Highway Program that require no new off premise signage (billboards) along a designated scenic highway. Additionally Goal 3 emphasizes the importance of working with local government to ensure long-term success. The CAG expects that informational signs identifying the Scenic Highway designation will be erected, for a minimum, for each end of the highway.

ROADWAY INVENTORY

Courtney Campbell Scenic Highway Background Assessment

Segment Number	Segment Name	Mileage	Traffic Signs	Traffic Signals	Signal Boxes	Utility Boxes	Guardrail	Business Signs	Billboards	Other
1	Tampa Landside	0.0 to 1.1	2 Large Overhead	1	1	---	Entire Length	8	3	Small Bridge Advertising Bench
2	Rocky Point	1.1 to 1.5	13 Small	2	2	2	Minimal at Eastern End	6	---	---
3	Davis Beach	1.5 to 2.0	14 Small	1	1	1	---	---	---	9 Picnic Shelters 18 Trash Receptacles Metered Parking at Beach
4	East Causeway	2.0 to 4.5	78 Small	1	2	3	Entire Length	---	---	Boat Ramps w/ Docks 54 Trash Receptacles
5	Big Bridge	4.5 to 5.1	6 Small	---	---	---	---	---	---	Large Bridge
6	Center Causeway	5.1 to 8.0	75 Small	---	2	2	Entire Length	---	---	13 Trash Receptacles
7	Small Bridge	8.0 to 8.1	4 Small	---	---	---	---	---	---	---
8	West Causeway	8.1 to 8.9	24 Small	---	---	---	Entire Length	---	---	---
9	Causeway Beach	8.9 to 9.4	23 Small	---	---	---	Entire Length SS Intermittent NS	---	---	7 Trash Receptacles
10	Clearwater Landside	9.4 to 10.0	1 Large Overhead 14 Small	2	1	---	---	5	---	---

Table 7.2

Corridor Safety Issues

Accident data for the Pinellas County portion of the Causeway for the past five years reports that there were 229 vehicular accidents recorded in the Pinellas County Crash Data Center. The majority of these accidents (120) were categorized as "Careless Driving" by law enforcement. There were three pedestrian accidents and one bicycle accident recorded in the Pinellas County Crash Data Center during the same reporting period.

Originally this roadway was undivided. In the late 1980's, concrete barriers were added to most of the corridor. This reduced the traffic accidents, particularly head-on collisions. The guardrails along the majority of the roadway separate vehicular from non-vehicular and recreational traffic. Limited entry points to the paved access road further reduce traffic conflicts.

In this corridor, several vehicular environments exist. Near the endpoint segments, traffic is primarily commercial in character. The balance of the corridor is principally used for commuting between Pinellas and Hillsborough Counties. These segments also include recreational destinations (beaches, boat ramp, access road/path, and fishing). Pedestrian crossing signals are included at the signalized intersections in Segments 3 and 4 and are being added to the new signal in Segment 9.

The speed limits are detailed in Table 7.3. The sight distance is excellent, with access control and standard design width. Motor vehicles traveling above the posted speed limit are common, especially during the very early hours of the morning.

The adopted Goals, Objectives and Strategies (Goals 2 and 6) acknowledge the importance of pedestrian/vehicle safety along the corridor (Goal 2). The CAG has worked closely with the FDOT and Clearwater Christian College to win approval for the installation of a pair of traffic signals at the college entrance in the vicinity of Damascus Road (Goal 2a). The Goals, Objectives and Strategies also identify the need to work with the FDOT to identify additional safety improvements throughout the corridor that are more in keeping with the scenic highway's character while in no way reducing corridor safety considerations.

Safety concerns at the recreation areas along the causeway are more personal safety issues rather than traffic safety issues in nature. In particular, the beach in Segment 9 is under the jurisdiction of the City of Clearwater. This facility has experienced difficulty with the presence of drugs and alcohol, campfires, and individuals violating parking restrictions. Clearwater uses the Community Policing Team to address these issues on a regular basis. The CAG, through Goal 2, intends to support the City of Clearwater's effort to address these concerns.

Traffic Volumes/User Types

The Causeway is a key regional transportation corridor used by commuters, tourists, commercial vehicles, and recreational vehicles. FDOT statistics show that the 2002 Average Annual Daily Traffic (AADT) is between 49,000 and 63,000 vehicles per day. There is no quantified information available regarding non-motorized vehicle usage in the corridor. Recent field observations have noted numerous pedestrians, bicycles and other recreational users taking advantage of the adjacent trail, beach facilities and other recreational amenities along the roadway.

As this roadway is a state road, the regulation and enforcement of transportation infrastructure is the responsibility of FDOT. Various regulations have been designed to ensure safe vehicular operational conditions, including design standards, licensing, and traffic control. With the speed limit, traffic volumes, and unrestricted truck traffic, the roadway provides separate facilities for non-motorized vehicles. The recreation trail that runs parallel and adjacent to the Causeway is separated from the highway by paved shoulders, grass median, and guardrail. As explained in a previous section, this path provides a number of recreational opportunities and is in constant use.

Certain land uses generate different types of truck traffic, and Pinellas County has implemented a countywide truck route ordinance that controls the location and time of day of heavy truck traffic. According to this ordinance, this roadway is an unrestricted truck through route. SR 60 is also one of the major east-west routes in Pinellas County. Truck use is primarily local delivery, comprising approximately 5% to 7% of the volume.

As a regional transportation facility little can be done to reduce traffic volumes in this corridor. The CAG's goals (Goal 2 and 6) include working closely with the FDOT and key stakeholders to identify ways to allow those drawn to the Causeway to interact safely with the traffic using this corridor. Enhanced bike/pedestrian paths, signage, and enforcement are keys to safe interaction.

Levels of Service (LOS)

Level of Service (LOS) is the most common tool for measuring a roadway's performance. This grading system relies on letter grades from A to F to describe the range of operating conditions from best to worst. Most local governments have adopted LOS C (average-daily conditions) and/or LOS D (peak-hour conditions) as their LOS standard for roads. Table 7.3, Roadway Description and Traffic lists the LOS for the corridor as determined in the 2001 Level of Service Report adopted by the Pinellas County MPO May 9, 2001 and December 2000 Roadway Level of Service for Hillsborough County. Segments 1 through 5 and Segment 10 operate at LOS F, while Segments 6 through 9 operate at LOS C.

LOS C describes restricted flow which remains stable but with significant traffic interaction. LOS D indicates high-density flow in where speed and freedom to maneuver are severely restricted even though flow remains stable. LOS F indicates forced traffic flow in which the traffic approaches a point that exceeds what can be served. LOS F is characterized by stop-and-go waves, low comfort and convenience.

The variability in LOS along the Causeway is due to the signalized intersections, particularly in Segments 1 through 4. Five signalized intersections exist in those segments. These traffic signals and the intersections and destinations they serve increase the traffic volume and congestion. The traffic signals on this roadway are necessary to provide safe access at warranted intersections. The traffic signals increase congestion on the main road, especially when adjacent to an uninterrupted flow arterial. Furthermore, the traffic signals are necessary to create queuing of vehicles, which improves traffic flow along interrupted flow arterials. Queues create gaps in traffic for ingressing vehicles and allow the signal system overall to operate more efficiently. FDOT is in the final phases of constructing a traffic signal for access to the Welcome Center, CCC, and Causeway Beach in the vicinity of Damascus Road (Segment 9). This will improve safety in this area and control access to these destinations.

Transportation Planning

In the Tampa Bay Region, the Chairman's Coordinating Committee coordinates the development of plans, policies and priorities that guide local transportation decisions. Representatives from all the MPOs in FDOT District 7 (including both Hillsborough and Pinellas County) on the Chairman's Coordinating Committee guide local transportation planning programs and activities. These policies are included in the Long Range Transportation Plan (LRTP). The LRTP considers all principal modes of transportation as an integrated system including highways, mass transit, bikeways and pedestrian facilities.

The LRTP designates SR 60 on the Causeway as a regional roadway to remain a 4-lane road (except where currently 6-lanes in Segments 1, 2 and 10). Based on future LOS conditions, this corridor is expected to be a constrained roadway. Roads operating at existing and/or future deficient levels of service that cannot be improved as necessary to alleviate these conditions are designated as constrained. Traffic for Segments 6 through 10 is projected to fall to LOS E according to the current LRTP.

Currently, Hillsborough Area Regional Transit (HARTline) in Hillsborough County and Pinellas Suncoast Transit Authority (PSTA) in Pinellas provide mass transit service. Coordination between the two organizations has allowed connections across Tampa Bay for public transit between counties.

As previously discussed, bicycle and pedestrian facilities exist along the corridor except along Segment 8. The Hillsborough County Greenway System includes bicycle lanes or routes leading to Ben T. Davis Beach and the Causeway. Pedestrian facilities are also

proposed for the Rocky Point area in Segment 2. In Pinellas County, the existing trail that runs parallel to the Causeway is included in the County trail network. In addition, the county plans calls for extending the existing trail to Segment 5 (the large bridge span). The CAG goals are consistent with these plans.

The Chairman's Coordinating Committee has also developed a Regional Multi-Use Trail Element, which addresses regional connections between the Counties in District 7 with a multi-use trail system. This system includes existing and planned trails on the Causeway, to connect Hillsborough and Pinellas Counties. The Regional Multi-Use Trails Map is illustrated in Figure 7.4.

The CAG's goals (Goal 6) support enhanced pedestrian and bicycle facilities through the corridor providing for linkages between the two counties. A key to these enhanced regional linkages are the addition of a pedestrian crossing over the main span and improved access to existing facilities along the Causeway.

Roadway Improvements

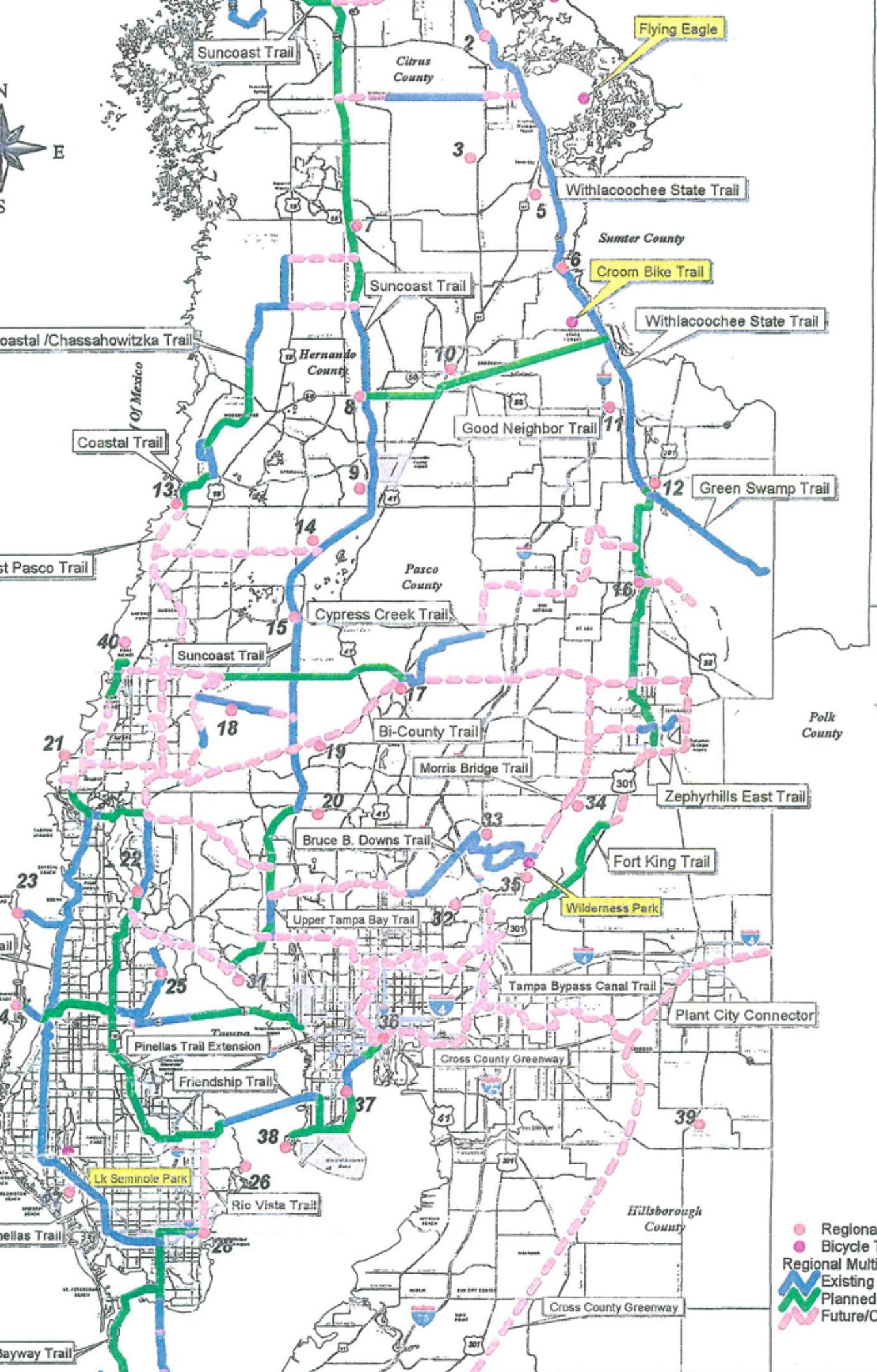
Based on the need for regional traffic connectivity improvements for the Westshore and Tampa Central Business Districts (CBD) and Tampa International Airport, FDOT interstate reconstruction plans include an expressway that will reach onto the Causeway. These improvements are part of the Tampa Interstate Study. LINKS is based on the expected continuation of the consistently high growth rates of the Tampa urban area, the traffic congestion in the northwest area of Hillsborough County and the need to provide an alternative north-south route to relieve Dale Mabry Highway. LINKS Stage I improvements proposed for Segment 1 of the scenic highway includes a three-level interchange for the Causeway interchange, the acquisition of the commercial properties, with minimal environmental effects on Tampa Bay. These improvements will not preclude access/connectivity to a regional trail system to the east.

All commercial property on the north side of SR 60 (including Courtney Campbell Causeway) west of Memorial Highway to the water is being cleared for the proposed roadway improvements. Clearing these commercial properties will significantly improve the "scenic character" of Segment 1.

These roadway improvements in Segment 1 are underway or soon to be let for construction.

Protection Techniques

The Causeway is a state road, operated and maintained by FDOT. All publicly owned R/W is protected from development. Although there are local government agreements within the incorporated city limits, the FDOT owns the Causeway.



hairmen's
coordinating
committee

The Causeway spans Tampa Bay and actually serves as a divider between Old Tampa Bay and Middle Tampa Bay. All of the waters of Pinellas County are designated at the state level as both an Outstanding Florida Water and Aquatic Preserve. Tampa Bay has been the target of a major restoration effort in association with its designation as a National Estuary by the U.S. Environmental Protection Agency (USEPA) in 1991. In 1996, a Comprehensive Conservation and Management Plan was developed for Tampa Bay that detailed both existing conditions in the Bay and planned actions to improve Bay conditions. Primary signatories to implement the Plan were Pinellas County, Hillsborough County, the City of Tampa and the City of Clearwater.

According to the Plan, the primary concerns in the Bay were water quality decline due to excess nitrogen loads from stormwater runoff, direct discharges to the Bay, and atmospheric deposition. Nitrogen is identified as the primary pollutant of concern. Toxic sediments and contamination were also identified as a problem for the Bay. In addition, Bay circulation and flushing problems were identified as issues in the Plan. As a result, dependent living resources and Bay habitat have deteriorated. Over a period of five years however, a Plan for improvement was developed that not only assessed Bay conditions but also set specific goals for Tampa Bay's improvement, management strategies were developed, the implementing agreement was signed by area governments and agencies, and today a variety of projects are being implemented by the signatory agencies and governments to achieve the goals of the Comprehensive Conservation and Management Plan for Tampa Bay.

The CAG is an advocate of these protection techniques (Goal 1) and is committed to working closely with the regulatory agencies to ensure long-term results.

Environmental Conditions

As the majority of the Causeway is bounded by scenic Tampa Bay, the corridor is home to a variety of native species. Species found on the federal endangered or threatened lists and state species of special concern list have been sighted along the corridor.

Refuge, shelter, breeding and nesting areas are provided by a natural estuary system that includes both mangrove and beach communities. This system is important to the many land and marine animals that reside on and/or frequent the area. The balance of freshwater and seawater is also protected by the plants in the area. The mangroves in Tampa Bay support the brown pelican, as well as other water birds. White pelicans are among the species that take advantage of this natural environment for the winter months. Sea grasses also provide habitat for many species of fish and marine animals. The loggerhead sea turtle, which is a threatened species, and Kemp's Ridley, one of the 12 most endangered animals in the world, have been sited in the vicinity of the corridor.

The CAG places great importance on the environmental community that is part of this Scenic Highway. Goals 1 and 4 have been established to support a better understanding of current conditions and to work for enhancements.

Other Programs

The Vision Statement developed by the CAG for the Scenic Highway clearly explains the supportive relationship between the local communities and governments, natural resources, and environment. Not only does the corridor provide a direct link between Tampa and Clearwater, it also travels directly through the ecosystem of Tampa Bay. The local communities as well as visitors to the area support the preservation of the area as it provides opportunities for sailing, power boating, parasailing, windsurfing, jet skiing, fishing, and picnicking. The length of the corridor is lined with trees, plants and the beautiful shores of the Bay, scenic by its very nature.

Each signatory government involved in the Comprehensive Conservation and Management Plan for Tampa Bay incorporates projects into their Capital Improvement Program (CIP) to support the protection of the natural environment of Tampa Bay. Hillsborough and Pinellas Counties, the Cities of Tampa and Clearwater, and the State of Florida, and the USEPA have partnered to preserve and restore the water resources. Non-profit organizations such as Keep Pinellas Beautiful, Inc., Keep Hillsborough Beautiful, Inc., and Citizens for a Scenic Florida, Inc. are committed to promote the protection and improvement of the environment, increase education, and protect, maintain and improve the beauty of the this corridor.

Governmental and Community Support:

- Hillsborough County
- Pinellas County
- City of Tampa
- City of Clearwater
- State of Florida
- FDOT
- USEPA
- Keep Pinellas Beautiful, Inc.
- Keep Hillsborough Beautiful, Inc.
- Citizens for a Scenic Florida, Inc.
- Clearwater Regional Chamber of Commerce
- Clearwater Christian College
- Tampa Bay Estuary Program
- Southwest Florida Water Management District
- Hillsborough County Aviation Authority
- Tampa Bay Regional Planning Council
- Westshore Alliance
- Save our Courtney Campbell Causeway
- Hyatt Westshore
- URS Corporation
- Coalition of Clearwater Homeowners Associations
- Tampa Bay Estuary Program

Section 8. Designation Criteria

The Florida Scenic Highway program requires an evaluation of a proposed Scenic Highway against ten Uniform Criteria (UC). An evaluation of the Causeway against these criteria follows:

UC#1: Resource(s) must be visible from the roadway.

Many resources are not only visible, but also directly accessible from the Causeway. Access to Ben T. Davis beach and Old Tampa Bay is directly available. Old Tampa Bay is visible along a majority of the Causeway's length. Wildlife may be seen throughout the Causeway from within and without your vehicle. The scenic value lasts the entire Causeway, as water and plant life is visible throughout. Additionally, recreational activities are clearly visible from the roadway as well.

UC#2: The corridor must “tell a story” that relates to its intrinsic resources(s).

The Causeway dates back to Captain Ben Davis who built the Causeway in the 1920's as a way to shorten the daylong trip from Clearwater to Tampa. He used construction techniques that were typical of the period. As a result, the Causeway is a historic relic of another era when dredge and fill was an accepted practice. The Causeway became an important resource during WWII when the Causeway became a key transportation link for troops training in the area. After the war, the Causeway was converted to a parkway with that traditional Florida feeling. Landscape enhancements have continued since then to further enhance the special views from the roadway.

Environmentally, nature has adjusted to the manmade intrusion of a dredge and fill project in the middle of a National Estuary. Nature took advantage of the opportunity of protected nesting areas and additional opportunities for mangrove colonies.

Throughout the years, residents of Tampa Bay availed themselves of the recreational opportunities of the Causeway. Their government responded with enhancements at the beaches, boat launching and picnic facilities.

During this same time, the Causeway continues to provide access between the Cities of Clearwater and Tampa.

In summary, the Causeway is the convenient gateway between the Cities of Clearwater and Tampa, unique because of the scenic opportunities afforded by the lushly landscaped sea level roadway. This summary would be incomplete without recognizing the incredible recreation and wildlife opportunities adjoining the road that make the Causeway a tourist destination itself.

UC#3: The roadway must be a public road that safely accommodates two-wheel drive automobiles.

The Causeway is a state highway open to all forms of vehicular public transportation. It is also known as ‘State Road 60’ or ‘SR 60’, formerly known as the ‘Davis Causeway’. There are no overhead vertical clearances of concern.

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

The Causeway is a testament to modern society and nature co-existing in a productive and equally beneficial manner. The Causeway has become a vital link for the Tampa Bay Community, connecting Pinellas and Hillsborough Counties along with the Cities of Clearwater and Tampa. It is also a portal to an important and unique natural ecosystem. The Causeway is literally alive through a self created ecosystem and the numerous species of wildlife that depend on the causeway system for food and shelter opportunities. More than 25 avian species have been spotted in the mangrove islands along the Causeway including bird nesting colonies at both the east and west ends. Additionally more than 70% of all recreational and commercially important species of fish depend on the estuary that this causeway crosses at some stage of their development.

Not only does the corridor house wildlife, it is also a haven and destination point for people to enjoy themselves. The most scenic, natural and recreational resources of the corridor are set aside for use by visitors and the community in the form of natural greenways, beaches and recreational sites. The entire length of scenic highway running just above sea level along Tampa Bay is parkway-like in contrast to the other bay crossings that are traditional bridges. The gentle curve of the roadway presents a unique perspective of the region’s skyline. It is the uniqueness of this park-like setting that offers a window to a highway.

UC#5: The roadway must be at least 1 mile in length and, if appropriate, provide access to the resources.

The roadway is approximately 10 miles in length, and runs from the Veterans Expressway (SR 589)/Memorial Highway to McMullen Booth Road (CR 611). Service roads allow access to recreational activities along the length of the road.

UC#6: A majority of the corridor must exhibit the qualifying resource(s). These resources should be as continuous as possible, for the present and the future.

This corridor offers all of the qualifying resources for designation as a scenic highway. The Causeway has become a vital link for the Tampa Bay community, connecting Pinellas and Hillsborough Counties along with the cities of Clearwater and Tampa. It is a portal to an important and unique natural ecosystem. The Causeway is literally alive through a self created ecosystem. Not only does the corridor provide a unique haven for wildlife, it is also a destination point for people to enjoy themselves. The most scenic, natural and recreational resources of the corridor are available for use by visitors and the

community in the form of natural greenways, beaches and recreational sites. Additionally, the Causeway provides a link for the regional multi-use trails network. Because of existing and future land use designations along the Causeway these attractors should be available into the foreseeable future.

The entire length of this causeway, running just above sea level, is park-like with the gentle curve of the roadway providing a unique perspective on the region's skyline and a window to Tampa Bay.

UC#7: A CAG must be organized to support the scenic highway designation.

A CAG is actively pursuing a Scenic Highway designation for the Causeway.

UC#8: A CPP must be developed and implemented

The CPP is an ongoing community outreach program designed to heighten awareness, build consensus and foster public involvement in support of the Courtney Campbell Scenic Highway (Scenic Highway). A CAG for the Scenic Highway was established in October 2000. Since then the CAG has conducted well over 50 meetings and discussions with interested parties and stakeholders to solicit input, long-term support, and help craft goals, objectives and strategies. Many of these key coordination meetings (CAG meetings) are listed at the end of this section in Table 3-1. The result of this coordination effort is a list of approximately 40 stakeholders (Appendix A).

The CAG commits to continue/maintain the strong CPP currently in place. Community involvement and public meetings are important tools for ensuring the effective and ongoing operation of a scenic highway. The Goals, Objectives and Strategies presented in Section 2 reflect this commitment to work hand-in-hand with the community to develop a corridor that best showcases and preserves the features and character of the Scenic Highway and surrounding area.

The CAG's ongoing CPP will build upon the current list of stakeholders by identifying others having an interest in the designation and long term success of this Scenic Highway. This is consistent with Goal 3b. This list will be reviewed and updated as needed on a yearly basis. Future public involvement activities will target the retention of these participants and the identification of additional stakeholders.

UC#9: Strong local support must be demonstrated.

The support letters contained in Section 10 of this Eligibility Document demonstrates support for designation of the Causeway as a Scenic Highway. The four key governmental units with jurisdiction for the Causeway have each twice endorsed the project at the Letter of Intent and the Eligibility Document phase. A CAG has been active for approximately four years indicating strong personal support for the effort.

Another example of support in the preservation of this vital artery was demonstrated, Saturday April 21, 2001, when community volunteers participated in the Great American Cleanup along the Causeway.

UC#10: A CMP must be developed with the endorsement of the local government(s).

It is expected that the current governmental programs and regulations of the FDOT, Cities of Clearwater and Tampa, Hillsborough, and Pinellas Counties will form the backbone of the CMP. These five entities participate on the CAG along with key business stakeholders on both sides of the bay. Elected officials from Tampa, Clearwater, Hillsborough, and Pinellas are actively involved with ongoing CAG planning.

The CAG has completed a corridor video as the first phase of the public involvement effort of developing the CMP.

Section 9. Corridor Story

Typically Floridian, combining all the expected elements of Florida sun, wide water vistas, sunsets, and tropical vegetation, that's the Courtney Campbell Scenic Highway. But, our Causeway is really much more than that.

Sunrise on the Causeway... the beginning

In 1528, the Spanish explorer Panfilo de Narvaez is believed to have landed somewhere on the Pinellas peninsula followed by Hernando DeSoto in 1529. Both men searched for the "Fountain of Youth," but instead found the beauty of the wetlands and the shore of Old Tampa Bay – the west anchor of the Courtney Campbell Causeway.

The Springs of the Holy Spirit, named by deSoto when he discovered the Espiritu Santo Springs, still exist at the Safety Harbor Resort and Spa. It was another 300 years before Odet Philippe established the first permanent settlement, other than native Indians, on the Pinellas peninsula north of the current causeway. Phillippe is credited with introducing citrus to the area, which in later years, was destined to become the leading agricultural product of Pinellas County. Shortly after Phillippe's settlement of Safety Harbor, the historical Bayview area, just south of the Causeway on the Pinellas side, was settled.

Today, the historic Bayview area is still home to original settlement homes and beautiful views of Old Tampa Bay. Cooper's Point is a preservation area, maintaining much of the northwest portion of the causeway as it was in Phillippe's day. Prior to the construction of the Causeway, Pinellas County was not much more than wetlands, swamps and eventually citrus groves – now, it is a bustling, urban county.

In the late 1920s, Ben T. Davis, a direct descendent of President Jefferson Davis of the Confederacy, wanted to shorten the journey between Clearwater and Tampa. Although the Gandy Bridge had been built between St. Petersburg and Tampa, there was no direct connection between central Pinellas County and Tampa.

From 1927 to 1934, Captain Davis (formerly a Steamboat Captain) worked on the Causeway when his company had no other dredging work to do. The Causeway cost \$900,000 to build (including the two bridges since one was demolished by a hurricane). It opened on January 28, 1934 with a 25-cent toll for a car and driver. The Davis Causeway was the longest over-water fill across an open body of water in the country. In 1944, as part of the war effort, the federal government seized control, paid \$1,085,861 for the road and transferred ownership to the State of Florida. In 1948, it was renamed the Courtney W. Campbell Causeway after the Florida Road Board member and US Congressman (and Clearwater Beach resident). This recognition came because of his work effecting major repairs and beautification, including his much-copied wayside park system.

Renaming the road created the means for a converted parkway with extensive landscaping including the native vegetation that grows today. Now, more than 50,000 commuters traverse the Causeway daily.

Bright Florida Days...

Although the dredging and filling of the Causeway substantially changed the tidal water movements within the bay, water recreation activities remain a large part of the Causeway today. The water quality in the Safety Harbor area deteriorated and the salinity of the area north of the Causeway decreased affecting marine life. Today's environmental standards would not allow such a construction project – making the Causeway itself a piece of history.

Picnic shelters, tables and rest areas along the Causeway reflect the casual lifestyle of visitors to mid-1900's parkways. A public boat ramp on the north side of the Causeway affords opportunities for fishing, sightseeing or water skiing in Tampa Bay. The Ben T. Davis Municipal Beach rests on the eastern (Tampa) border of the Causeway and an unnamed beach owned by the FDOT borders the west end of the Causeway.

Access roads along the north and south side of the Causeway provide a linear pedestrian walkway and bike trail. Small bridges allow for fisherman to take advantage of the multitude of flounder, redfish, sheepshead, snook, and spotted seatrout in the bay.

Clearwater's Visitor Information Center not only helps navigate visitors from Tampa to Clearwater Beach, but will provide a means for distributing educational material about the Scenic Corridor.

Natural beauty and glowing sunsets...

The unique construction project that created the Causeway also created an ecosystem, limiting access to natural predators and creating an environmental sanctuary for many bird species.

Tampa Bay is Florida's largest open water estuary, stretching 398 square miles at high tide. Saltwater from the sea and fresh water from rivers and uplands mix, create nurseries for young fish, shrimp and crabs.

The north shoreline is a paradise for birds and the Causeway acts as a form of barrier (acting as a coastal island) from predators. Birds nesting in the protected areas include certain herons and egrets, which have been designated Species of Special Concern (SSC) by the State. In addition, the endangered West Indian Manatee (federally listed) also roams the waters around the Causeway, the western half of which is part of the Pinellas County Aquatic Preserve as designated by the Florida Department of Environmental Protection. This Preserve and the management practices of this state road's lengthy beaches have promoted growth of flora such as Spartina "marsh grass," mangrove trees, seagrasses and various other aquatic plants necessary to attract smaller organisms that balance out the food chain.

Audubon Scientists have recently spotted dozens of bird nests within the Conservation Easement Site. In order of prevalence, the Tri-colored heron, Snowy egret, and little blue heron, all of which are SSC-listed by Florida, frequent the site. Other rookery inhabitant (for a total of 78 pairs) are the Great Blue heron, Great egret, American Oystercatcher

and Yellow-crowned night-heron, the latter of which has been a designated colony occupying a breeding site as far back as 1986.

As the sun sets in the Bay area, commuters see the beauty of nature and fun joined together in this one unique corridor. The Courtney Campbell Scenic Highway combines a rich ecological and engineering history with a modern recreation and environmental wonder. The blend of Indian settlers, Spanish adventurers, turn-of-the-century entrepreneurs and modern-day commuters and sportsmen write the story of the Courtney Campbell Scenic Highway.

Section 10. Protection Techniques

Most of the current Causeway is fully owned by the FDOT and as such, it is subject to state regulations. These regulations prevent commercial intrusions incompatible with state transportation goals. The State is responsible for erosion control and shoreline protection.

Typically, the State is responsible for all maintenance activities within the guardrails along with the overall integrity of the Causeway. The State has entered into a number of maintenance agreements with the City of Tampa and the City of Clearwater relative to the management of enhanced landscaping and beautification efforts in place along the Causeway between the guardrails and the water.

Private property located along the corridor is subject to the regulations of the Cities of Clearwater and Tampa. Those regulations cover land development, signage, landscaping, and nuisance controls. Both Tampa and Clearwater currently prohibit the erection of new billboards in the areas adjacent to the Causeway. These forward-looking billboard prohibitions are consistent with Florida State Chapter 479, which allows cities to adopt standards stricter than state guidelines (as long as the local city is not causing existing billboards to be removed).

Section 12 of this document contains references to the appropriate Comprehensive Plans of all governmental entities. These plans view the Causeway as a gateway to their communities and as such a resource to be protected. Additionally, current and future zoning established by local government supports the long-term protection of this Causeway.

As detailed more fully in the Background Assessment section of this document, Tampa Bay has been designated as a national estuary in 1991. Additionally, Tampa Bay is a State Aquatic Preserve. The Tampa Bay Estuary organization monitors and promotes water quality and natural resources of the entire bay. Additionally, the Agency on Bay Management, a sub committee of the TBRPC, also monitors usage in the entire Bay. Thus the natural and water quality issues surrounding the Causeway will be closely monitored and protected.

The CAG does not anticipate that additional regulations or ordinances will be required in order to protect the Causeway.

Section 11. Funding and Promotion

Funding

As presented in the Scenic Highway Program Manual, the two main sources of funding opportunities existing for scenic corridors are federal and state grants, trusts and assistance programs. In preparation for corridor designation, the CAG has begun to investigate funding opportunities that are consistent with the CAG's vision and goals.

The CAG has identified the Transportation Enhancement Program, funded by the federal government and managed by the State, as a key source for project specific funding. The types of projects funded by this program fit well with the goals and objectives established by the CAG. Because the Causeway overlaps two MPO's (Pinellas and Hillsborough) the CAG has begun the coordination effort to obtain future funding consideration. Additionally representatives of each MPO are also members of the CAG.

One unique source currently being investigated involves funding tied to the Tampa Bay Estuary motor vehicle license plate program. The majority of these funds are allocated to the Tampa Bay Estuary Program, which administers a mini grant program for the area, including the Causeway.

Other potential funding sources are the Tourist Development Councils on both sides of the bay. These groups would be potential sources especially for educational materials related to the Causeway as a recreation or ecotourism destination. Hospitality businesses in the area adjacent to the causeway are other potential sources for funding this kind of expenditure.

At this time the CAG does not anticipate the need for significant funding, as the Causeway is currently a scenic and recreational opportunity. Appropriate grants will be identified to address specific needs as the goals and objectives are implemented.

Promotion

With the financial and technical support of the URS Corporation, the CAG has developed a promotional video for the corridor (Appendix F). This 15-minute video documents the corridor's intrinsic resources and it's scenic character. This video will be provided to the local Chamber of Commerce's, local news, CAG members, and speaker groups to promote the corridor. Additionally, the video will be made part of the corridor web site as outlined below.

The CAG established a corridor web site on the TBRPC's web server at www.courtneycampbell.org. Partner organizations (governments, chambers, businesses) will be encouraged to place a link to this web site on their individual web locations. Additionally, the CAG will approach the Tampa Bay Partnership, a regional economic development organization, with a request to appear in their web site section about recreational and cultural opportunities.

Displays and presentations will be available to civic and business groups in the area. Promotional brochures and a corridor Kiosk are part of the CAG's Goals, Objectives and Strategies.

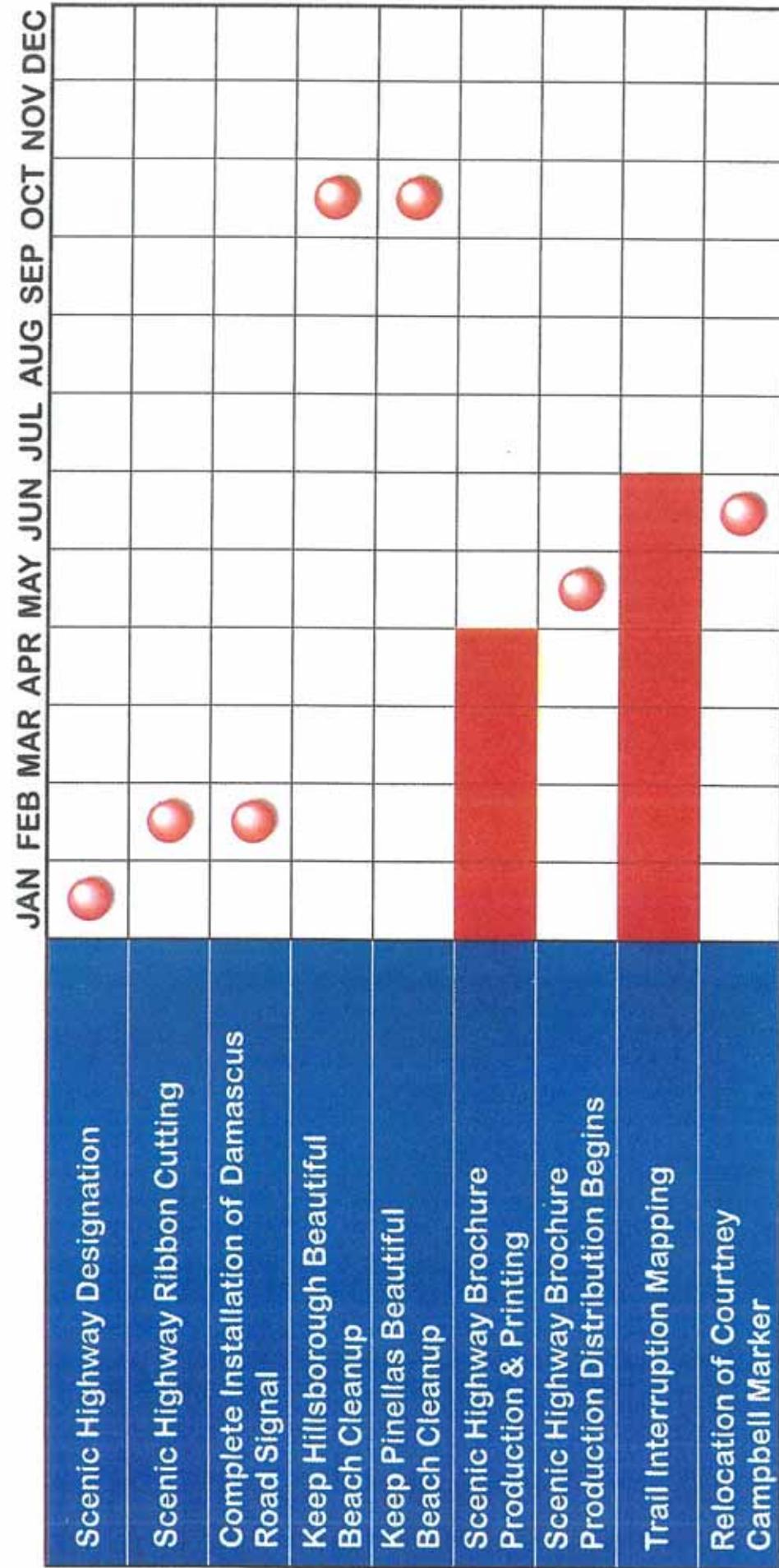
Both the Hillsborough Keep America Beautiful and Pinellas Keep America Beautiful programs provide volunteers to clean up the Causeway on a yearly basis. The Causeway is also part of the Adopt-A-Shoreline program.

Support for many of these programs are volunteer based. Two groups that have been very active include the Parrot Heads of Tampa Bay and Clearwater Christian College.

An implementation schedule (Figure 11-1) has been developed for the first year as a designated scenic highway. This schedule highlights several of the initial issues that will need to be addressed.

2005 Implementation Schedule

Figure 11-1



Section 12. Relationship to Comprehensive Plans

Current Efforts Associated With Local Comprehensive Plans

Based upon guidance provided in the State's Scenic Highway Manual, specific elements of the CMP must be incorporated into the local government(s) comprehensive plans. The three elements to be included are;

- Map of the scenic highway corridor
- Corridor Vision Statement
- Goals, Objectives and Strategies

Incorporation of these elements into the local comprehensive plans provide the primary mechanism for establishing an enforceable CMP.

The CAG is currently working with planning staff from the Cities of Clearwater and Tampa to ensure that these elements are included in the next plan update for the two cities. Appendix K provides commitments from both cities indicating that the plan amendment process is underway to include the specific elements of the CMP.

Additional Relationships to Local Comprehensive Plans

A review of current local comprehensive plans provides the following support to the designation of scenic highways;

1. Tampa Bay Regional Planning Council: Adopted on December 10, 2001 the "Evaluation and Appraisal Report *Future of the Region*: A Strategic Regional Policy Plan for the Tampa Bay Region". This document includes Regional Transportation Goals and Policies. A new policy added on 12/10/2001 was "Encourage the designation and implementation of Florida Scenic Highways within the region as a way also to promote resource protection, economic development, and increased tourism."
2. City of Clearwater Comprehensive Plan:
Policy 22.4.3 of the Clearwater Comprehensive Plan reads: "The City shall maintain and enhance the Courtney Campbell Parkway as an aesthetic gateway and landmark visual image of Clearwater."
3. City of Tampa Comprehensive Plan:
Two elements of the Comp Plan have applicability to the Courtney Campbell. The first excerpt discusses 'Scenic Corridors'. Though the Courtney Campbell is not specifically mentioned in the list of potential scenic corridors, the plan does say that "this list is not intended to be exhaustive". The second excerpt discusses 'Gateways'. The Courtney Campbell Causeway is definitely listed as a potential gateway in the plan. An extract of these documents is included later in this document.

4. Hillsborough County Comprehensive Plan:
Several references of the Hillsborough Comp Plan apply to the designation and protection of the Courtney Campbell Scenic Highway. These are found in the Transportation and Future Land Use Plan elements. An extract of these documents is included on the next pages of this document.
5. Pinellas County Comprehensive Plan:
The Pinellas County Planning Department in a letter dated January 22, 2002, advises that the designation of the Courtney Campbell as a Scenic Highway is consistent with the adopted Pinellas County Comprehensive Plan.

Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County Florida - TRANSPORTATION

(As Adopted and Amended by the Hillsborough County Board of County Commissioners March 2001)

THE ADOPTED 2020 LONG RANGE TRANSPORTATION PLAN, Page 8

STAR (Sensitive to Area Residents/Special Treatments are Required) Roads are designated for widening, and due to special circumstances, will include special amenities to lessen potential adverse impacts to adjacent land uses, the environment, or historic areas. These may include extra right-of-way, noise barriers, or landscaping to shield surrounding communities, and elevated sections over wetlands and wildlife habitats.

IV. GOALS, OBJECTIVES AND POLICIES INTRODUCTION, Page 80

To ensure that the character and location of transportation facilities can support economic development and the protection of natural resources while minimizing the threat to health, safety and welfare posed by hazards, congestion and environmental degradation; the Goals, Objectives, and Policies for the Transportation Element were developed taking into account the following considerations:

- Growth Management - To develop and deliver transportation system and services in a socially and fiscally responsible manner to support development and redevelopment in the County.
- Economic Development - To attain the highest level of economic well-being possible for all citizens through the achievement of a stable and diversified economy.
- Neighborhood Preservation - To achieve a well balanced transportation system which protects and enhances the fabric and character of residential neighborhoods.
- Environmental Conservation - To ensure the proper conservation of the natural environment.
- Citizen Participation - To promote and encourage meaningful public participation in all aspects of the transportation planning process.

GOAL 1: Provide a safe, efficient, environmentally sensitive, and integrated multi-modal transportation system for the movement of people and goods in Hillsborough County.

Page 96

OBJECTIVE 1.5: Provide for and promote coordinated transportation planning, right-of-way and corridor protection, and project implementation across jurisdictional boundaries.

Page 103

GOAL 3: Provide a county-wide bikeway and pedestrian system that is integrated with other transportation modes.

- a) Provide on and off road Bicycle Facilities and Sidewalks.

OBJECTIVE 3.1: Include appropriate bicycle facilities, trails, and sidewalks in all planning, design, construction and maintenance activities related to transportation.

- b) Provide Design Standards and Incentives to Encourage Bicycling and Walking

OBJECTIVE 3.2: The County shall adopt policies and design standards that provide safe, convenient and enjoyable bicycle and pedestrian facilities to increase the use of cycling and walking for all travel purposes.

Page 109

GOAL 5: Provide an effective roadway network and protect the community and the natural environment.

- a) Neighborhood and Environmental Protection

OBJECTIVE 5.1: Carefully review all proposed new road projects, road widening, and other improvements with respect to residential and commercial neighborhoods and environmentally sensitive land so as to minimize adverse impacts thereupon.

Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County Florida - FUTURE LAND USE

(As Amended by the Hillsborough County Board of County Commissioners December 3, 1998 (Ordinance 98-56) Department of Community Affairs Notice of Intent to Find Comprehensive Plan Amendments in Compliance published February 8, 1999 {DCA PA No 98-1 ER} March 1, 1999 Effective Date AMENDED)

Pages 10-11

- 4. Community design considerations have been incorporated into the Plan through the Community Design Component of the Future Land Use Element. This section addresses the issues of transportation, neighborhood design, commercial development, as well as implementation of these objectives. Community identities will be defined, maintained and enhanced through the adoption of individual community plans. Scenic corridor considerations provide a means of connecting these communities in an attractive and efficient manner. The scenic corridor considerations have been expanded and given more clarity for the reader to understand how this concept will be implemented. The future land use map series illustrates the roads that are designated for scenic corridor designation. Historic preservation is strongly encouraged, and will be achieved through the application of the County's landmark ordinance.

The land use plan has one overall goal statement:

Ensure that the character and location of land uses optimizes the combined potentials for economic benefit and the enjoyment and the protection of natural resources while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.

Page 43 - 44

Objective A-7: New development should demonstrate clustered development to achieve open space that requires development to occur in a manner that protects natural resources (including wetlands, wildlife habitat, aquifer recharge, floodplains, and other resources) and/or permit the continuation of agricultural activities in areas suited for such uses.

Policy A-7.2:

In rural areas open spaces shall be conservation areas, preservation areas, mitigation areas, and passive recreational uses such as nature observation and hiking. In urban/suburban areas, open space may include, natural preservation and mitigation areas, stormwater systems, landscaping, and pedestrian and bike trails and other passive uses, consistent with the goal of clustered development to achieve open spaces.

Policy A-7.3:

Whenever feasible, the required open space, which must be provided pursuant to the policy below, should include all, or as much as possible, the most significant, productive, or sensitive natural resources areas on the site. The siting of development should be controlled to minimize impacts on the functions of the open space and the natural resources therein.

Policy A-7.5:

Wherever feasibly and functionally possible, required open spaces for individual projects should be integrated into a greenway system, particularly when contiguous parcels have already been identified or reserved for such purposes, such as but not limited to a wildlife corridor, bicycling, hiking, inline skating, and horseback riding.

Policy A-7.6:

A maintenance plan for the open space shall be provided by the landholder at the time of final development plan certification. Open spaces can either be privately maintained or covered by a conservation easements under the control of Hillsborough County or other appropriate public entity.

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Some other policy direction for community design already exists

Hillsborough County has already endorsed some components of community design. They include ordinances regulating signs, land alteration and landscape, and art in public places, other enacted items such as the North Dale Mabry Plan, and the I-75 Corridor standards and programs including scenic corridors and rails-to-trails. These are incorporated into the community design section by reference. The community design standards also incorporate additional policy items which have already been endorsed by the Board of County Commissioners and by others. Many of the goals and objectives outlined here have been discussed in the Livable Roadways document, in the Principles for Good Neighborhoods, and several other sources.

Policy E1-3.3:

Undertake planning and budgeting for landscape installation and for ongoing maintenance simultaneously with roadway planning.

Policy E1-3.4:

Where narrow rights-of-way limit opportunities for landscaping, planting easements should be considered through agreements with adjacent property owners.

Policy E1-3.5:

Provide development incentives to encourage private development to provide enhanced landscaping.

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Policy E1-6.1:

Designate scenic corridors, as illustrated on the Future Land Use Map, with input from the Board of County Commissioners, citizen groups, and pertinent agencies. Criteria for selecting specific corridors for further consideration should include the following:

- Protect and enhance corridors which are predominantly residential
- Protect roadways with significant tree cover
- Protect roadways with significant environmental sensitivity
- Preserve roadways with predominantly rural character
- Lessen the impact of roadway construction on existing communities
- Unify and connect different communities

Policy E1-6.2:

Undertake planning for scenic corridors together with community or neighborhood planning where appropriate.

Policy E1-6.3:

Preserve natural and historic features in the process of improving existing roadways or building new facilities, and in the process of developing adjacent properties.

Policy E1-6.4:

Preserve existing stands of trees, and provide new tree planting associated with any roadway expansion or new construction.

Policy E1-6.5:

Create special sign districts where appropriate, to reflect characteristics such as neighborhood identity, historic or environmental features, or rural character.

Policy E1-6.6:

Provide design standards to emphasize the gateway character of designated roadways at the entrances to the County and to local communities.

Policy E1-6.7:

Provide guidelines for new development in designated corridors, to deal with such design features as access management, parking and building placement, and landscape.

Policy E1-6.8:

Provide interconnections for open space corridors and environmental systems where appropriate.

Pages 107 – 108 **ADDITIONAL COMMUNITY DESIGN CONSIDERATIONS**

Scenic Corridors

The examination of existing roadway appearance in unincorporated Hillsborough County and the impacts of future roadways and road reconstruction on established neighborhoods suggests a number of areas of concern. Many of our road rights-of-way are aesthetically unattractive because of lack of planning for buffering and landscaping. This concern covers both neighborhood commercial and residential arterials and collectors. Another concern is the impact of new road construction and existing road reconstruction on established neighborhoods. Residents fear that the intrusion of new roadways and the intensification of existing roadways will be a detriment to the appearance of their communities. The protection of existing roadways that exhibit attractive or scenic characteristics and the improvement of the appearance of existing and future development are also issues that need to be addressed. The Scenic Corridor designation should address many of the issues regarding the appearance and impacts of roadways within unincorporated Hillsborough County.

The Scenic Corridor designation is viewed as a catalyst and guideline to be used by the public and private sectors to bring about a coordinated effort in improving the aesthetic appearance of designated roadways.

The purpose of the Scenic Corridor designation is to provide a framework for future planning and implementation of standards that can be addressed in the development regulations of Hillsborough County relating to the aesthetic appearance of identified roadways. The actual planning should be done by Hillsborough County with input from citizens' organizations, the development community and private individuals that would be affected by the scenic corridor designation. The implementation can be accomplished through community organizations, developers or the county depending upon the specific roadway being addressed.

The Scenic Corridor designation will be applied to Hillsborough County road corridors determined to have scenic qualities of local or countywide significance. Roadways that function as connectors or linkages in the scenic corridor system are also considered for the designation even though their present characteristics would not normally warrant the designation. The purpose of this designation is to preserve and enhance the aesthetic appearance of such facilities with concern for related buffering, landscaping and control of non-residential uses.

Another purpose of the Scenic Corridor designation is to preserve, enhance and expand a system of roadways that will begin to form a boulevard system to connect different communities within unincorporated Hillsborough County. The boulevard system will also form a system of connections between parks and recreational areas of the county.

Consideration of bicycle and pedestrian access should be considered as part of the scenic corridor development plan.

Page 110

Gateways

Other roadways not designated as Scenic Corridors but which have significance as gateways into Hillsborough County should be considered for application of additional landscaping and street tree planting to enhance their appearance. These roadways may be bordered by a variety of land uses. The additional landscaping and street tree planting can help unify and improve the aesthetics of these gateway roadways. As with the scenic corridor, the implementation of the additional landscaping could be accomplished through the public or private sector. A plan for planting however shall be developed by the public sector with input from the community. The actual planting can either be accomplished in the existing road right-of-way or in the landscaped buffer zone area whichever is more appropriate.

Page 13

I. ABSTRACT

The Future Land Use Element is required by the state's land use legislation, Part II, Chapter 163, FS, Chapter 97-351, Laws of Florida, as amended. The Future Land Use Element meets the applicable requirements, and it is consistent with the State Comprehensive Plan and the Comprehensive Regional Policy Plan and is subject to existing implementing regulations.

Future Land Use Element, Tampa Comprehensive Plan **Scenic Corridor Designation**

The purpose of the Scenic Corridor designation is to provide a framework for future planning and implementation of standards that can be addressed in the development regulations of the City of Tampa relating to the aesthetic appearance of identified roadways. It will help to preserve and enhance the aesthetic appearance of such facilities with concern for related buffering and landscaping.

Another purpose of the Scenic Corridor designation is to preserve, enhance and expand a system of roadways that will begin to form a boulevard system to connect different neighborhoods within the City. The boulevard system will also form a system of connections between parks and recreational areas and create an open space network throughout the City.

Designation of a Scenic Corridor will be based on the existing and proposed location of a roadway within the community. It will be used to protect and enhance existing arterial and collector roadways where existing land use is predominantly residential. The designation of Scenic Corridor can also be used to protect roadways where significant tree coverage and landscaping already exist from unplanned future commercial

development. New roadways planned and the rebuilding of existing roadways through residential areas shall also be considered for Scenic Corridor designation as a method of lessening the impact on existing and proposed neighborhoods.

Criteria

1. The Scenic Corridor designation will be applied to road corridors determined to have scenic qualities of local or City-wide significance (i.e., significant tree coverage.)
2. Roadways that function as connectors or linkages in the Scenic Corridor system are also considered for the designation even though their present characteristics would not normally warrant the designation. This will help to unify and connect different neighborhoods in the City with attractive boulevards, improving and enhancing the areas through which they pass.
3. The Scenic Corridor designation will also be used to protect existing collector and arterial roadways that have residential characteristics that would be desirable to preserve.

Potential Scenic Corridors

The following roadways may be considered for designation as Scenic Corridors based upon the above criteria. The priority corridors are identified by an asterisk. This list is not intended to be exhaustive:

- * Bayshore Boulevard
- * Tampa Palms Boulevard
- * Interbay Boulevard
- * El Prado Boulevard
- * Nuccio Parkway
- * Sligh Avenue
- * Westshore Boulevard
- * Himes Avenue
- * Bruce B. Downs Boulevard
- 22nd Street
- Habana Avenue
- MacDill Avenue
- 34th Street
- Linebaugh Avenue
- Central Avenue
- Hanna Avenue
- Highlands Avenue
- Tampa Street
- Rome Avenue
- Euclid Avenue
- Hillsborough Avenue (Rome to Nebraska)

Method

The actual planning for Scenic Corridors should be performed by the City of Tampa in cooperation with Hillsborough County and FDOT with input from citizens' organizations, the development community and private individuals that would be affected by the Scenic Corridor designation. The implementation can be accomplished through community organizations, developers or the City, depending upon the specific roadway being addressed.

These plans should include street tree planting and landscaping plans implemented by either the City, the private sector, citizen organizations or any combination thereof. Specific distance between street tree, the species required and other appropriate landscaping shall be developed as part of the zoning code or landscape ordinance, whichever is more appropriate. Bicycle and pedestrian access should also be considered as part of the Scenic Corridor development plan. Plans for each roadway should address the character, residential, commercial or mixed use, and require treatments that are most suitable for the area.

The Scenic Corridor designation should attempt to protect roadways which have primarily residential character thought to be desirable. Commercial activities should be limited to established activity centers on those residential roadways. New roadways under construction but designated as Scenic Corridors, or reconstruction or widening projects on existing Scenic Corridors shall require the City to provide a street tree planting plan and mechanisms for implementation to take place as part of the roadway construction/reconstruction or subsequent private development of the adjacent properties.

Existing roadways that are designated as Scenic Corridors should consider the ultimate design of the roadway in the formulation of the tree planting and landscape plan to be implemented. If the addition of a landscaped buffer zone is not feasible because of existing conditions, then an attempt should be made to incorporate the street tree planting and landscaping within the proposed or existing R/W depending on future roadway plans.

Gateways

Some roadways have significance as gateways into the City of Tampa, and they should be considered for application of additional landscaping and street tree planting to enhance their appearance. These roadways may be bordered by a variety of land uses. The additional landscaping and street tree planting can help unify and improve the aesthetics of these Gateway roadways. As with the Scenic Corridor, the implementation of the additional landscaping and street tree planting can help unify and improve the aesthetics of these Gateway roadways. As with the Scenic Corridor, the implementation of the additional landscaping could be accomplished through the public and/or private sector. A plan for planting, however, shall be developed by the public sector with input from the community. The actual planting can either be accomplished in the existing road R/W or in a landscaped buffer zone area whichever is more appropriate.

Potential Gateways

The following roadways can be considered Gateways into the City of Tampa and may be suitable for additional landscaping and street tree planting. This list is not intended to be exhaustive. The priority corridors are identified by an asterisk.

- * Kennedy Boulevard
- * Gandy Boulevard
- * 22nd Street Causeway
- * Courtney Campbell Causeway
 - Florida Avenue
 - Nebraska Avenue
 - Dale Mabry Highway
 - Interstate 275
 - Crosstown Expressway
 - Martin Luther King, Jr. Blvd.
 - Hillsborough Avenue
 - Fowler Avenue
 - Busch Blvd.
 - Sligh Avenue
 - Waters Avenue
 - Armenia Avenue

Section 13. Action Plan

The CAG has developed an action plan that outlines the sequence of activities that will be performed to meet the Goals, Objectives and Strategies (Table 13-1). Ultimately, this action plan is the road map that the CAG will use to implement its CMP. The CAG has established an implementation schedule that includes short term (first two years), mid term (first three to six years) and long term (beyond six years) goals. The details of this action plan are provided on the following pages.

Courtney Campbell Causeway Scenic Highway

Action Plan

Table 13-1

Goal	Strategy	Objective	Strategy	Priority
1 Resource Protection		<p>a. Retain current physical cross section character of the Causeway reminiscent of its historic origin</p> <p>i. Work with the two County MPOs to adopt policies to maintain the historic character of the roadway without impacting the function of the roadway.</p> <p>b. Support the use of native Florida landscape along the Causeway as additional landscaping is required or needs to be replaced</p> <p>i. Identify, for future removal and eradication, locations of exotic infestation along the Causeway.</p> <p>ii. Work with the FDOT to identify natives that can be used along the corridor.</p> <p>iii. Develop guidance to municipalities on desirable species to be used for future corridor plantings.</p> <p>iv. Partner with local agencies and environmental advocates on implementation strategies that could include funding and/or in-kind services.</p> <p>c. Maintain the natural environment of the Causeway</p> <p>i. Partner with local environmental advocates to support the bird populations of special concern along the Causeway by identifying current nesting areas, supporting population counts, enhancing habitat, and installing signage to protect nesting areas.</p> <p>ii. Monitor Tampa Bay Estuary Program Research affecting areas adjacent to the Causeway.</p> <p>d. Promote community partnerships to control litter</p> <p>i. Partner with "Keep Hillsborough Beautiful" and "Keep Pinellas Beautiful" on semi-annual coastal cleanup programs.</p> <p>ii. Strengthen Adopt-a-Highway/Adopt-a-Shoreline sponsorship for the entire length of the Causeway.</p> <p>iii. Monitor local municipalities' efforts to identify sites for additional trash container sites along the Causeway and ensure that they are kept in good repair and empties frequently enough to ensure that debris is not overflowing.</p>		

Courtney Campbell Causeway Scenic Highway

Action Plan

Table 13-1

Goal	Strategy	Objective	Strategy	Priority
2	Enhance Vehicle & Pedestrian Safety	<p>a. Improve highway safety by identifying and working to implement engineering solutions</p> <p>i. Support the installation of a traffic signal at the Clearwater Christian College entrance and the western beach area.</p> <p>ii. Partner with FDOT, Hillsborough MPO and the Westshore Alliance to evaluate how to improve pedestrian crossing safety at Rocky Point.</p> <p>iii. Work with FDOT and local governments to identify traffic and pedestrian safety issues and implement appropriate solutions.</p> <hr/> <p>b. Improve bicycle/pedestrian safety enhancements</p> <p>i. Work with FDOT, MPOs and local governments to develop a continuous bicycle/pedestrian trail parallel to the main roadway to avoid traffic auto conflicts.</p>	<p>Short term</p> <p>Short term</p> <p>Mid term</p> <p>Continuous</p>	

Courtney Campbell Causeway Scenic Highway

Action Plan

Table 13-1

Goal	Strategy	Objective	Strategy	Priority
3	Build Community Support	<p>a. Incorporate Causeway plan elements in the Comprehensive Plans for the four local government jurisdictions</p> <p>i. Work with local government staff to identify the current comprehensive plan elements that support the plan.</p> <p>ii. Support the review and update of the local comprehensive plans to support the inclusion of goals, objectives and strategies of the plan.</p> <p>iii. Support the approval and adoption of the amendments required in local government comprehensive plans to implement the objectives, goals and strategies.</p>		Short term
	b. Continue the Corridor Management Entity as an ongoing and effective sponsor and advocate for the Scenic Highway designation process and implementation of improvements	<p>i. Implement the Corridor Management Entity (CME) and Operating policies as adopted and manage effectively.</p> <p>ii. Maintain the membership of the Corridor Management Entity and meet a minimum of four times each year.</p> <p>iii. Develop an Annual Report on the progress of implementing the Corridor Management Plan and report to local and state organizations.</p> <p>iv. Seek out long term funding strategies for the Regional Planning Council (RPC) to continue to function as the CME.</p> <p>v. Coordinate with private interests along the Causeway and seek partnerships that accomplish the goals, objectives and strategies of the plan.</p> <p>vi. Seek out local, state and federal support and apply for and receive gifts and grants to implement the plan.</p>		Continuous
	c. Advocate and monitor intergovernmental coordination between four governmental entities having jurisdiction for the Causeway	<p>i. Maintain the effectiveness of intergovernmental coordination designation and implementation of improvements.</p> <p>ii. Monitor the ongoing status of the maintenance agreements between the FDOT and local governments.</p> <p>iii. Provide a forum for the coordination of government efforts related to the Causeway.</p>		Continuous

Courtney Campbell Causeway Scenic Highway

Action Plan

Table 13-1

Goal	Strategy	Objective	Strategy	Priority
4	Education	a. Maintain and enhance the Scenic Highway's web site	i. Continue to update the web site. ii. Ensure search engine links for general access.	Continuous Continuous
		b. Develop a Scenic Highway education program	i. Develop interpretative pamphlets covering the following areas; history, recreation, natural assets. ii. Establish and maintain a speakers bureau. iii. Develop a corridor video and plan for presentation. iv. Develop and locate information signage along the corridor.	Short term Mid term Mid term Mid term
		c. Promote the location and features of the Causeway with notations on local and regional maps	i. Research feasibility and access to mapping and publications and respond accordingly.	Continuous
		d. Develop and implement a "Keep It Clean" Educational program for the Causeway	i. Determine pollution sources and develop a program or brochure to address the pollution sources.	Mid term
		e. Maintain an archive of Courtney Campbell Scenic Highway information	i. Establish an archive of historical records and photos related to the Causeway.	Continuous

Courtney Campbell Causeway Scenic Highway

Action Plan

Table 13-1

Goal	Strategy	Objective	Strategy	Priority
5	Economic Development & Tourism	<p>a. Maintain/enhance the recreational opportunities along the Causeway</p> <p>i. Continue the service road concept that provides access to multiple recreational opportunities.</p> <p>ii. Perform an opportunities and strengths analysis to identify additional recreational enhancements.</p> <p>b. Establish the Courtney Campbell Scenic Highway as a tourist point of interest</p> <p>i. Promote the Courtney Campbell Scenic Highway through regional Convention Visitor Bureau and local chambers.</p> <p>ii. Tie/Link the Courtney Campbell Scenic Highway web site to Chamber/City/State sites.</p> <p>iii. Distribute Courtney Campbell Scenic Highway brochure at tourist centers.</p>		<p>Continuous</p> <p>Short-mid term</p> <p>Short term</p>

Courtney Campbell Causeway Scenic Highway

Action Plan

Table 13-1

Goal	Strategy	Objective	Strategy	Priority
6	<p>Improve pedestrian, bicycle and transportation initiatives along and connecting to the Causeway</p> <p>a. Implement bicycle/pedestrian trails linking Hillsborough and Pinellas counties</p> <ul style="list-style-type: none"> i. Develop a map identifying the pedestrian trail missing linkages along the Causeway. ii. Work with the FDOT and Hillsborough County MPO to fund the construction of a pedestrian/bicycle bridge across the tidal flow structure east of Rocky Point. iii. Promote connectivity of the Causeway system to the Pinellas Trail Network. iv. Promote connectivity of the Causeway system to the Hillsborough and City of Tampa Greenways and Trails system. v. Support MPO's and local government's implementation of bicycle/pedestrian trails over the Causeway's bridges to eliminate gaps in the existing trail system. <p>b. Support regional long-range transportation planning objectives that are compatible with the five principle Florida Scenic Highway goals</p> <ul style="list-style-type: none"> i. Monitor and actively participate in the development of regional transportation strategies with FDOT, MPOs and transit agencies. ii. Resolve current transit needs along the corridor. 			

Courtney Campbell Causeway Scenic Highway

Action Plan

Table 13-1

Goal	Strategy	Objective	Strategy	Priority
7		<p>Enhance the visual appearance of the Causeway</p> <p>a. Bury overhead utility lines that currently exist along the Causeway</p> <ul style="list-style-type: none"> i. Identify locations and ownership of overhead existing utilities. ii. Initiate dialog with Florida Coordinating Group to identify alternatives, cost options and potential funding. <p>b. Enhance the special "Sense of Place" at both approaches to the Causeway to "Showcase" the gateway to the communities at each end</p> <ul style="list-style-type: none"> i. Participate in design public workshops and/or hearings for the LINKS project at the east end of the Causeway. ii. Maintain an active involvement in the urban design component for the LINKS reconstruction project. iii. Participate in the Hillsborough MPO Livable Roadways Committee to develop a gateway concept for the Causeway. iv. Ensure the appropriate locations of existing historic Courtney Campbell Causeway monuments as part of the gateway features. <p>c. Investigate alternative design or adaptations for the guardrail and bridge abutments to be consistent with the original historic character of the Causeway</p> <ul style="list-style-type: none"> i. Perform a literature search to see what alternative guardrail designs are used on other similar period roadways. ii. Work with the appropriate MPOs to incorporate more aesthetic guardrail features in future maintenance activities. 		<p align="center">Long term</p> <p align="center">Short term</p> <p align="center">Mid term</p>

Appendix A

**Courtney Campbell Scenic Highway
Corridor Advocacy Group
February 1, 2004**

Participating Organizations

Name	Affiliation	Address	Telephone	Fax /email/web
Governmental Organizations				
Saul-Sena, Linda City Council Member	City of Tampa	315 E. Kennedy Blvd Tampa, FL 33602	(813) 274- 8134	813-274-7076 saulsen@aol.com www.ci.tampa.fl.us
Price, Karla Landscape Architect	City of Tampa Parks Department	7525 North Blvd. Tampa, FL 33604	(813) 931- 2626	(813) 931-2630 pr07@ci.tampa.fl.us
Valentine, Jim Special Services Manager	City of Tampa Parks Department	7525 North Blvd. Tampa, FL 33604	(813) 231- 1337	813-231-1339 jim.valentine@ci.tampa.fl.us
Jonson, William City Commissioner	City of Clearwater	2694 Redford Court West Clearwater, FL 33761	727-786-3075	727-787-3964 bill.Jonson@usa.net www.scenicflorida.org
Arasteh, Mahshid Public Works Administrator	City of Clearwater	P.O. Box 4748 Clearwater, Florida 33758-4748	(727) 562- 4757	727-562-4755 marasteh@clearwater-fl.com www.clearwater-fl.com
Kurtz, Tim Landscape Architect	City of Clearwater	100 S. Myrtle Avenue #220 P.O. Box 4748 Clearwater, Florida 33758-4748	(727) 562- 4737	(727) 562-4755 tkurtz@clearwater-fl.com www.clearwater-fl.com
Seel, Karen County Commissioner	Pinellas County & Pinellas County Metropolitan Planning Organization	315 Court Street Clearwater, Florida 33756	(727) 464- 3278	(727) 464-3022 kseel@co.pinellas.fl.us www.co.pinellas.fl.us
Smith, Brian Pinellas County Planning Director & Executive Director MPO	Pinellas County & Pinellas County Metropolitan Planning Organization	14 South Fort Harrison Ave, Suite 2000 Clearwater, Florida 33756	(727) 464- 4751	(727) 464-4155 www.co.pinellas.fl.us/mpo/
Dutil, Susan J	Pinellas County & Pinellas County Metropolitan	14 South Fort Harrison Ave. Suite 2000	(727) 464- 4751	(727) 464-4155 sdutil@co.pinellas.fl.us

**Courtney Campbell Scenic Highway
Corridor Advocacy Group
February 1, 2004**

	Planning Organization	Clearwater, Florida 33756		
Platt, Jan County Commissioner [Jerry Noland - Sr. Asst. to Commissioner Platt]	Hillsborough County	601 E. Kennedy Blvd Tampa, FL 33602	(813) 272-5730	(813) 272-7053 nolandj@hillsboroughcounty.org
Charlene Ponce (Assistant to Commissioner Jan Platt)	Hillsborough County	601 E. Kennedy Blvd Tampa, FL 33602	(813) 272-5730	(813) 272-7053 poncec@hillsboroughcounty.org
Mr. David Fountain	Hillsborough County	1101 East River Cove Ave. Tampa, Florida 33604		FountainD @hillsboroughcounty.org
Baier, Ned Manager Transportation Planning	Hillsborough County	601 E. Kennedy Blvd 20 th Floor Tampa, FL 33602	813-272-5849	baiere @hillsboroughcounty.org
Runnels, Dr. Randy	Department of Environmental Protection	3804 Coconut Palm Tampa, FL 33619	(813) 744-6100 X325	randy.runnels@dep.state.fl.us
Holland, Nanette Public Outreach Coordinator	Tampa Bay Estuary Program	100 8 th Ave SE MS-I-1 St. Petersburg, FL 33704	(727) 893-2765	nanette@tbep.org www.tbep.org
Baldwin, Rand Governmental Affairs	Southwest Florida Water Management District	2379 Broad Street, Brooksville, FL 34609	352-796-7211 or 800-423-1476	Rand.Baldwin@ Swfwmd.state.fl.us www.swfwmd.state.fl.us
Miller, Louis Executive Director	Hillsborough County Aviation Authority	Post Office Box 22287 Tampa, FL 33622	813/870-8701	LMiller@TampaAirport.com
Geoghegan, Brenda S. Director of Public Information and Community Relations	Hillsborough County Aviation Authority	Post Office Box 22287 Tampa, FL 33622	(813) 870-8707	(813) 875-6670 bgeoghegan@TampaAirport.com
Torres, Gena L.	The Planning	601 E.	(813) 272-	(813) 272-6255

**Courtney Campbell Scenic Highway
Corridor Advocacy Group
February 1, 2004**

Senior Planner	Commission Hillsborough County	Kennedy P.O. Box 1110 Tampa, FL 33601- 1110	5940	torresg@plancom.org
Palozzi, Michael J. Scenic Highways Coordinator	PBS&J Contractor for District Seven Florida Department of Transportation	5300 West Cypress Street, Suite 300 Tampa, Florida 33607-1712	(813) 282- <u>7275</u> or (800) 477- <u>7275 x 515</u>	(813) 282-8155 mpalozzi@pbsj.com www.dot.state.fl.us/emo
Sebesta, Jim Senator District 20 (covering areas of Pinellas and Hillsborough counties)	Chair, Hillsborough Legislative Delegation, and Chair, Pinellas Legislative Delegation	9887 Fourth St. N. Suite 319 St. Petersburg, FL 33702	(727) 563- 0377	(727) 217-7090 sebesta.jim.web@leg.state.fl.us
Manny Pumariega	Tampa Bay Regional Planning Council	9455 Koger Blvd. Suite 219 St. Petersburg, FL 33702	(727) 570- 5151	www.tbrpc.org

**Courtney Campbell Scenic Highway
Corridor Advocacy Group
February 1, 2004**

Non-governmental Organizations	Organization	Address	Phone	FAX Email Address Web Site
Cole, Katie V.P. Governmental Affairs	Clearwater Regional Chamber of Commerce	1130 Cleveland Street Clearwater, Florida 33755	(727) 461-0011 x 239	(727) 449-2889 kcole@clearwaterflorida.org www.clearwaterflorida.org
Ann Kulig Marketing Director	Westshore Alliance	5444 Bay Center Dr. - Suite 115 Tampa, FL 33609	(813) 289-5488	kulig@westshorealliance.org www.westshorealliance.org
Keene, Jeannie Director of Transportation	Westshore Alliance	5444 Bay Center Dr. - Suite 115 Tampa, FL 33609	(813) 289-5488	(813) 289-6727 www.westshorealliance.org
Hess, Ken V.P. for Student Affairs	Clearwater Christian College	3400 Gulf-to-Bay Blvd Clearwater, FL 33759	(727) 726-1153 x299	(727) 726-8597 kenhess@Clearwater.edu www.clearwater.edu
Bjers, Jon C. “B.J.	Save our Courtney Campbell Causeway		727-434-4235	727-724-9650
McDaniel, Don General Manager	Hyatt Westshore	6200 West Courtney Campbell Causeway Tampa, FL 33607-1476	813-874-1234	dmcdanie@tparwpo.hyatt.com
Bahl, Lalit Director of Engineering	Hyatt Westshore	6200 West Courtney Campbell Causeway Tampa, FL 33607-1476	813-874-1234	
McDaniel, Bill	URS Corporation	7650 West Courtney Campbell Tampa 33607	813-286-1711	Bill_McDaniel@urscorp.com
Gregory, Ronald Vice President	URS Corporation	7650 West Courtney Campbell Tampa 33607	813-636-2435	Ron_gregory@urscorp.com
Burmer, Jane Futrell Assistant Vice President, RLA, AICP	URS Corporation	7650 West Courtney Campbell Tampa 33607	813-636-2413	Jane_burmer@urscorp.com

**Courtney Campbell Scenic Highway
Corridor Advocacy Group
February 1, 2004**

Gilman, Jim Landscape Architect	URS Corporation	7650 West Courtney Campbell Tampa 33607	<u>(813) 286-1711</u>	jim_gilman@urscorp.com
Olsen, Michael Chair	Keep Hillsborough Beautiful, Inc.	P.O. Box 273248 Tampa 33688	(813) 960-5121	813-960-5044 mikeeeee@tampabay.rr.com
Cook, Christine Executive Director	Keep Hillsborough Beautiful, Inc.	PO Box 273248 Tampa Fl 33688	(813) 960-5121	CookKhcb@aol.com
Sanders, Bill Executive Director	Keep Pinellas Beautiful, Inc.	P.O. Box 1582 Clearwater FL 33757	(727) 441-6005	<u>(727)466-6553</u> kpcsb@aol.com
Olsen, Mike Chief Officer Community Affairs	Parrot Head Club of Tampa Bay	11211 N. Nebraska Ave Tampa, FL 33612	(813) 417-7077	molsen@tampabay.rr.com
Curry, Sandy President	Coalition of Clearwater Homeowner Associations	P.O. Box 8284 Clearwater, FL 33758	<u>(727) 797-7244</u>	scurry@tampabay.rr.com
Toph, Joe	Urban Order, Inc.	5006 South Elberon St. Tampa, FL 33611	<u>(813) 832-5557</u> or (941) 953- 5454	

Appendix B

beauty may help earn designation

A coalition of area groups is trying to get the Courtney Campbell Causeway designated as a scenic highway, a designation that could grant money.

DORAH O'NEIL
Staff Writer

CLEARWATER

The Courtney Campbell Causeway, the 9.5-mile span linking Clearwater to Tampa with picture-perfect vistas of the bay, may add a new chapter to its long and colorful history.

A coalition of local governments and community leaders by Clearwater activist Bill Jonson wants the causeway to win state designation as a Florida Scenic Highway. It is a lengthy process that will require the group to demonstrate the causeway's cultural, historic, archaeological, recreational, natural and scenic merits.

There are only three scenic highways sanctioned by the state in Florida: Pensacola Scenic Bluffs Highway, the Indian River Lagoon Scenic Highway and the Miami Trail Scenic Highway, which also is Florida's National Scenic Byway.

"It's an honor," said Kris Carson, spokeswoman for the Department of Transportation, which bestows the designation. "There's a lot of steps involved. It takes a lot of energy. There has to be strong local support to even get it going."

Scenic highway designation endows the roads with statewide recognition, but the rewards are more than nebulous: The roads may receive beautification and enhancement. For instance, the Pensacola Scenic Bluffs Highway was awarded \$1.2 million of state and city grant money this year to buy bluff property along the corridor in an effort to preserve the view.

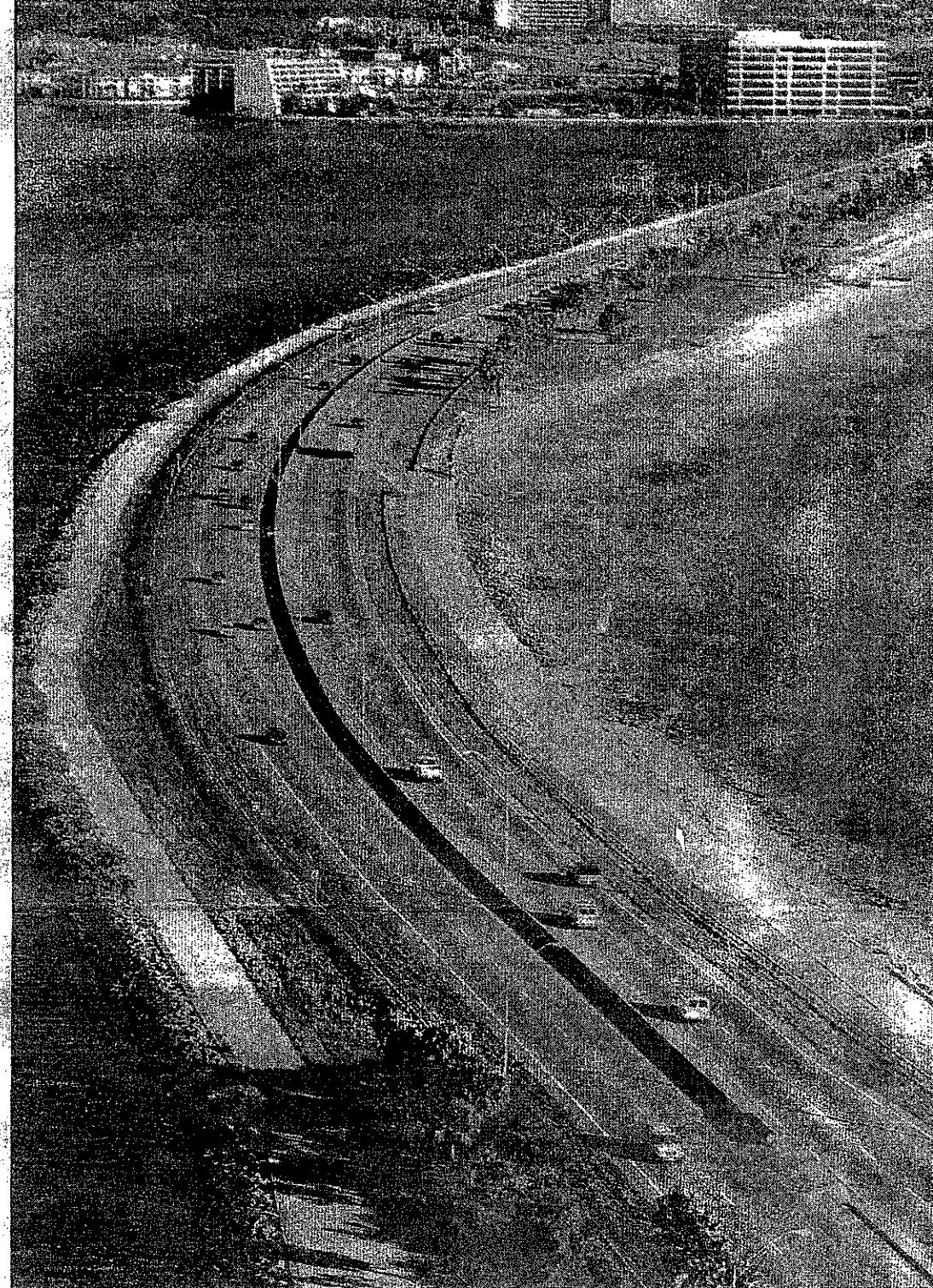
At more Florida highways are candidates for the scenic highway designation. Courtney Campbell Causeway has not reached the candidacy stage. Jonson estimates it will take a year to become a candidate.

The process requires the group — called the Courtney Advocacy Group — to develop a management plan to preserve the causeway's resources.

"It gives us a mission and purpose to follow," said Smith, Pinellas County's planning director and a five-year director of the county road board. "It gives me something to run with. Sometimes it doesn't cost anything; it's just a different way of doing things."

Jonson, who led a petition drive that prompted the compact laws phasing out billboard clutter on Gulf Boulevard, started the causeway effort this summer when he realized Courtney Campbell would be a candidate. He said the idea came to him one day while he was driving across the causeway.

"You can have vistas of both Tampa, if you are going east, and Clearwater, if you are going west," he said. "You can get some wonderful rainbows. You can get some wonderful sunsets."



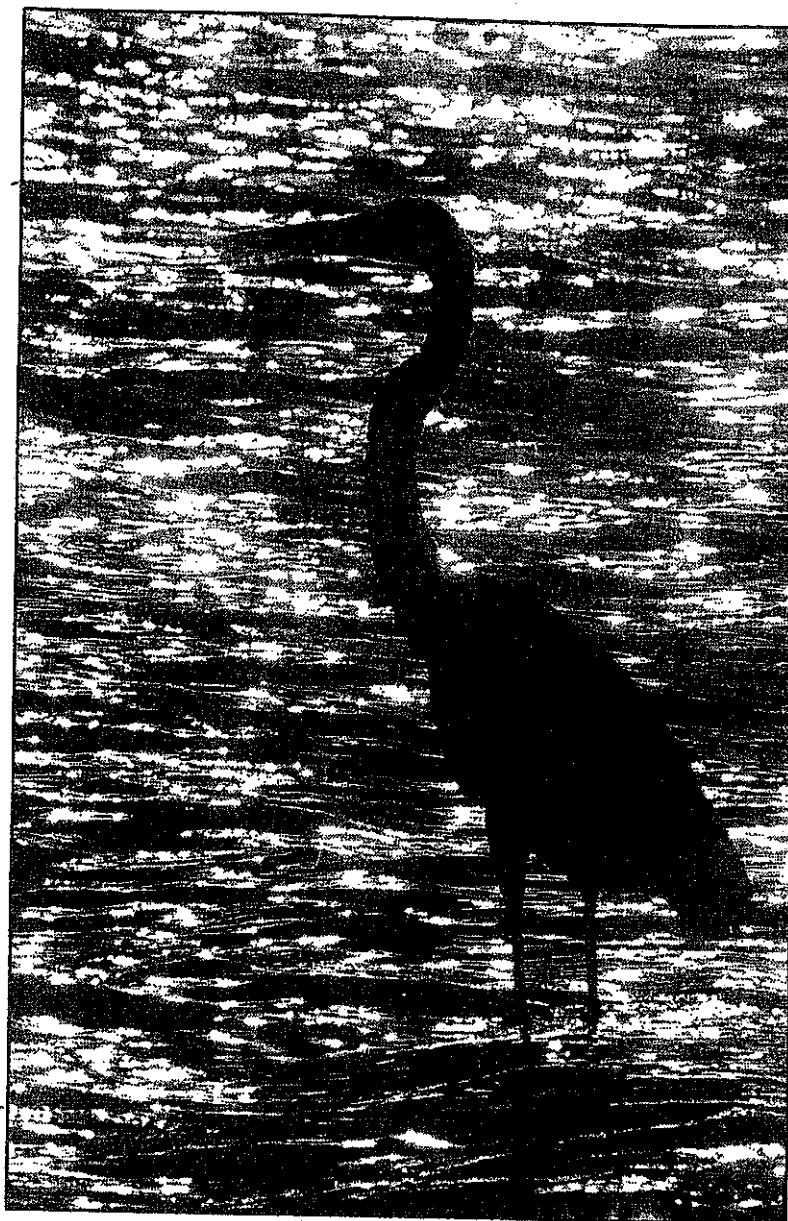
Times photos — SCOTT KEELER

The Courtney Campbell Causeway winds across Tampa Bay. A coalition of local groups is trying to get the causeway designated as a Florida Scenic Highway.

Campbell, a good bit of that shoreline has provided some worthwhile habitat."

Capt. Ben Davis, a dredging contractor, began building the causeway in 1927 as a quicker way to traverse the bay. The project was delayed during the Depression but was completed in 1934 at a cost of \$1.5 million. It originally opened as the Davis Causeway, a private toll road charging 25 cents for a car and driver and a nickel for a horse and rider.

Over the years, the causeway has seen its share of controversies. The state acquired it in 1944 for \$1 million and in 1948 renamed it in honor of Courtney Campbell, a member of what was then known as the Florida road department. In the 1970s Davis' descendants lobbied unsuccessfully to have the name



Times photo — SCOTT KEELER

A great blue heron stands in Tampa Bay near the Tampa side of the Courtney Campbell Causeway at sunset on Thursday. Bands of mangroves, submerged seagrasses and muddy unvegetated flats make the causeway area home to many types of animals.

Scenic from Page 1

come something that is more attractive to visitors and residents."

Clearwater Regional Chamber of Commerce President Mike Meidel said he would like to see the designation noted on AAA

travel maps.

"The idea being, you'll take a look at the map and say, 'Let's take the scenic route and come on over to the Clearwater area,'" Meidel said. "It's our principal entrance from the Tampa area and that's where most of our tourists arrive, for the most part. We want it to look the best it possibly can."

Public Outreach Example

Transcript: Fox 13 News 6:00 O'clock News Feature
December 27, 2000

News Anchor: It is more than 70 years old now and we will never see anything quite like it and that may help the Courtney Campbell Causeway receive some national attention and a special state designation. Fox 13's Charlie Belcher tell how the old way has gone parkway to causeway and now maybe to scenic highway.

Charlie Belcher: It will get you from here to there, but the Courtney Campbell is much more than that. Have you ever been out of state for a while? And you come home and drive across the Courtney Campbell and you get that Florida feeling that make you feel good to be home. Well that is why this road could end up being named a scenic highway.

Bill Jonson (President Citizens for a Scenic Florida): To identify special roads within our country that have unique resources that are an enjoyable journey. Instead of just getting from point A to point B, it is an enjoyable.

Charlie Belcher: And there is so much more to do here than just drive.

Bill Jonson: There are a lot of recreational uses along here: fishing, roller blading, jogging, and we are right on the beach. People are enjoying if for that reason.

Charlie Belcher: Jonson's group along with governments from Pinellas, Hillsborough, Tampa and Clearwater will try to get the state to designate this road a scenic highway. It is a prestigious honor that comes with mentions in state and national publications as well as making this stretch eligible for state and federal grants.

Brian Smith (Pinellas County Planning Director): It very likely could attract grants, because there are programs that are focused on that kind of thing. I think the main thing is the idea of what Florida is all about which is the scenery and the beautification.

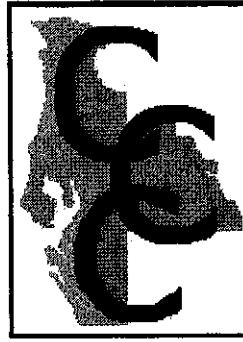
Charlie Belcher: Ben Davis started building the causeway back in 1927 for a faster way to get from Clearwater to Tampa.

Brian Smith: This was built by filling in a lot of the bay and leaving some parts open for bridges, but mainly filling it in. You wouldn't be able to do that today.

Charlie Belcher: In the 40's the state took it over and called it a Parkway and named it after long time State Road Department worker Courtney Campbell. The Courtney Campbell family has been a part of our past true, but it is also a part of our present. As a matter of fact Courtney Campbell's widow, Henrietta Campbell, still lives in Clearwater. I talked to her on the phone just this morning and she says that she is delighted to hear that Courtney Campbell may be named an official scenic highway. She says she knows that her late husband would indeed be proud. It is a long process filled with paperwork, but those going for it say it is worth it to honor a road that has been good to us all. Charlie Belcher, Fox 13 News.

News Anchor: Right now there are only three official scenic highways in our state: the Pensacola Scenic Bluffs Highway, The Indian River Lagoon Scenic Highway, and the Tamiana Trail Scenic Highway. Maybe ours will be next.

Appendix C



West Central Florida MPO Chairs Coordinating Committee

October 4, 2004

Commissioner Bill Jonson
City of Clearwater
2694 Redford Court West
Clearwater, FL 33761

RE: Courtney Campbell Causeway Scenic Highway Designation

Dear Commissioner Jonson:

At its meeting on September 17, 2004, the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee (CCC) voted unanimously to support the proposed Scenic Highway Designation of the Courtney Campbell Causeway. The Causeway is a natural, scenic and recreational resource to not only the adjacent jurisdictions, but also to the entire Tampa Bay region. We wish you well in your endeavors to designate the Courtney Campbell Causeway as a scenic highway.

If you have any questions regarding the CCC's action, please contact staff at (863) 534-6486.

Sincerely,

A handwritten signature in black ink, appearing to read "Jack Myers".
Commissioner Jack Myers
Chairman, Polk TPO

JM:TD

cc: CCC Members



Don McDaniel
General Manager

Grand Hyatt Tampa Bay
1000 Gandy Boulevard, Suite 100
Tampa, FL 33601

Telephone: 813-224-5500
FAX: 813-224-5700
E-mail: dmcdaniel@tampabay.hyatt.com

May 5, 2004

William C. Jonson, Chair
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, FL 33761

Dear Mr. Jonson:

On behalf of the Grand Hyatt Tampa Bay, I am writing to express my support for your application to request that the Courtney Campbell Parkway become designated as a Florida Scenic Highway.

Our hotel sits on a 35-acre wildlife preserve and I understand that the management plan that would accompany the scenic highway designation would include an element to preserve its natural habitats. This designation would also enhance tourism and give opportunity to obtain grant funding to further enhance the parkway. This will be a positive step forward towards improving the quality of life for the residents and visitors of our area.

I trust that the Florida Department of Transportation will give the utmost consideration to the request of the application.

Sincerely,

A handwritten signature in black ink, appearing to read "DM".

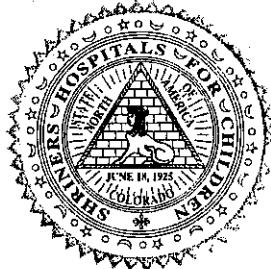
Don McDaniel
General Manager

DM/mdj

Shriners Hospitals for children

P. O. Box 31356, Tampa, Florida 33631-3356
(813) 281-0300, Fax: (813) 281-8174

LEWIS K. MOLNAR
Executive Vice President



April 29, 2004

Mr. William C. Jonson, Chairman
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court, West
Clearwater, FL 33761

Dear Mr. Jonson:

It is our understanding that the Corridor Advocacy Group intends to support designating the Courtney Campbell Causeway as a Florida Scenic Highway. With property located on the Courtney Campbell Causeway, it is the opinion of the Shriners International Headquarters that this will be a benefit to the Tampa Bay area, therefore, we strongly support this designation.

Should you need anything further in this regard, please feel free to contact us.

With sincere and kindest regards,

A handwritten signature in black ink, appearing to read "Lewis K. Molnar".

Lewis K. Molnar

LKM:skd



MEMO

TO: The Honorable Chairman and
Members of the Pinellas County Commission

FROM: Karen Williams Seel, County Commissioner *KWS*

SUBJECT: Courtney Campbell Causeway Designation

DATE: April 27, 2004

For the last couple of years, Brian Smith and I have participated in a committee seeking the scenic designation of the Courtney Campbell Causeway under the State program for that purpose. That Committee has put together a qualifying document that was accepted by the Florida Department of Transportation (FDOT) as meeting their requirements.

As you know, the Courtney Campbell Causeway, or Route 60 Causeway, is a key link between Pinellas and Hillsborough Counties and is recognized as a trip where there is much opportunity to appreciate our coastal environment. I should also mention that this designation is within the jurisdictions of not only Pinellas and Hillsborough Counties, but also the jurisdictions of the Cities of Clearwater and Tampa.

Our Metropolitan Planning Organization (MPO), at its April 21st meeting, took action to endorse this designation. I would now like to request that the Board of County Commissioners concur as well. This designation does not commit us to any funding obligation, but is more for the purpose of recognition. I would, therefore, hope we would be able to take this up at our April 27th meeting under County Commission Miscellaneous, which is Agenda Item #50.



**PINELLAS COUNTY
METROPOLITAN PLANNING ORGANIZATION**

600 Cleveland Street Suite 750 Clearwater, Florida 33755 (727) 464-8200 Phone
(727) 464-8201 Fax

April 22, 2004

The Honorable Bill Jonson
Councilman, City of Clearwater
P.O. Box 4748
Clearwater, FL 33758-4748

Dear Councilman Jonson:

RE: Scenic Corridor Designation of Courtney Campbell Causeway

Our Metropolitan Planning Organization (MPO), at its April 21 meeting, reviewed the proposal to designate the Courtney Campbell Causeway (S.R. 60) as a scenic corridor under that State program. The MPO recognizes that this corridor is an excellent example of a highway corridor that provides an aesthetic experience to the people who travel in that corridor.

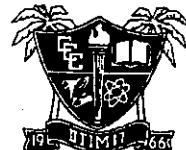
The MPO, therefore, took action to fully endorse this designation and strongly urges that the Florida Department of Transportation (FDOT) concur with this recommendation.

Sincerely,

A handwritten signature in black ink, appearing to read "John Doglione". The signature is fluid and cursive, with a long, sweeping line for the first name and a more compact, horizontal line for the last name.

John Doglione, Chairman
Pinellas County
Metropolitan Planning Organization

cc: Florida Department of Transportation
f:\users\cendocs\mpo\MPOAgend2.ck.pg 76.



CLEARWATER CHRISTIAN COLLEGE

April 21, 2004

Mr. William C. Jonson, Chairman
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, FL 33761

Dear Mr. Jonson:

I am writing in support of your application to the Department of Transportation for designating the Courtney Campbell Causeway as a Florida Scenic Highway. The property of Clearwater Christian College is located along the west end of the Courtney Campbell Causeway, and we understand the benefits of such a designation.

In addition to preserving the natural beauty of the causeway, this designation would benefit tourism, improve recreational opportunities, and provide additional sources of funding to continue enhancement of the causeway.

Our college family has been actively involved with helping to keep the causeway clean, and we encourage the Florida Department of Transportation's designation of the Courtney Campbell Causeway as a scenic highway.

Sincerely yours,

Richard A. Stratton
President

RAS:ls

April 1, 2004

Mr. William C. Jonson, Chairman
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Ct. West
Clearwater, FL 33761

Dear Mr. Jonson:

I am writing on behalf of the St. Petersburg/Clearwater Area Convention & Visitors Bureau in support of the Corridor Advocacy Group's intention to designate the Courtney Campbell Causeway as a Florida Scenic Highway.

The Courtney Campbell Causeway is one of the primary entryways to Pinellas County and should reflect the natural beauty of our entire area. Visitors to our communities will immediately experience a "sense of place" when they travel this Florida Scenic Highway and this will enhance their memories of a wonderful holiday in Pinellas County.

We certainly hope that the Florida DOT does grant eligibility of the Courtney Campbell Causeway as a Florida Scenic Highway.

Sincerely,


Carole A. Ketterhagen
Executive Director

St. Petersburg/Clearwater Area Convention & Visitors Bureau

14450 46th Street North #108 • Clearwater, FL 33762 U.S.A. • Phone: 727-464-7200 • Fax: 727-464-7222 • FloridasBeach.com

A Pinellas County Government Program



CLEARWATER
Regional Chamber
of Commerce

April 1, 2004

Mr. William C. Jonson, Chairman
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Ct., West
Clearwater, FL 33761

Dear Mr. Jonson: *Bill*

The Clearwater Regional Chamber of Commerce is proud to support the efforts to designate the Courtney Campbell Causeway a Florida Scenic Highway. By participating in the corridor advisory group and working on the application for this process, the Chamber has shown its support in a number of ways.

The designation will provide many benefits for the Tampa Bay area. It is a great example of regional partnership between so many municipalities, local governments, and private organizations.

The Chamber urges the Florida Department of Transportation to grant this designation.

Sincerely,

A handwritten signature in black ink.

Holly Duncan, Chairman
President, Morton Plant Mease Foundation

1130 CLEVELAND STREET
CLEARWATER, FL 33755-4841
www.clearwaterflorida.org
727/461-0011
FAX 727/449-2889

Executive Committee

Holly Duncan
Chairman of the Board

Doug Graska
Chairman-Elect

Gloria Campbell
Vice Chairman • Business

Karen Dee
Vice Chairman • Membership

Bud Elias
Vice Chairman • Governmental Affairs/Economic Development

Oliver Kugler
Vice Chairman • Special Events

John Doran
Vice Chairman • Tourism

Robert Clifford
Vice Chairman • Area Councils

Jeanette G. Renfrow
Treasurer

V. Raymond Ferrara
Immediate Past Chairman

Julius J. Zschau
Legal Counsel

Mike Meidel
President, CEO

Board of Directors

Les Agres

Ed Armstrong

Andrea Boitnott

Steve Book

Phillip Beauchamp

Bob Clark

Tim Coulas

Kelly Crandall

Wendy Damsker

Linda Drayne

Ed Droste

Pat Duffy

Bill Evans

Jerry Figurski

Arthonia Godwin

Gary S. Gray

Robert Kinney

Charlotte Korba

Deborah Kraujalis

Brigitta Lawton

Michael A. Lewis

Judy Mitchell

Frank Murphy

Jim Myers

Bob Roperti

Patricia Rowell

Bill Short

Cathleen Smith

Ron Stuart

John Timberlake

Chuck Warrington

Richard Wilhelm

Doug Williams

Larry Yost

CITY OF TAMPA

GWEN MILLER - District 1 At-Large
Chairman Pro-Tem

ROSE V. FERLITA - District 2 At-Large

LINDA SAUL-SENA - District 3 At-Large
Chair

JOHN J. DINGFELDER - District 4

KEVIN WHITE - District 5

MARY C. ALVAREZ - District 6

SHAWN HARRISON - District 7

City Council

Date: March 22, 2004

To: Florida Department of Transportation
District 7 – Scenic Highway Coordination

From: Linda Saul-Sena, Chairman *LSS*
Tampa City Council

Re: Designation Application for Courtney Campbell Scenic Highway

In April 2002 the City of Tampa endorsed the Eligibility Application for designation of the Courtney Campbell Causeway as Florida Scenic Highway.

Since that time our staff has worked with the representatives of Tampa, Pinellas County, Hillsborough County and other organizations on the Designation Phase of the project. The outcome of that process is the completed Designation Application.

I endorse the Designation Application and urge approval of the Courtney Campbell as Florida's next Scenic Highway.

LSS/rys



March 17, 2004

William C. Jonson, Chair
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Reford Court West
Clearwater, FL 33761

RE: Courtney Campbell Scenic Highway Designation

Dear Mr. Jonson:

On behalf of the URS Corporation, I am writing to express the URS Corporation's support for the Courtney Campbell Causeway's nomination as a Florida Scenic Highway. URS has a long history of community involvement within the Tampa Bay area, and has been supportive of the Courtney Campbell Scenic Highway Corridor Advocacy Group's efforts to bring the Scenic Highway designation to completion. As the largest engineering, planning and environmental services firm in the Tampa Bay area we are particularly concerned with quality of life issues for our employees and clients. The designation will provide many benefits for the community and State of Florida as a whole. The corridor management plan that will accompany the Courtney Campbell Causeway Scenic Highway Designation would include an element to preserve its natural habitats, encourage use of native vegetation in future landscaping and promote visually appealing vistas and views along the causeway.

We urge the Florida Department of Transportation to give the utmost consideration to the request of the application and designate the Courtney Campbell Causeway a Florida Scenic Highway.

Sincerely,

URS CORPORATION SOUTHERN

Ronald W. Gregory, AICP
Vice President

URS Corporation
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
Tel: 813.286.1711
Fax: 813.287.8591

RECEIVED

March 5 2004

PBS&J TAMPA
PLANNING / PBS&J

Clearwater

"Your Link to a Better Neighborhood"

Coalition

Neighborhoods



P.O. Box 8204

Clearwater, FL 33758-8204

March 1, 2004

William C. Jonson
Chair
Courtney Campbell Scenic Highway Corridor Advocacy Group
2694 Redford Court West
Clearwater, Florida 33761

Dear Mr. Jonson:

In December 2000, our organization expressed support for designation of the Courtney Campbell Causeway as a Florida Scenic Highway. At that time we were known as the Coalition of Clearwater Homeowner Associations. During 2003 we changed our name to more accurately reflect the expanded nature of our membership.

The Clearwater Neighborhoods Coalition is an affiliation of over 20 homeowner, condominium and neighborhood organizations in the greater Clearwater area.

Designation as a state scenic highway has many benefits to this area including: 1) tourist promotion of the area's beauty, 2) preservation of local scenic resources, 3) the opportunity to obtain grant funding to further enhance the parkway, and 4) the increased stature of the Tampa Bay area as an outstanding place to live and work.

We enthusiastically renew our original endorsement as your group submits the Formal Designation Application. In addition, we strongly urge the Department of Transportation to take favorable action on your application.

Sincerely,



Doug Williams
President



4707 140th Ave N., Suite 218, Clearwater, FL 33762

February 16, 2004

Bill Jonson
Chair, Courtney Campbell Scenic Highway Committee
Commissioner, City of Clearwater
P.O. Box 4748
Clearwater, FL 33758-4748

Dear Mr. Jonson:

I am writing in support of the Courtney Campbell Scenic Highway Committee's (CCSHC) intention to have the Courtney Campbell Causeway deemed a Scenic Highway by the State of Florida.

Keep Pinellas Beautiful, Inc has actively maintained an interest in the Courtney Campbell Causeway since 1997 and recognizes the value of this area to Pinellas County and the whole of the Tampa Bay area.

The Executive Board of Keep Pinellas Beautiful, Inc. has unanimously voted to support the efforts of the CCSHC and offers our assistance as needed.

Sincerely,

Brian S. Michaels
President



March 18, 2003

Bill Jonson
Chair, Courtney Campbell Scenic Highway Committee
Commissioner, City of Clearwater
P.O. Box 4748
Clearwater, FL 33758-4748

Dear Mr. Jonson:

I am writing in support of the Courtney Campbell Scenic Highway Committee's (CCSHC) intention to have the Courtney Campbell Causeway deemed a Scenic Highway by the State of Florida. Having been involved with the CCSHC since Spring 2002, it has become apparent that the goals of this program can only bring about positive change to Hillsborough County and the whole of Tampa Bay.

Therefore, on behalf of Keep Hillsborough County Beautiful, Inc., we support the efforts of the CCSHC and the concept overall.

Sincerely,

Harold "Skip" Sharp
President

Cc: Christine P. Cook, Executive Director, Keep Hillsborough County Beautiful, Inc.



An affiliate of Keep America Beautiful, Inc.

Keep Hillsborough County Beautiful, Inc. • P.O. Box 273248 • Tampa, Florida 33688 • (813) 960-5121 • FAX (813) 960-5044



**Tampa
International
Airport**

Alfred S. Austin Chairman
Stephen J. Mitchell Vice Chairman
Ken Anthony Secretary
Hillsborough County Commissioner Thomas Scott Treasurer
City of Tampa Mayor Dick A. Greco Assistant Secretary/Assistant Treasurer

October 29, 2002

Mr. William C. Jonson
Chairman
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, Florida 33761

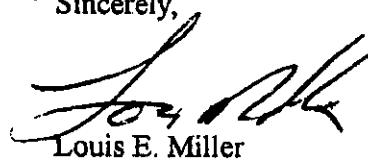
Dear Mr. Jonson,

On behalf of the Hillsborough County Aviation Authority, owners and operators of Tampa International Airport and three general aviation airports within Hillsborough County, we support the Corridor Advocacy Group's intention to designate the Courtney Campbell Causeway as a Florida Scenic Highway.

This designation as a Florida Scenic Highway will provide many benefits for the Tampa Bay area. Not only does it provide a vital link between Tampa and Clearwater for our community, it will encourage easy access for the 16 million annual visitors who fly through Tampa International Airport to visit the Clearwater beaches. In addition, we have supported the process from its beginning because it is a shining example of a regional partnership between many municipalities, local governments and private organizations

The Aviation Authority supports your efforts to achieve state recognition of the Courtney Campbell Causeway as a Florida Scenic Highway.

Sincerely,

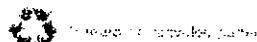


Louis E. Miller

cc: Aviation Authority Board Members
Brenda Geoghanan
Nadine Jones

Louis E. Miller Executive Director

Hillsborough County Aviation Authority P.O. Box 22287, Tampa, Florida 33622 phone 813-870-8700 fax 813-875-6670 web site www.TampaAirport.com
Peter O. Knight Airport Plant City Airport Vandenberg Airport





5444 Bay Center Drive ♦ Suite 115

Tampa, FL 33609

Phone: 813-289-5488 ♦ Fax: 813-289-6727

May 1, 2002

William C. Johnson, Chair
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, FL 33761

Dear Mr. Johnson:

We are writing in support of your application to the Department of Transportation to grant your request to designate the Courtney Cambell Parkway as a scenic highway in Florida.

We understand there are several benefits that this designation will bring to the area, which is a corridor to and from the Westshore area and the area we represent. Some of the benefits of designation will be the preservation of local scenic resources, increase in tourism, and provide for the means to obtain further funding to continue enhancements of this roadway.

Our organization supports your efforts to obtain the grant. Please do not hesitate to contact our Director of Transportation, Jeannie Keene, if there is anything further we can do in support of your effort.

Sincerely,

Ron Rotella
Executive Director



April 18, 2002

The Honorable Linda Saul-Sena
City of Tampa City Council
315 E. Kennedy Blvd., 3rd Floor
Tampa, FL 33602

Dear Councilwoman Saul-Sena:

On behalf of the Greater Tampa Chamber of Commerce, a business organization representing 2,300 businesses and 230,000 employees, nearly one-half the local workforce, we support the designation of the Courtney Campbell Causeway as a Florida Scenic Corridor.

From a business standpoint, the Causeway serves as a vital link between the cities of Tampa and Clearwater, as residents of both cities use it as the major artery by which to commute to and from work. The corridor, which provides ease of accessibility to Clearwater's beaches, also impacts our economic development efforts, because in many cases, we are rated more favorably than other competing cities due to the fact that quality of life, climate and access/proximity to beaches rank very high on the list of site selection criteria evaluated in the corporate relocation and expansion process.

The Causeway's abundant natural resources and haven for native wildlife enhance its value in the eyes of local residents and visitors, who also flock to the beaches lining each side with friends and family. The Chamber supports additional opportunities for residents to enjoy these areas in the form of more picnic benches and pull-outs.

Last year, Tampa was ranked as one of the top ten cities in the nation for healthiest lifestyle. Creating alternative transportation options along the Causeway, such as trails that could be used for bicycling or walking, would lend itself to securing more national rankings of this nature and contributing to the good health of residents and visitors alike, as well.

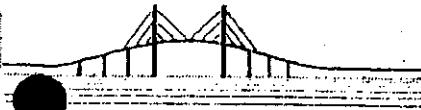
The Chamber supports your efforts to achieve state recognition of the Causeway as a Florida Scenic Corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Scheeler".

Kim Scheeler
President & CEO

KS/kh



Tampa Bay Regional Planning Council
Agency on Bay Management

9455 Koger Boulevard Suite 219
St. Petersburg, FL 33702-2491
(727) 570-5151 FAX 570-5118
SunCom 513-5066

**An Alliance of Agencies,
Organizations and
Interest Groups for the
Management of Tampa Bay**

Tampa Bay Regional Planning Council
Florida Senate
Florida House of Representatives
Tampa Bay Estuary Program
FL Dept. of Environmental Protection
FL Marine Research Institute
FL Department of Transportation
FL Fish & Wildlife Conservation Comm.
Southwest FL Water Management Dist.
Environmental Protection Commission
of Hillsborough County
Hillsborough County Planning Comm.
State Health Dept. / Pinellas County
IFAS / Florida Sea Grant
Audubon Society of Florida
Manasota 88
TBEP Community Advisory Committee
Sierra Club
Tampa BayWatch
Region-at-Large
The Ocean Conservancy
Coastal Conservation Assoc. of Florida
Clearwater Marine Aquarium
Egmont Key Alliance
Tampa Bay Pilots
Tampa Bay Partnership
Contractors and Builders Association
of Pinellas County
National Marine Fisheries Service
U.S. Army Corps of Engineers
U.S. Coast Guard-Marine Safety Office
U.S. Fish and Wildlife Service
U.S. Geological Survey
MacDill Air Force Base
Cargill Fertilizer, Inc.
IMC-Agrico Fertilizer
Florida Petroleum Council
Florida Power
Florida Power & Light Company
Tampa Electric Company
Manatee Port Authority
Port of St. Petersburg
Tampa Port Authority
Hillsborough County
Manatee County
Pasco County
Pinellas County
City of Clearwater
City of St. Petersburg
City of Tampa
Eckerd College
Hillsborough Community College
USF Marine Science/ PORTS

April 2, 2002

Mr. William C. Jonson, Chair
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, FL 33761

Dear Mr. Jonson:

At its meeting on March 14, 2002, the Agency on Bay Management, the Natural Resources Committee of the Tampa Bay Regional Planning Council, voted unanimously to support the designation of Courtney Campbell Causeway as a Florida Scenic Highway.

Courtney Campbell Causeway provides excellent access to Tampa Bay and its natural resources. It harbors nesting colonies of State-listed wading birds within its mangrove forests, and offers wonderful views of the Tampa Bay estuary. The Causeway's strategic location, linking two major population centers, affords outstanding potential opportunities for public education about these unique attributes.

State recognition of this important corridor will assist in protecting and enhancing these special features. Best wishes for your success in achieving Florida Scenic Highway designation for Courtney Campbell Causeway.

Sincerely,

Mary Maloof

Chair

MM/sc



Florida House of Representatives

Gus M. Bilirakis
Representative, 48th District

Reply To:
31608 US Highway 19 North
Palm Harbor, FL 34684
(727) 669-1911

Committees:
Crime Prevention, Chair
Criminal Justice Appropriations
Congressional Redistricting
General Education
Healthy Communities

January 16, 2002

William C. Jonson
Chair
Courtney Campbell Scenic Highway Corridor Advocacy Group
2694 Redford Court West
Clearwater, Florida 33761

Dear Mr. Jonson,

I am writing to urge support for your application to request that the Courtney Campbell Parkway become designated as a Florida Scenic Highway.

The designation will provide many benefits and the local community and the State of Florida as a whole. It will provide heightened awareness of our State's history and intrinsic resources, which will be valued by Florida residents and the millions of tourist who visit each year. This designation will also enhance tourism and give opportunity to obtain grant funding to further enhance the parkway. This will be a positive step forward towards improving the quality of life for the residents and visitors of our area.

I urge the Department of Transportation to give the utmost consideration to the request of the application.

Sincerely,

A handwritten signature of Gus M. Bilirakis.

Gus M. Bilirakis
GMB/ad



January 16, 2002

William C. Jonson, Chair
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, FL 33761

Dear Mr. Jonson:

On behalf of the Policy Board of the Tampa Bay Estuary Program, I am writing to express the Estuary Program's support for the Courtney Campbell Causeway's nomination as a Florida Scenic Highway. The Estuary Program is a partnership of local governments, federal, state and regional agencies working with industries and community groups to implement a bay clean-up and restoration plan. Among the local government partners are the cities of Tampa, St. Petersburg and Clearwater and the counties of Hillsborough, Pinellas and Manatee.

A major goal of the Estuary Program is to preserve critical fish, bird, and other wildlife habitats including the magnificent stands of mangroves that fringe the Causeway. We understand that the management plan that would accompany the scenic highway designation would include an element to preserve its natural habitats. The management plan would also encourage the use of native vegetation in future landscaping of the Causeway which is also in keeping with the habitat restoration goals of the Estuary Program.

The Estuary Program appreciates your effort to help preserve the natural beauty and ecological value of the Causeway corridor and trusts that the Florida Department of Transportation will help protect those attributes by designating the Causeway a Florida Scenic Highway.

Sincerely,

Richard M. Eckenrod
Executive Director

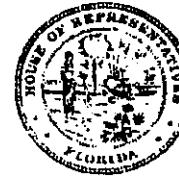
cc: TBEP Policy Board

T A M P A B A Y E S T U A R Y P R O G R A M

Mail Station I-1/NEP • 100 8th Avenue S.E. • St. Petersburg, FL 33701 • (727) 893-2765 • FAX (727) 893-2767 • SUNCOM 513-9497

POLICY BOARD: HILLSBOROUGH COUNTY, MANATEE COUNTY, PINELLAS COUNTY, CITY OF CLEARWATER, CITY OF ST. PETERSBURG, CITY OF TAMPA,
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT, U.S. ENVIRONMENTAL PROTECTION AGENCY.





Florida House of Representatives

Leslie Waters

Representative, District 51

11350 66th Street North, Suite 107
Largo, FL 33773-5524
Phone: (727) 545-6421
Fax: (727) 545-6423

402 South Monroe Street
214 House Office Building
Tallahassee, Florida 32399-1300
Phone: (850) 488-6197

February 12, 2001

Mr. William C. Jonson, Chairman
Courtney Campbell Scenic Highway
2694 Redford Court West
Clearwater, Florida 33761

Dear Mr. Jonson:

I am writing in support of your application to designate the Courtney Campbell Parkway as a Florida Scenic Highway.

I understand that designation as a state scenic highway has many benefits to this area including: tourist promotion of our area's scenic beauty, preservation of local scenic resources, and the opportunity to request grant funding to further enhance the parkway. All of these benefits serve to improve the quality of life for all residents and visitors to our area.

Sincerely,

A handwritten signature in black ink that reads "Leslie Waters".

Leslie Waters
State Representative
District 51

LW/tlm



Florida House of Representatives

John Carassas

Representative, District 54

Reply to:

District Office
2401 West Bay Drive, Suite 500
Largo, FL 33770
(727) 5187-3186

Committees:

Local Government & Veteran's Affairs, Vice Chair
Economic Development & International Trade
Fiscal Policy & Resources
Claims

January 19, 2001

William C. Jonson, Chair
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, FL 33761

Dear Mr. Jonson:

I am writing in support of your application to the Department of Transportation to grant your request that the Courtney Campbell Parkway be designated as a Florida Scenic Highway.

I understand that this designation would bring many benefits to this area and would help preserve local scenic resources, help increase tourism, and provide further opportunities to obtain funding to continue the enhancement of the roadway. The designation of this Parkway as a Florida Scenic Highway will benefit the residents as well as visitors to the Tampa Bay area.

I wholeheartedly support your efforts in obtaining this grant. Please do not hesitate to call my office if there is anything further that we can do for you.

Sincerely,

John Carassas

JC/jmf



Metropolitan Planning Organization

Commissioner Richard Glorioso
Chairman

Commissioner Ben Wackerman
Vice Chairman

Mayor Fran Barford
City of Temple Terrace

Kimberlee DeBosier
Expressway Authority

Commissioner Richard Glorioso
City of Plant City

Mayor Dick A. Greco
City of Tampa

Councilman Shawn Harrison
City of Tampa

Commissioner Chris Hart
Hillsborough County

Councilwoman Linda Saul-Sena
City of Tampa

Commissioner Thomas Scott
Hillsborough County

Ed Tuninchik
HARTline

Commissioner Ben Wackerman
Hillsborough County

Louis E. Miller (Ex-Officio)
Hillsborough Co. Aviation Authority

George Williamson (Ex-Officio)
Tampa Port Authority

Dottie Berger (Ex-Officio)
The Planning Commission

Kenneth A. Hartmann, P.E. (Ex-Officio)
FDOT, District Seven

Ludella L. Ayer, AICP
Executive Director

Hillsborough County
Metropolitan Planning Organization
P.O. Box 1110
601 E. Kennedy, 18th Floor
Tampa, Florida 33601-1110
813/272-5940
FAX NO: 613/301-7172
FAX NO: 813/272-6256
FAX NO: 813/272-6265
<http://www.plancom.org>

December 20, 2000

Mr. William C. Jonson, Chairman
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, Florida 33761

Dear Mr. Jonson:

The Hillsborough County Metropolitan Planning Organization received a presentation on the Florida Scenic Highways Program and learned that you are steering the effort to have the Courtney Campbell Causeway designated under that program. On December 5th, the MPO voted to support designating the Courtney Campbell Causeway as a Florida Scenic Highway.

The MPO understands that designation as a Florida Scenic Highway brings with it many benefits to the area, such as the preservation of a local scenic resource, increased tourism, and opportunities to obtain funding to further enhance the roadway. In addition, the MPO encourages regional coordination, and supporting this project with Pinellas County can only benefit all residents and visitors to the Tampa Bay Area.

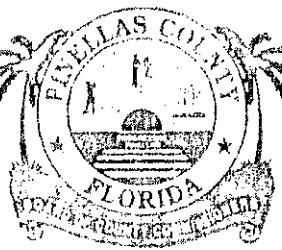
The Hillsborough County MPO encourages the Florida Department of Transportation to seriously consider the Letter of Intent requesting designation of the Courtney Campbell as a future Florida Scenic Highway.

Continue the great work!

Sincerely,

Richard Glorioso
Chairman

Appendix D



PINELLAS COUNTY
BOARD OF COUNTY COMMISSIONERS

PHONE (727) 464-3278 • FAX (727) 464-3022 • 315 COURT STREET • CLEARWATER, FLORIDA 33756

KAREN WILLIAMS SEEL
COMMISSIONER

COPIES TO
CITY COUNCIL

MAY 14 2004

PRESS
CLERK/ATTORNEY

May 11, 2004

The Honorable Bill Jonson, Councilman
City of Clearwater
P.O. Box 4748
Clearwater, FL 33758-4748

RE: **Scenic Corridor Designation of Courtney Campbell Causeway**

Bill,
Dear Councilman Jonson:

At our April 27, 2004 meeting, the Board of County Commissioners took action to endorse the designation of the Courtney Campbell Causeway (S.R. 60) as a scenic corridor under that State program. Your Committee has been developing and pursuing this designation and we are fully supportive of your efforts to seek this designation.

The Courtney Campbell Causeway is an excellent example of a roadway that has taken advantage of its attractive environment to become part of that environment with minimal negative effect. In addition, of all of our causeways, this offers the most attractive vistas of the natural Florida scenery and environment.

Most sincerely,

Karen

KAREN WILLIAMS SEEL
Pinellas County Commissioner





CITY COMMISSION

CITY OF CLEARWATER

POST OFFICE BOX 4748, CLEARWATER, FLORIDA 33758-4748
CITY HALL, 112 SOUTH OSCEOLA AVENUE, CLEARWATER, FLORIDA 33756
TELEPHONE (727) 562-4050 FAX (727) 562-4052

April 12, 2004

Mr. Mike Palozzi
Florida Department of Transportation District 7 – Scenic Highway Coordinator
PBS&J Tampa
5300 West Cypress Street, Suite 300
Tampa, Florida 33607-1712

Subject: Designation Application for Courtney Campbell Scenic Highway

Dear Mr. Palozzi:

In April 2002, the City of Clearwater endorsed the Eligibility Application for designation of the Courtney Campbell Causeway as a Florida Scenic Highway.

Since that time our staff has worked with representatives of Tampa, Pinellas County, Hillsborough County and other organizations on the Designation Phase of the project. The outcome of that process is the completed Designation Application.

The Clearwater City Commission endorses the Designation Application and urges approval of the Courtney Campbell as Florida's next Scenic Highway.

Sincerely,

A handwritten signature in black ink that reads "Brian J. Aungst".

Brian J. Aungst
Mayor

cc: William C. Jonson, Chair, Courtney Campbell Scenic Highway Corridor Advocacy Group
Jessica White, Tampa Bay Regional Planning Council

BRIAN J. AUNGST, MAYOR-COMMISSIONER
HOYT HAMILTON, VICE MAYOR-COMMISSIONER
FRANK HIBBARD, COMMISSIONER

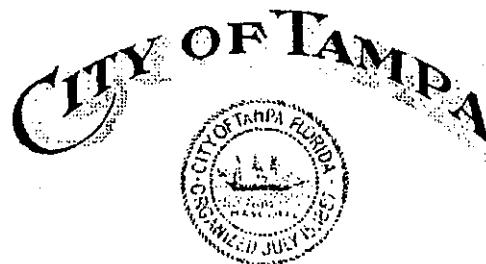
WHITNEY GRAY, COMMISSIONER
BILL JONSON, COMMISSIONER



CHARLIE MIRANDA - District 1 At-Large
Chairman

ROSE V. FERLITA - District 2 At-Large

BOB BUCKHORN - District 3 At-Large



LINDA SAUL-SENA - District 4

GWEN MILLER - District 5
Chairman Pro Tem

MARY C. ALVAREZ - District 6

SHAWN HARRISON - District 7

City Council

April 4, 2002

Mr. William C. Jonson, Chairman
Courtney Campbell Scenic Highway
Corridor Advocacy Group
2694 Redford Court West
Clearwater, FL 33761

Dear Mr. Jonson:

On behalf of the Tampa City Council, I am writing to express the City Council's total support for the Courtney Campbell Causeway's nomination as a Florida Scenic Highway.

The designation will provide many benefits to this area not only for the local residents, but also the many tourists who visit. By vote, we endorse your group's letter of intent application to the Florida Department of Transportation.

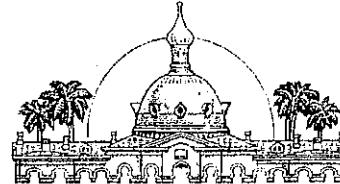
We encourage the Department of Transportation to take favorable action on your application.

Sincerely,

A handwritten signature in black ink that reads "Linda Saul-Sena".

Linda Saul-Sena
Tampa City Council

LSS/tg



Hillsborough County
Florida

BOARD OF COUNTY COMMISSIONERS

Kathy Castor
Pat Frank
Ken Hagan
Jim Norman
Jan K. Platt
Thomas Scott
Ronda Storms

Assistant County Administrators
Bernardo Garcia
Carl S. Harness

Office of the County Administrator
Patricia G. Bean

May 14, 2004

Mr. Bill Johnson, Chair
Corridor Advocacy Group
Courtney Campbell Causeway Scenic Highway
2694 Redford Court West
Clearwater, FL 33761

RE: Courtney Campbell Causeway Scenic Highway

Dear Mr. Johnson:

Hillsborough County is very appreciative of your personal efforts in this endeavor and enthusiastically supports having the State of Florida designate the Courtney Campbell Causeway as a "Scenic Highway". This designation provides an opportunity to highlight the uniqueness of this highway, showcase its many attributes, and will facilitate opportunities to enhance safety, recreational, and aesthetic elements on the Causeway.

On January 17, 2001, the Board of County Commissioner's unanimously approved the County's endorsement. Since that time Commissioner Platt has been the Hillsborough County Commissioners' representative and has worked with our staff and representatives on the Corridor Advocacy Group in the designation process. The outcome of that process is the completed Designation Application.

Consistent with our earlier Board endorsement, I want to again endorse the completed Designation Application and urge approval of the Courtney Campbell Causeway as Florida's next state Scenic Highway.

Sincerely,

Patricia Bean

Patricia Bean
County Administrator

PB/NB/db

CC: Board of County Commissioners
Kathleen J. Mathews, Internal Performance Auditor
BL Bernardo Garcia, Assistant County Administrator
Bruce McClendon, Director, PGMD *pm*
Ned Baier, Interim Director, Transportation

Post Office Box 1110 • Tampa, Florida 33601
Web Site: www.hillsboroughcounty.org

An Affirmative Action/Equal Opportunity Employer

Appendix E

INTRINSIC RESOURCE ASSESSMENT

SUMMARY

Contained within this Intrinsic Resource Assessment are the results of a Corridor Impressions Survey. Additionally, this section contains a detailed inventory for the corridor. Together they form the basis for the proposed vision and goals for the Scenic Highway.

PRELIMINARY CORRIDOR LIMITS

State Road 60 Courtney Campbell Causeway

Eastern Termini: Veterans Highway

Western Termini: McMullen Booth Road

Total Distance: Approximately 10 miles

CORRIDOR IMPRESSIONS SURVEY

Methodology: The Impressions Survey form was distributed widely via email and was distributed in printed form at the Clearwater Welcome Station and personally to users along the roadway.

Corridor Impressions Survey Results

Number returned: 165

Direction of Travel: Most are both

Experience Corridor:

Motorists	126
Beaches	27
Walk/Run	6
Rollerblade	1

Bike	3
Bus (200x)	13
Other	2

1. Most impressionable thing you noticed about the corridor?

- | | |
|----------------------------------|----------------------------------|
| Bridge View | Oleanders in bloom |
| Take visitors there | Green Zone |
| Great Sunrises/sunsets | Trees |
| Well-maintained | Speeding |
| Dolphins in water | Seeing for miles North and South |
| Access to Tampa's only beach | Length |
| Most beautiful drive in Bay Area | Maintain the Palm trees! |
| Direct Route | Landscaping |
| Openness | |
| Clear view | |
| Traffic | |

2. What feeling did you get traveling the corridor?

Beautiful	Memories	Scared of
Pleasurable	Too FAST	accident
Relaxation	"Florida"	Calming
Ugly bridge	Serenity	Dangerous
Peaceful	Pride	Elation
Grateful to live here	Memorable	Go fishing!
Freedom	Direct route to airport	Comfort
Restful	Love it	Stress

3. Positive Experience? Yes: 161 No: 4

Plants are great; Pinellas better maintained: not Rocky Point

4. What did you not like about the corridor?

Traffic	North side blocked by mangroves
Lack of parking	Sewer plant
No path over bridge	Trash
Lights near beaches	Causeway Beach
Timing of lights	No traffic light at
Rocky Point	College/Welcome Center
Concrete divider	Poor access from airport
Big houses block view	Concrete road barriers
No warning of accidents	Access from Clearwater
Bad access to I-275	Traffic Flow

5. What was your favorite part of the corridor?

View to Tampa
Dip before bridge
Seeing water activity
City lights at night
Bridges
Close to water
"Welcome to Clearwater" sign
View toward Pinellas
Boat ramp
Beaches on both ends
Sunrise/Sunsets
Western half
Airplanes flying over
Trees/vegetation
Oleanders and Egrets
Beaches
Bridge
Drive on sand

6. What would you like to see along the corridor?

- | | |
|--|-----------------------------|
| No toll road | Landscaping |
| More trees/flowers | Trim mangroves - block view |
| Man-made coves | More flowers |
| Remove fences | More trees |
| Continuous path/walkway | Focus on natural flora |
| Amenities for recreation | Lights on palm trees |
| Picnic tables/Shelters | |
| Don't allow mangroves to limit view | |
| Linear park | Other: |
| Scenic pull-offs | Trash Cans |
| Small development (shops/rest.) | Public art |
| More outlets for water flow | |
| Natural flora | |
| Bathrooms at beaches | |
| Public Art/Sculptures | |
| Trash cans | |
| Improve BTD Beach | |
| Keep Natural (not Disney) | |
| Fishing/Recreation Facilities | |
| Emergency Phones | |
| Traverse at Bridges for pedestrians | |
| Elevated transit for views
(gondola) | |
| Stoplight at CCC/WC | |
| Communication during traffic back-ups | |
| Open View – no mangroves | |
| More trees | |
| More flowers | |
| Lights on Palms | |
| Infrastructure | |
| No toll road | |
| Recreation Shelters | |
| Bathrooms at Beaches/Boat | |
| Ramps | |
| Traffic light at CCC/WC | |
| Elevated transit | |
| Communication system for traffic information | |
| Traverse at bridges for pedestrians | |
| Bike/recreation trail | |
| Remove barriers on edges | |

7. Quality Evaluation (results vary as some surveys were not complete)

Accessibility

High	73
Medium	64
Low	11

Tranquility

High	68
Medium	57
Low	28

Memorable

High	87
Medium	52
Low	10

Scenic

High	94
Medium	44
Low	1

Clean

High	56
Medium	77
Low	18

Appendix F

Contact Bill Jonson to view the video

Appendix G



JEB BUSH, GOVERNOR

THOMAS F. BARRY, JR., SECRETARY

DISTRICT SEVEN MAINTENANCE.
11201 N. MCKINLEY DRIVE
TAMPA, FLORIDA 33612
PHONE (813) 975-6638 SUNCOM 512-7888
FAX (813) 975-6278 SUNCOM 512-7735.

LETTER
OF TRANSMITTAL

MAIL STATION 7-1200

DATE:

5/22/01

TO: Mr. Tim Kurtz, R.L.A.
City of Clearwater

SECTION: 10140 15040STATE ROAD: 60

MILE POST:

1. FY 89/90 - City of Tampa
2. FY 91/92 - City of Clearwater
3. FY 93/94 - City of Clearwater
4. FY 96/99 - City of Clearwater

PROJECT NAME:

PERMIT NO:

1. M.O.A. # 12-96
2. M.O.A. # 09-94
3. M.O.A. # 06-93
4. M.O.A. # 05-98

 Recommendation - Intent to Approve Recommendation - Intent to Deny Vegetation Control Permit Landscape M.O.A.

ATTENTION:

WE ARE FORWARDING TO YOU:

 Plans Letter of Complaint Permit for Landscaping Copy of Letter(s)

THESE ARE TRANSMITTED/RETURNED:

For Approval
 For Your Use
 For Requested

For Revision
 For Signature
 For Your Files

For Circulation
 For Your Handling
 For Your Inform.

For Review
& Comment
 Other

REMARKS: PLEASE REVIEW, COMMENT, AND PROCESS ATTACHED.

If you have any questions, please call me at
813-975-6638.

FLORIDA DEPARTMENT OF TRANSPORTATION

Thanks!

William D. Moriarty
District Landscaping Coordinator

HIGHWAY LANDSCAPE MAINTENANCE MEMORANDUM OF AGREEMENT

THIS AGREEMENT, made and entered into as of the 13th day of August, 1993, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, a component agency of the State of Florida, hereinafter called the "Department" and the City of Clearwater, a political subdivision of the State of Florida, existing under the Laws of Florida, hereinafter called the City.

W I T N E S S E T H

WHEREAS, the Department owns State Road 60 right-of-way consisting of road improvements and grassed areas abutting thereon located between the Memorial Monument and the Water Pollution Control Plant in Pinellas County, Florida (the "Project Highway"); and

WHEREAS, the Department and the City are of the opinion that the grassed areas of the Project Highway should be landscaped with the various species of ground cover, wildflowers, plantings, shrubs, trees and palms, to improve and enhance the aesthetic quality of the Project Highway and the area encompassing the Monument Site; and

WHEREAS, the Department, through the Florida Highway Beautification Council ("Council") has awarded the City a beautification grant for landscaping the Project Highway more particularly set forth in that Highway Beautification Grant Memorandum of Agreement dated , 1993 (the "Grant Agreement") attached hereto as Exhibit "A" and by reference made a part hereof; and

WHEREAS, the City agreed in the Grant Agreement to maintain all landscaped areas and irrigation systems to be installed along the Project Highway (the "Project") pursuant to the beautification grant; and

WHEREAS, the beautification grant may not be initiated until the parties enter into a maintenance agreement; and

WHEREAS, the City by Resolution No. 93-39, dated July 12, 1993, desires to enter into this Agreement and authorizes its officers to do so.

NOW THEREFORE, for and in consideration of the mutual benefits that flow each to the other, the parties covenant and agree as follows:

1. Until such time as the Project is removed from the Project Highway pursuant to Paragraphs 3 and 5 hereof, the City shall at all times maintain the Project in a reasonable manner and with due care in accordance with all

without written approval by the Department. It is the intent of the parties hereto that except as otherwise provided in Paragraphs 2 and 6 hereof, the City shall be the owner of the landscaping and irrigation systems comprising the Project.

All installation and construction performed pursuant to this Grant shall be performed in accordance with all applicable laws, rules, procedures and guidelines of the Department. Prior to beginning any construction or installation, the Local Government shall verify with the Department what the applicable requirements are. In the event that any installations are at any time determined by the Department to be not in conformance with the applicable requirements, are determined to be interfering with the safe and efficient operation of any transportation facility, or are otherwise determined to present a danger to public health, safety or welfare, said installations shall be immediately removed at the Local Government's sole cost and expense. In the event that the Local Government fails to immediately remove such installations, or in the event that an emergency exists, the Department may proceed with removal and charge the cost thereof to the Local Government.

2. It is understood between the parties hereto that any or all of the Project may be removed, relocated or adjusted at any time in the future as determined to be necessary by the Department in order that the adjacent state road be widened, altered, or otherwise changed to meet with the future criteria or planning of the Department. The City shall be given notice regarding such removal, relocation or adjustment and shall be allowed sixty (60) days to remove all or part of the Project at its own cost. The City will own that part of the Project it removed. After the sixty (60) day removal period, the Department will become the owner of the unremoved portion of the project and then may remove, relocate or adjust the Project as it deems best.

3. (a) The City has estimated the Project cost to be \$ 38,988.23 as shown on Exhibit "B" and in the grant application dated January 28, 1993. The Department agrees to pay to the City the total sum of \$19,110.00 or fifty percent (50%) of the final Project cost, whichever is less, hereinafter referred to as the "Grant Amount." Subject to this limit, the Department will pay only for those costs which are allowed by Section 339.2405(11), Florida Statutes: Purchase and installation of sprinkler/irrigation systems and related equipment; purchase and installation of ground cover, trees, shrubs, palms, plants, materials, fertilizers, soil, soil amendments; and cost of labor, supervision, and administration associated with the foregoing.

(b) The Department's participation in the Project cost is limited to only those items which are directly related to this Project. Project costs incurred prior to the effective date of

this Agreement will not be considered in determining the Department's 50% participation. The 50% payment shall not be made until (1) certification of acceptance is received from the City Nursery Superintendent; (2) the Highway Beautification Council has inspected or waived its inspection rights of the Project; and (3) a Department Landscape Architect or his designee has approved the Project for final payment. A sixty (60) day grow-in period will be required after Project completion. Upon receipt of certification of acceptance and inspection approval, the City may submit invoice for final payment.

(c) Payment shall be made only after receipt and approval of goods and services as provided in Section 215.42, Florida Statutes.

(d) Any penalty for delay in payment shall be in accordance with Section 215.422(2)(b), Florida Statutes.

(e) Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper preaudit and preaudit thereof, and that bills for travel expenses specifically authorized by this Agreement shall be submitted and paid in accordance with the rates specified in Section 112.061, Florida Statutes.

(f) Records of costs incurred under terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for three years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request at all times during the period of the Agreement and for three years after final payment is made. Records of costs incurred includes the City's general accounting records, together with supporting documents and records, of the City and all other records of the City and subcontractors performing work, subcontractors considered necessary by the Department for a proper audit of costs.

4. The City agrees to maintain the Project and enter into an Highway Landscape Maintenance Memorandum of Agreement, attached hereto as Exhibit "C," which designates and sets forth the duties and responsibilities of the parties in maintaining the Project.

5. This Agreement may be terminated under any one of the following conditions:

(a) By the Department, if the City fails to perform its duties under this Agreement, following fifteen (15) days written notice.

(b) By either party following sixty (60) calendar days' written notice.

6. In the event this Agreement is terminated in accordance with Subparagraph 5(a), then the Department may at its option proceed with under Subparagraphs (a) or (b) below. In the event this Agreement is terminated under Subparagraph 5(b), then the parties hereto shall proceed under Subparagraph (b) below:

(a) Completion of the Project or a part thereof will be undertaken by the Department or private contractors and the Department may deduct the reasonable cost of such work from the money due the City under this Agreement.

(b) The City shall have sixty (60) days after the date upon which this Agreement is effectively terminated to remove all or part of the remaining Project at its own cost and expense. The City will own that part of the Project it removed. After the sixty (60) day removal period, the Department will become the owner of the unremoved portion of the Project and may in its discretion remove, relocate or adjust the Project it deems best.

7. The beautification grant awarded by the Council shall continue for a period of one (1) year from the date of this Agreement. Subject to Paragraph 5, in the event this Agreement is terminated before the Department has paid the City the Grant Amount, then the Department agrees to pay the City all of the Grant Amount if the Project has been one hundred percent (100%) completed or a percentage of the Grant Amount equal to the percentage of the Project's completion at the time of termination.

8. Subject to the provisions of Section 768.28, Florida Statutes, the City covenants and agrees that it will indemnify and hold harmless the Department and all of the Department's officers, agents and employees from any claim, loss, damage, cost, charge or expense arising out of any act, action, neglect or omission by City during the performance of the Agreement, whether direct or indirect, and whether to any person or property to which the Department or said parties may be subject except that neither the City

nor any of its subcontractors will be liable under this paragraph for damages arising out of any injury or damage to person or persons directly caused or resulting from the sole negligence of Department or any of its officers, agents or employees.

9. The City may install additional landscaping and/or irrigation systems within the Project Highway, subject to the following conditions:

(a) Plans for any new installation shall be subject to approval by the Department. The City shall not change or deviate from said plans without written approval by the Department.

(b) Any new installation shall be developed and implemented in accordance with appropriate safety and road design standards.

(c) The City agrees to maintain the additional landscaping and/or irrigation systems in compliance with the requirements of the Highway Landscape Maintenance Memorandum of Agreement executed as a condition of this Grant.

(d) No changes will be made in the payment terms established under Paragraph 3 of this Agreement due to any increase in cost to the City resulting from the new installation.

10. This Agreement embodies the entire agreement and understanding between the parties hereto and there are no other agreements or understandings, oral or written, with reference to the subject matter hereof that are not merged herein and superseded hereby.

11. This Agreement may not be assigned or transferred by the City in whole or in part without written consent of the Department.

12. This Agreement, regardless of where executed, shall be governed by and construed according to the Laws of the State of Florida.

13. All notices, demands, requests or other instruments shall be given by depositing the same in the U. S. Mail, postage prepaid, registered or certified with return receipt requested, or by telex or telegram:

(a) If to the Department, addressed to:
11201 N. Malcolm McKinley Drive, M.S. 1200
Tampa, Florida 33612,

or at such other address as the Department may from time to time designate by written notice to the City;

(b) If to the City,
addressed to:

P.O. Box 4748

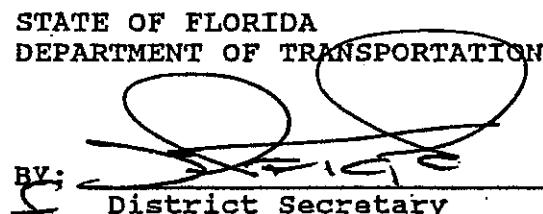
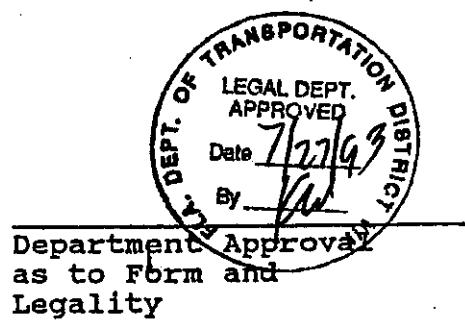
Clearwater, FL 34613

or at such other address as the City may from time to time designate by written notice to the Department.

6/93

All time limits provided hereunder shall run from the date of receipt of all such notices, demands, requests and other instruments.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed the day and year above written.



ATTEST: Jeanette N. House (Seal)
Executive Secretary

CITY OF CLEARWATER, FLORIDA

By: Michael J. Wright
Michael J. Wright
City Manager

Attest:

Cynthia E. Goudeau
Cynthia E. Goudeau
City Clerk

WPI NO. _____
JOB NO. _____

Exhibit "B"
(General)

Project Cost

This exhibit forms an integral part of the Highway Beautification Grant Agreement between the State of Florida, Department of Transportation and the City of Clearwater date July 15, 1993.

I. PROJECT COST:

\$38,988.23

TOTAL PROJECT COST \$38,988.23

II. PARTICIPATION:

Public Agency Participation 51% \$19,878.23

Department Participation
Primary (D) 49% \$19,110.00

TOTAL PROJECT COST \$38,988.23

JUL 16 1993

RESOLUTION NO. 93 - 39

PARKS AND
RECREATION

A RESOLUTION OF THE CITY OF CLEARWATER, FLORIDA,
AUTHORIZING THE CITY MANAGER TO EXECUTE A HIGHWAY
LANDSCAPE MAINTENANCE MEMORANDUM OF AGREEMENT AND A
HIGHWAY BEAUTIFICATION GRANT AGREEMENT WITH THE FLORIDA
DEPARTMENT OF TRANSPORTATION; PROVIDING AN EFFECTIVE
DATE.

WHEREAS, the Courtney Campbell Parkway serves as the major entry to the City of Clearwater for over 40,000 residents and tourists daily, and

WHEREAS, the City of Clearwater and its residents have completed beautification of the Parkway from the Clearwater line west to the Parkway dedication monument site, and enthusiasm and interest in beautifying the monument site west to the City's Water Pollution Control Plant has been demonstrated; and

WHEREAS, the City Commission desires to authorize the City Manager to execute a Highway Landscape Maintenance Memorandum of Agreement and a Highway Beautification Grant Agreement in order to meet the City's long-range goal of beautifying the Courtney Campbell Parkway; now, therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE
CITY OF CLEARWATER, FLORIDA:

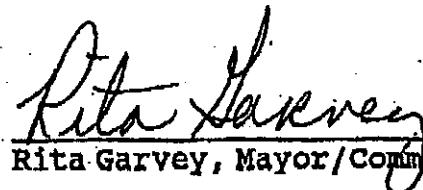
Section 1. The City Manager is hereby authorized to execute a Highway Landscape Maintenance Memorandum of Agreement and a Highway Beautification Grant Agreement between the City of Clearwater, Florida and the Florida Department of Transportation, copies of which are attached hereto as Exhibits A and B.

Section 2. This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this 12th day of July, 1993.

Attest:

Cynthia E. Goudreau
Cynthia E. Goudreau, City Clerk


Rita Garvey
Rita Garvey, Mayor/Commissioner

Section 15040

S.R. 60

M.D. 5.944 - 9.449

HIGHWAY LANDSCAPE MAINTENANCE MEMORANDUM OF AGREEMENT

07-77

District Copy

05-91:HBS 01-91

THIS AGREEMENT, made and entered into as of the 12th, day of August, 1994, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, a component agency of the State of Florida, hereinafter called the "Department" and the City of Clearwater, a political subdivision of the State of Florida, existing under the Laws of Florida; hereinafter called the City.

W I T N E S S E T H

WHEREAS, the Department owns State Road 60 right-of-way consisting of road improvements and grassed areas abutting thereon located between Bayshore Drive and the Pinellas County Line in Pinellas County, Florida (the "Project Highway"); and

WHEREAS, the Department and the City are of the opinion that the grassed areas of the Project Highway should be landscaped with the various species of ground cover, wildflowers, plantings, shrubs, trees and palms, to improve and enhance the aesthetic quality of the Project Highway and the area encompassing the City; and

WHEREAS, the Department, through the Florida Highway Beautification Council ("Council") has awarded the City a beautification grant for landscaping the Project Highway more particularly set forth in that Highway Beautification Grant Memorandum of Agreement dated August 12, 1991; and

WHEREAS, the City agreed in the Grant Agreement to maintain all landscaped areas and irrigation systems to be installed along the Project Highway (the "Project") pursuant to the beautification grant; and

WHEREAS, the beautification grant may not be initiated until the parties enter into a maintenance agreement; and

WHEREAS, the City by Resolution No. 94-48, dated July 18, 1994, desires to enter into this Agreement and authorizes its officers to do so.

NOW THEREFORE, for and in consideration of the mutual benefits that flow each to the other, the parties covenant and agree as follows:

1. Until such time as the Project is removed from the Project Highway pursuant to Paragraphs 6 and 9 hereof, the City shall at all times maintain the Project in a reasonable manner and with due care in accordance with all applicable Department guidelines, standards and procedures ("Project Standards"). Specifically, the City agrees to:

- (a) removal of litter from the Project Highway;
- (b) watering and fertilization of all plants;
- (c) mulching of all plants beds;
- (d) keeping plants as free as practicable from disease and harmful insects;
- (e) weeding the Project premises routinely;
- (f) mowing and/or cutting grass;
- (g) pruning all plants, specifically removing of all dead or diseased parts of plants and pruning of all parts of plants which present a visible hazard to those using the roadway; and,
- (h) Removal or replacement in their entirety of all dead or diseased plants or other parts of the Project that have fallen below project standards.

The City agrees to repair, remove or replace at its own expense all or part of the Project that falls below Project Standards caused by the City's failure to maintain the same in accordance with the revisions of this paragraph. In the event any part or parts of the Project, including plants, have to be removed and replaced for whatever reason, then they shall be replaced by parts of the same grade, size and specification as provided in the original plans for the Project.

2. Maintenance of the Project shall be subject to periodic inspections by the Department. In the event that any of the aforementioned responsibilities are not carried out or are otherwise determined by the Department to be not in conformance with the applicable Project standards, the Department, in addition to its right of termination under Paragraph 7(a), may at its option perform any necessary maintenance without need of any prior notice and charge the cost thereof to the City.

3. The Department's Local Maintenance Office shall be notified forty-eight (48) hours in advance of commencing any maintenance activities. The Local Maintenance Engineer with responsibility for the roadway within this Project is A.A. Bennett located at 5211 Ulmerton Rd. N., St. Petersburg, FL, telephone number 570-5101. Prior to commencing any field activities on this project, the City is to notify all the utilities of their work schedule so that any affected utilities can be field located and marked to avoid damage during maintenance activities.

4. The City will comply with all Departmental Maintenance of Traffic Regulations. All vehicles, equipment and personnel shall maintain a minimum of 15 feet clearance from the edge of pavement. If the permittee desires to work closer to the edge of pavement than 15 feet or close a traffic lane, a Maintenance of Traffic plan must be submitted to the Local Maintenance Engineer for approval prior to beginning construction and/or maintenance activities.

5. The Department will require the City to cease operations and remove all personnel and equipment from the Department's right-of-way if any actions on the part of the City or representatives of the City violate the conditions or intent of this agreement as determined by the Department.

6. It is understood between the parties hereto that any or all of the Project may be removed, relocated or adjusted at any time in the future as determined to be necessary by the Department in order that the adjacent state road be widened, altered or otherwise changed to meet with the future criteria or planning of the Department. The City shall be given notice regarding such removal, relocation or adjustment and shall be allowed sixty (60) days to remove all or part of the Project at its own cost. The City will own that part of the Project it removed. After the sixty (60) day removal period, the Department will become the owner of the unremoved portion of the Project and the Department then may remove, relocate or adjust the Project as it deems best.

7. This Agreement may be terminated under any one of the following conditions:

- (a) By the Department, if the City fails to perform its duties under this Agreement following fifteen (15) days' written notice.
- (b) By either party following sixty (60) calendar days' written notice.

8. The term of this Agreement shall be for a period of ten (10) years commencing on the date of execution of the agreement, with one ten (10) year renewal options. Any renewal must be agreed upon by both parties in writing thirty (30) days prior to the expiration of the existing agreement.

9. In the event this Agreement is terminated, the Department may, at its option, proceed as follows:

- (a) Maintain the Project or a part thereof with Department forces or private contractors and charge the City for the reasonable costs of such work; or

(b) Grant the City sixty (60) days after the date upon which this Agreement is effectively terminated to remove all or part of the remaining Project at her own cost and expense. The City will own that part of the Project it removed. After the sixty (60) day removal period, the Department will become the owner of the unremoved portion of the Project and may, in its discretion, remove, relocate or adjust the Project as it deems best.

10. Subject to Section 768.28, Florida Statutes, the City covenants and agrees that it will indemnify and hold harmless the Department and all of the Department's officers, agents and employees from any claim, loss, damage, rent, charge or expense arising out of any act, action, neglect or omission by the City during the performance of the Agreement, whether direct or indirect, and whether to any person or property to which Department or said parties may be subject, except that neither the City nor any of its subcontractors will be liable under this paragraph for damages arising out of injury or damage to persons or property directly caused or resulting from the sole negligence of Department or any of its officers, agents or employees.

11. The Department's District Secretary shall decide all questions, difficulties, and disputes of any nature whatsoever that may arise under or by reason of this Agreement, the prosecution, or fulfillment of the service hereunder and the character, quality, amount, and value thereof; and his decision upon all claims, questions, and disputes shall be final and conclusive upon the parties hereto.

12. This Agreement embodies the entire agreement and understanding between the parties hereto and there are no other agreements or understandings, oral or written, with reference to the subject matter hereof that are not merged herein and superseded hereby.

13. This Agreement may not be assigned or transferred by the City in whole or in part without consent of the Department.

14. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

15. All notices, demands, requests or other instruments shall be given by depositing the same in the U.S. Mail, postage prepaid, registered or certified with return receipt requested, or by telex or telegram:

6/94

- (a) If to the Department, addressed to:
11201 North Malcolm McKinley Drive, M.S. 7-1200
Tampa, Florida 33612,

or at such other address as the Department may from time to time designate by written notice to the City; and

- (b) If to the City, addressed to:

P.O. Box 4748
Clearwater, FL 34618

or at such other address as the City may from time to time designate by written notice to the Department.

All time limits provided hereunder shall run from the date of receipt of all such notices, demands, requests and other instruments.

6/94

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed the day and year first above written.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

By: CDT on 6/94
District Secretary

Department Approval
as to Form and
Legality

ATTEST: Donna M. Deputula (SEAL)
Executive Secretary

intersigned:

Rita Garvey
Rita Garvey
Mayor-Commissioner

Approved as to form and
correctness:

M. A. Galbraith, Jr.
M. A. Galbraith, Jr.
Senior Assistant City Attorney

CITY OF CLEARWATER, FLORIDA

By: E. M. Goudeau
Elizabeth M. Deputula
City Manager

Attest:

Cynthia E. Goudeau
Cynthia E. Goudeau
City Clerk

RESOLUTION NO. 94 - 48

A RESOLUTION OF THE CITY OF CLEARWATER, FLORIDA, AUTHORIZING THE CITY MANAGER TO EXECUTE A HIGHWAY LANDSCAPE MAINTENANCE MEMORANDUM OF AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Courtney Campbell Parkway serves as the major entry to the City of Clearwater for over 40,000 residents and tourists daily, and

WHEREAS, the City of Clearwater and its residents have completed beautification of the Parkway from the Clearwater line west to the Parkway dedication monument site; and

WHEREAS, the City Commission desires to authorize the City Manager to execute a Highway Landscape Maintenance Memorandum of Agreement in order to meet the City's long-range goal of ~~the Courtney Campbell Parkway,~~

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF CLEARWATER, FLORIDA:

Section 1. The City Manager is hereby authorized to execute a Highway Landscape Maintenance Memorandum of Agreement between the City of Clearwater, Florida and the Florida Department of Transportation, copy of which is attached hereto as Exhibit A.

Section 2. This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this 18th day of July 1994.

Attest:

Cynthia E. Goudeau
Cynthia E. Goudeau, City Clerk

Rita Garvey
Rita Garvey, Mayor/Commissioner

I hereby certify that this is a true and correct copy of the original as it appears in the files of the City of Clearwater. Witness my hand and official seal of the City of Clearwater.
This 11th day of July, 1994.

D. Smith
D. Smith City Clerk

ASSISTANCE REQUEST FORM

A. NAME William Moriarty PHONE NO. 975-6638

DATE 8-9-94 DUE DATE (ANSWER NEEDED) Earliest convenience

SUBJECT Beautification Grant - Memorandum of
Agreement Renewal - City of Clearwater.

B. PERTINENT FACTS:

Section 15040

S.R. 60

M.D. 5.944 - 9.449

09-94

previously 05-91 - MBG 01-91

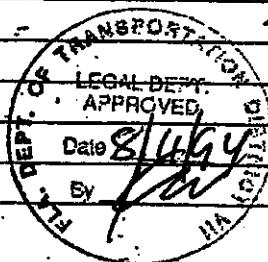
(ATTACHED ADDITIONAL SHEET IF NECESSARY)

C. ISSUE(S) PRESENTED:

Please review and
sign if language is acceptable. Thanks, Will

RECEIVED
MAINTENANCE

94 AUG 11 PM 12:33



(ATTACHED ADDITIONAL SHEET IF NECESSARY)

RECEIVED BY

DATE RECEIVED

ASSIGNED TO

DATE DUE



LETTER OF TRANSMITTAL	D.O. LOG#	MAIL STATION:
		7-1200
		8-11-94

TO: Jeanette Rouse

District Secretary

ATTN: _____

WE ARE FORWARDING TO YOU:

- Copy of Letter(s)
- Letter of Complaint
- Authorization
- Plans

- Recommendation - Intent to Approve
- Recommendation - Intent to Deny
- Access Connection Application
- Drainage Permit Application

THESE ARE TRANSMITTED/RETURNED:

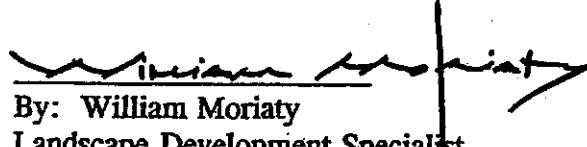
- | | | | |
|---------------------------------------|---|---|---|
| <input type="checkbox"/> For Approval | <input type="checkbox"/> For Revision | <input type="checkbox"/> For Circulation | <input type="checkbox"/> For Review & Comment |
| <input type="checkbox"/> For Your Use | <input checked="" type="checkbox"/> For Signature | <input type="checkbox"/> For Your Handling | <input type="checkbox"/> Other |
| <input type="checkbox"/> As Requested | <input type="checkbox"/> For Your Files | <input type="checkbox"/> For Your Information | |

REMARKS: Please review, comment and process attached.

Please sign and seal
if language is
acceptable.

Thanks,
Will

FLORIDA DEPARTMENT OF TRANSPORTATION
District Seven Maintenance/Access Management
Harvey A. Hunt, P.E.
Assistant District Maintenance Engineer


By: William Moriarty
Landscape Development Specialist

C:
William Moriarty
file



C I T Y O F C L E A R W A T E R

POST OFFICE BOX 4748
CLEARWATER, FLORIDA 34618-4748

Office of Parks and Recreation
(813) 462-6531

RECEIVED
MAINTENANCE
94 AUG -3 PM 2:24

August 1, 1994

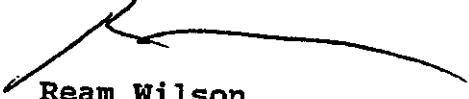
Mr. Harvey Hunt
Assistant District Maintenance Engineer
Florida Department of Transportation
11201 N. Malcolm McKinley Dr. M.S. 7-1200
Tampa, FL 33612

Dear Harvey:

As requested in your letter of June 16, 1994, enclosed are three copies of our "Highway Landscape Maintenance Memorandum of Agreement" with original signatures. We would appreciate the DOT executing its portion of the agreement and returning one copy to us.

Your assistance in this matter is appreciated and please contact me at 462-6531 in the event you have any questions or if I can be of assistance.

Sincerely,


Ream Wilson
Director

RW/RG

Enclosures



-09-1994 12:52 FROM CLWTR PARKS & REC DEPT.

TO

99756278

P.01



FAX MESSAGE

CITY OF CLEARWATER

PARKS AND RECREATION DEPARTMENT

SENDING LOCATION FAX NUMBER (813) 462-6528

OFFICE TELEPHONE NUMBER: (813) 462-6531

TO: Will Moriarty

LOCATION: _____

FAX NUMBER: 975-6278

FROM: Ron Wilson

DATE: 8/9/94

ORIGINAL DOCUMENT(S) WILL WILL NOT FOLLOW BY MAIL.

MESSAGE: _____

NUMBER OF PAGES THIS MESSAGE (INCLUDING THIS COVER PAGE) 2

RESOLUTION NO. 94 - 48

A RESOLUTION OF THE CITY OF CLEARWATER, FLORIDA, AUTHORIZING THE CITY MANAGER TO EXECUTE A HIGHWAY LANDSCAPE MAINTENANCE MEMORANDUM OF AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Courtney Campbell Parkway serves as the major entry to the City of Clearwater for over 40,000 residents and tourists daily, and

WHEREAS, the City of Clearwater and its residents have completed beautification of the Parkway from the Clearwater line west to the Parkway dedication monument site; and

WHEREAS, the City Commission desires to authorize the City Manager to execute a Highway Landscape Maintenance Memorandum of Agreement in order to meet the City's long-range goal of beautifying the Courtney Campbell Parkway; now, therefore,

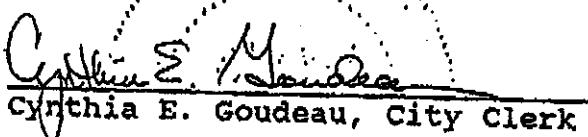
BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF CLEARWATER, FLORIDA:

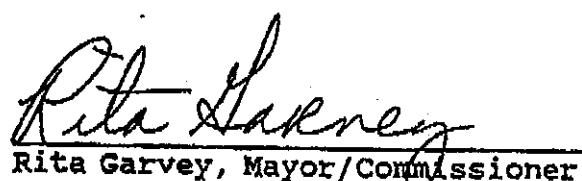
Section 1. The City Manager is hereby authorized to execute a Highway Landscape Maintenance Memorandum of Agreement between the City of Clearwater, Florida and the Florida Department of Transportation, copy of which is attached hereto as Exhibit A.

Section 2. This resolution shall take effect immediately upon adoption.

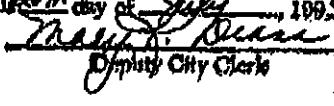
PASSED AND ADOPTED this 18th day of July 1994.

Attest:


Cynthia E. Goudeau, City Clerk


Rita Garvey, Mayor/Commissioner

I hereby certify that this is a true and correct copy of the original as it appears in the files of the City of Clearwater. Witness my hand and official seal of the City of Clearwater,
This 26th day of July, 1994.


Deputy City Clerk

Form. MOA # 04-89
MBG # 02-89

District 7 Maintenance

Section 10140

S.R. 60

M.P. 1-759-4,000

HIGHWAY LANDSCAPE MAINTENANCE
MEMORANDUM OF AGREEMENT

M.O.A. # 12-96

THIS AGREEMENT, made and entered into as of the 25th day of November, 1996, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, a component agency of the State of Florida, hereinafter called the "Department" and the CITY OF TAMPA, FLORIDA, a political subdivision of the State of Florida, existing under the Laws of Florida, hereinafter called the City.

W I T N E S S E T H

WHEREAS, the Department owns State Road 60 right-of-way consisting of road improvements and grassed areas abutting thereon located between M.P. 1-759 and M.P. 4,000 in Tampa City, Florida (the "Project Highway"); and

WHEREAS, the Department and the City are of the opinion that the grassed areas of the Project Highway should be landscaped with the various species of ground cover, wildflowers, plantings, shrubs, trees and palms, to improve and enhance the aesthetic quality of the Project Highway and the area encompassing the City;

WHEREAS, the Department, through the Florida Highway Beautification Council ("Council") had awarded the City a beautification grant for landscaping the Project Highway more particularly set forth in that Highway Beautification Grant Memorandum of Agreement dated August 14, 1990; and

WHEREAS, the City agreed in the Grant Agreement to maintain all landscaped areas and irrigation systems installed along the Project Highway (the "Project") in association with the beautification grant; and

WHEREAS, the City by Resolution No. 96-2021, dated November 14, 1996, desires to enter into this Agreement and authorizes its officers to do so.

NOW THEREFORE, for and in consideration of the mutual benefits that flow each to the other, the parties covenant and agree as follows:

1. Until such time as the Project is removed from the Project Highway pursuant to Paragraphs 6 and 9 hereof, the City shall at all times maintain the Project in a reasonable manner and with due care in accordance with all applicable Department guidelines, standards and procedures ("Project Standards"). Specifically, the City agrees to:

- (a) removal of litter from the Project Highway;
- (b) watering and fertilization of all plants;
- (c) mulching of all plants beds;
- (d) keeping plants as free as practicable from disease and harmful insects;
- (e) weeding the Project premises routinely;
- (f) mowing and/or cutting grass;
- (g) pruning all plants, specifically removing of all dead or diseased parts of plants and pruning of all parts of plants which present a visible hazard to those using the roadway; and,
- (h) Removal or replacement in their entirety of all dead or diseased plants or other parts of the Project that have fallen below project standards.

The City agrees to repair, remove or replace at its own expense all or part of the Project that falls below Project Standards caused by the City's failure to maintain the same in accordance with the provisions of this paragraph. In the event any part or parts of the Project, including plants, have to be removed and replaced for whatever reason, then they shall be replaced by parts of the same grade, size and specification as provided in the original plans for the Project.

2. Maintenance of the Project shall be subject to periodic inspections by the Department. In the event that any of the aforementioned responsibilities are not carried out or are otherwise determined by the Department to be not in conformance with the applicable Project standards, the Department, in addition to its right of termination under Paragraph 7(a), may at its option perform any necessary maintenance without need of any prior notice and charge the cost thereof to the City.

3. The Department's Local Maintenance Office shall be notified forty-eight (48) hours in advance of commencing any maintenance activities. The Local Maintenance Engineer with responsibility for the roadway within this Project is Mr. Robert F. Grimsley, located at 2020 Leslie Rd, Tampa, Florida 33619, telephone number (813) 744-6030. Prior to commencing any field activities on this project, the City is to notify all the utilities of their work schedule so that any affected utilities can be field located and marked to avoid damage during maintenance activities.

4. The City will comply with all Departmental Maintenance of Traffic Regulations. All vehicles, equipment and personnel shall maintain a minimum of 15 feet clearance from the edge of pavement. If the permittee desires to work closer to the edge of pavement than 15 feet or close a traffic lane, a Maintenance of Traffic plan must be submitted to the Local Maintenance Engineer for approval prior to beginning construction and/or maintenance activities.

5. The Department will require the City to cease operations and remove all personnel and equipment from the Department's right-of-way if any actions on the part of the City or representatives of the City violate the conditions or intent of this agreement as determined by the Department.

6. It is understood between the parties hereto that any or all of the Project may be removed, relocated or adjusted at any time in the future as determined to be necessary by the Department in order that the adjacent state road be widened, altered or otherwise changed to meet with the future criteria or planning of the Department. The City shall be given notice regarding such removal, relocation or adjustment and shall be allowed sixty (60) days to remove all or part of the Project at its own cost. The City will own that part of the Project it removed. After the sixty (60) day removal period, the Department will become the owner of the unremoved portion of the Project and the Department then may remove, relocate or adjust the Project as it deems best. Whenever the City is entitled to remove vegetation pursuant to this paragraph, and to Paragraph 9(b) hereof, the City shall restore the surface of the affected portion of the project premises to the same safe condition as it was before installation of such vegetation pursuant to the Grant. The restoration expected shall consist of grading and filling holes and indentations caused by the aforesaid removal.

7. This Agreement may be terminated under any one of the following conditions:

- (a) By the Department, if the City fails to perform its duties under this Agreement following fifteen (15) days' written notice.
- (b) By either party following sixty (60) calendar days' written notice.

8. The term of this Agreement shall be for a period of ten (10) years commencing on the date of execution of the agreement, with one ten (10) year renewal option. Any renewal must be agreed upon by both parties in writing thirty (30) days prior to the expiration of the existing agreement.

9. In the event this Agreement is terminated, the Department may, at its option, proceed as follows:

- (a) Maintain the Project or a part thereof with Department forces or private contractors and charge the City for the reasonable costs of such work; or
- (b) Grant the City sixty (60) days after the date upon which this Agreement is effectively terminated to remove all or part of the remaining Project and restore the area to its original prelandscaped safe condition at their own cost and expense. The City will own that part of the Project it removed. After the sixty (60) day removal period, the Department will become the owner of the unremoved portion of the Project and may, in its discretion, remove, relocate or adjust the Project as it deems best.

10. Subject to Section 768.28, Florida Statutes, the City covenants and agrees that it will indemnify and hold harmless the Department and all of the Department's officers, agents and employees from any claim, loss, damage, rent, charge or expense arising out of any act, action, neglect or omission by the City during the performance of the Agreement, whether direct or indirect, and whether to any person or property to which Department or said parties may be subject, except that neither the City nor any of its subcontractors will be liable under this paragraph for damages arising out of injury or damage to persons or property directly caused or resulting from the sole negligence of Department or any of its officers, agents or employees.

11. The Department's District Secretary shall decide all questions, difficulties, and disputes of any nature whatsoever that may arise under or by reason of this Agreement, the prosecution, or fulfillment of the service hereunder and the character, quality, amount, and value thereof; and his decision upon all claims, questions, and disputes shall be final and conclusive upon the parties hereto.

12. This Agreement embodies the entire agreement and understanding between the parties hereto and there are no other agreements or understandings, oral or written, with reference to the subject matter hereof that are not merged herein and superseded hereby.

13. This Agreement may not be assigned or transferred by the City in whole or in part without consent of the Department.

14. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

15. All notices, demands, requests or other instruments shall be given by depositing the same in the U.S. Mail, postage prepaid, registered or certified with return receipt requested, or by telex or telegram:

(a) If to the Department, addressed to:
11201 North Malcolm McKinley Drive, M.S. 7-1200
Tampa, Florida 33612,

or at such other address as the Department may from time to designate by written notice to the City; and

(b) If to the City, addressed to:
Parks Department
7525 North Boulevard, Tampa, FL 33604,

or at such other address as the City may from time to time designate by written notice to the Department.

All time limits provided hereunder shall run from the date of receipt of all such notices, demands, requests and other instruments.

9/96

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed the day and year first above written.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

By:

District Secretary

John H. Cawes
Department Approval
as to Form and
Legality

ATTEST: *Janice S. Martin* (SEAL)
Executive Secretary

CITY OF TAMPA, FLORIDA
A Political Subdivision of the
State of Florida

By:

Dick A. Greco, Mayor

Roberto R. Ruelo

City Approval
as to Form and
Legality
Roberto R. Ruelo
Assistant City Attorney

JANICE S. MARTIN, CITY CLERK
ATTEST: *Gail W. Anderson* (SEAL)
BY: City Clerk
GAIL W. ANDERSON, DEPUTY CITY CLERK

RESOLUTION NO. 96-2021

A RESOLUTION APPROVING A HIGHWAY MAINTENANCE MEMORANDUM OF AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE CITY OF TAMPA FOR THE COURTNEY CAMPBELL CAUSEWAY, TAMPA SECTION; AUTHORIZING THE EXECUTION THEREOF BY THE MAYOR OF THE CITY OF TAMPA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to Resolution No. 90-1001, passed and adopted by the City Council of the City of Tampa on June 21, 1990, the State of Florida Department of Transportation and the City of Tampa, on August 14, 1990, entered into a Highway Landscape Maintenance Memorandum of Agreement for the Courtney Campbell Causeway, Tampa Section; and

WHEREAS, the Department requires that said Agreement be replaced by a new agreement.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. That the Highway Landscape Maintenance Memorandum of Agreement between the State of Florida Department of Transportation and the City of Tampa for the Courtney Campbell Causeway, Tampa Section, a copy of which is attached hereto and by reference made a part hereof, is hereby approved in its entirety.

Section 2. That the Mayor of the City of Tampa is authorized and empowered to execute, and the City Clerk to attest and affix the official Seal of the City of Tampa to the Agreement on behalf of the City.

Section 3. That other proper officers of the City of Tampa are authorized to do all things necessary and proper in order to carry out the provisions of said Agreement and this Resolution.

Section 4. That this Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA,
ON NOV 14 1996

Ronnie Mason
CHAIRMAN, CITY COUNCIL

ATTEST:

Jennett S. Martin
CITY CLERK

Prepared by:

Roberto R. Ruelo
Roberto R. Ruelo
Assistant City Attorney

<http://www.tamplaw.com/courtney.com>

Post-it® Fax Note	7671	Date	11-22-96	# of pages	1
To	William Moriarty	From	Roberto Ruelo		
Co./Dept.		Co.			
Phone #		Phone #	274-8996		

RESOLUTION NO. 96-2021

A RESOLUTION APPROVING A HIGHWAY MAINTENANCE MEMORANDUM OF AGREEMENT BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AND THE CITY OF TAMPA FOR THE COURTNEY CAMPBELL CAUSEWAY, TAMPA SECTION; AUTHORIZING THE EXECUTION THEREOF BY THE MAYOR OF THE CITY OF TAMPA; PROVIDING AN EFFECTIVE DATE.

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Section 3. That other proper officers of the City of Tampa are authorized to do all things necessary and proper in order to carry out the provisions of said Agreement and this Resolution.

Section 4. That this Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA,
ON NOV 14 1996

Ronnie Mason

CHAIRMAN, CITY COUNCIL

ATTEST:

Janett S. Martin

CITY CLERK

Prepared by:

Roberto R. Ruco

Roberto R. Ruco
Assistant City Attorney

<http://www.tampacitycourtney.com>

Post-it® Fax Note	7671	Date 11-22-96	1 of pages 1
To William Marantz		From Roberto Ruco	
Co./Dept.		Co.	
Phone #		Phone #	274-8996

Section 15040

SR 60

MP 5.954-7.543

FIN # 4040B517401

FCT # 493

Contract # AG-271

\$ 22,190.00

District Maintenance

HBG 01-98

D-7

**DISTRICT SEVEN HIGHWAY BEAUTIFICATION GRANT
AND MAINTENANCE MEMORANDUM OF AGREEMENT**

MOA #05-98 HBG #01-98

Bwdm

This agreement, made and entered into as of the 9th day of September, 1997, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, a component agency of the State of Florida, hereinafter called the "Department" and the "City of Clearwater", a political subdivision of the State of Florida, existing under the Laws of Florida, hereinafter called the "Local Government."

WITNESSETH

WHEREAS, the Department owns State Road 60 right-of-way consisting of road improvements and grassed areas abutting thereon located between Courtney Campbell Monument Site and the small, western most bridge in Clearwater, Florida (the "Project Highway"); and

WHEREAS, the Department and the Local Government are of the opinion that the grassed areas of the Project Highway should be landscaped with the various species of ground cover, wildflowers, plantings, shrubs, trees, and palms to improve and enhance the aesthetic quality of the Project Highway and the area encompassing the Local Government and;

WHEREAS, the Department, through the Florida Highway Beautification Council, has awarded the Local Government a beautification grant for landscaping the grassed areas of the Project Highway; and

WHEREAS, the Local Government, by Resolution No. 97-61 dated 12/4/97, attached hereto as Exhibit "A", has accepted said grant and authorizes its officers to execute this Agreement on its behalf; and

WHEREAS, the parties hereto recognize the need for entering into an agreement designating and setting forth the responsibilities of each party in maintaining the landscaping; and

WHEREAS, the parties hereto mutually recognize the benefits of such landscaping and the need for entering into an agreement designating and setting forth the responsibilities of each parties.

NOW THEREFORE, for and in consideration of mutual benefits to flow each to the other, the parties covenant and agree as follows:

1. The Local Government shall install landscaping and irrigation systems on those areas of the Project Highway as specified in Construction Plans and Specifications for Courtney Campbell Causeway Beautification prepared by the City of Clearwater dated

1/15/98

Project No. 97082, attached hereto as Exhibit "B", incorporated herein by reference (the "Project"). The Project to be performed by the Local Government shall not change or deviate from the Project without written approval by the Department. It is the intent of the parties, except as otherwise provided in Paragraphs 7 and 10 hereof, that the Local Government shall be the owner of the landscaping and irrigation systems comprising the Project.

All installations and construction performed pursuant to this grant shall be performed in accordance with all applicable laws, rules, procedures and guidelines of the Department. Prior to beginning any construction or installation, the Local Government shall verify with the Department what the applicable requirements are. In the event that any installations are at any time determined by the Department to be not in conformance with the applicable requirements, or are determined to be interfering with the safe and efficient operation of any transportation facility, or are, otherwise, determined to present a danger to public health, safety, or welfare, said installation shall be immediately brought into departmental compliance at the sole cost and expense of the Local Government. In the event that the Local Government fails to immediately remove such installations, or in the event that an emergency exists, the Department may, at its option, proceed with removal of such installations and charge the cost thereof to the Local Government.

2. Until such time as the Project is removed from the Project Highway pursuant to Paragraphs 7 and 10 hereof, the Local Government shall at all times maintain the Project in a reasonable manner and with due care in accordance with all applicable Department guidelines, standards and procedures ("Project Standards"). Specifically, the Local Government agrees to:

- (a) removal of litter from all landscaped areas of the Project Highway;
- (b) watering and fertilization of all plants;
- (c) mulching of all plant beds;
- (d) keeping plants as free as practicable from disease and harmful insects;
- (e) weeding the Project premises routinely;
- (f) mowing and/or cutting grass within the landscaped areas;
- (g) pruning all plants, specifically removing of all dead or diseased parts of plants and pruning of all parts of plants which present a visible hazard to those using the roadway; and,
- (h) removal or replacement in their entirety of all dead or diseased plants or other parts of the Project that have fallen below project standards.

The Local Government agrees to repair, remove, or replace at its own expense, all or part of the Project that falls below Project Standards caused by the Local Government's failure to

maintain the same in accordance with the provisions of this paragraph. In the event any part or parts of the Project, including plants, have to be removed and replaced for whatever reason, then they shall be replaced by material of the same grade, size, and specification as provided in the original plans for the Project.

3. Maintenance of the Project shall be subject to periodic inspections by the Department. In the event that any of the aforementioned responsibilities are not carried out or are, otherwise, determined by the Department to be not in conformance with the applicable Project Standards, the Department, in addition to its right of termination under Paragraph 9(a), may, at its option, perform any necessary maintenance without need of any prior notice and charge the cost thereof to the Local Government.
4. The Department's Local Maintenance Office shall be notified forty-eight (48) hours in advance of commencing any responsibility for the roadway within this Project. The Local Maintenance Engineer with responsibility for the roadway is B. Bennett located at Ulmerton Road, Clearwater, telephone number 727-570-5101. Prior to commencing any field activities on this project, the City is to notify all the utilities of their work schedule, so that any affected utilities can be field located and marked to avoid damage during maintenance activities.
5. The Local Government will comply with all departmental Maintenance of Traffic Regulations. All vehicles, equipment, and personnel shall maintain a minimum of 15 ft. clearance from the edge of pavement. If the permittee desires to work closer than 15 ft. to the edge of pavement or close a traffic lane, a Maintenance of Traffic Plan must be submitted to the Local Maintenance Engineer for approval prior to beginning construction and/or maintenance activities. The permittee shall have Maintenance of Traffic certified personnel set up or supervise the set up and operation of such Maintenance of Traffic devices at the Project site.
6. The Department will require the Local Government to cease operations and remove all personnel and equipment from the Department's right-of-way if any actions on the part of the Local Government or representatives of the Local Government violate the conditions or intent of this agreement as determined by the Department.
7. It is understood between the parties hereto that any or all of the project may be removed, relocated, or adjusted at any time in the future as determined to be necessary by the Department in order that the adjacent state road be widened, altered, or, otherwise, change to meet with the future criteria or planning of the Department. The Local Government shall be given notice regarding such removal, relocation, or adjustment and shall be allowed sixty (60) days to remove all or part of the Project at its own cost. The Local Government will own that part of the Project if removed. After the sixty (60) day removal period, the Department will become the owner of the unremoved portion of the project and then may remove, relocate, or adjust the Project as it deems best. Wherever the Local Government removes any or all of the Project pursuant to this paragraph, the Local Government shall restore the surface of the affected portion of the Project premises to the same safe condition

as it was before installation of such landscaping pursuant to the Grant. The restoration expected shall include the grading and filling holes and indentations caused by the aforesaid removal, as well as any seeding or sodding necessary to provide a grassed area.

8. (a) The Local Government has estimated the Project cost to be \$ 56,672.10 as shown on Exhibit "C" and in the grant application dated 1/30/98. The Department agrees to pay up to, but not to exceed 50% of the total project cost, resulting in the total sum of \$ 22,189.10 for the final project cost, hereinafter referred to as the "Grant Amount". Subject to this limit, the Department will pay only for those costs which are allowed by Section 339.2405(11), Florida Statutes: Purchase and installation of sprinkler/irrigation systems and related equipment; purchase and installation of ground cover, trees, shrubs, palms, plants, plant materials, fertilizers, soil, soil amendments; and cost of labor, supervision, and administration associated with the foregoing.
- (b) The Department's participation in the project cost is limited to only those items which are directly related to this Project. Project costs incurred prior to the effective date of this Agreement will not be considered in determining the Department's participation. The Department's payment shall not be made until: 1) Certification of Acceptance is received by the Local Government; 2) the Highway Beautification Council has inspected or waived its inspection rights of the Project; and 3) a Department Landscape Official has approved the Project for final payment.
- (c) Payment shall be made only after receipt and approval of goods and services as provided in Section 215.42, Florida Statutes.
- (d) Any penalty for delay in payment shall be in accordance with Section 215.422(2)(b), Florida Statutes.
- (e) Bills for fees or other compensation for services or expenses shall be submitted in detail sufficient for a proper pre-audit and pre-audit thereof, and that bills for travel expenses specifically authorized by this Agreement shall be submitted and paid in accordance with the rates specified in Section 112.061, Florida Statutes.
- (f) Records of costs incurred under terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for three (3) years after final payment is made. Copies of these documents and records shall be furnished to upon request at all times during the period of the Agreement and for three (3) years after final payment is made. Records of costs incurred includes the Local Government general accounting records, together with supporting documents and records, of the Local Government and all subcontractors performing work, and all other records of the Local Government and subcontractors considered necessary by the Department for a proper audit of costs.

9. This Agreement may be terminated under any one of the following conditions:
 - (a) By the Department, if the Local Government fails to perform its duties under this Agreement, following fifteen (15) days' written notice.
 - (b) By either party following sixty (60) calendar days' written notice.
10. In the event this Agreement is terminated in accordance with subparagraph 9(a), then the Department may, at its own option, proceed with under subparagraphs (a), (b), or (c) below. In the event this Agreement is terminated under subparagraph 9(b), then the parties hereto shall proceed under subparagraph (b) below:
 - (a) Completion of the Project or a part thereof will be undertaken by the Department or private contractors and the Department may deduct the reasonable cost of such work from the money due to the Local Government under this Agreement.
 - (b) The Local Government shall have sixty (60) days after the date upon which this Agreement is effectively terminated to remove all or part of the remaining Project at its own cost and expense. The Local Government will own that part of the Project and restore the area to its pre-landscaped safe condition at its own cost and expense. After the sixty (60) day removal period, the Department will become the owner of the unremoved portion of the Project and may in its discretion remove, relocate or adjust the Project as it deems best.
 - (c) Should the Department maintain the Project or a part thereof with Department forces or private contractors, the Local Government shall be charged for the reasonable costs of such work.
11. The beautification grant awarded by the council shall be in effect for a period of one year from the date of this Agreement. Subject to Paragraph 9, in the event this Agreement is terminated before the Department has paid the Local Government the grant amount, then the Department agrees to pay the Local Government all of the grant amount if the project has been one hundred percent (100%) completed or a percentage of the grant amount equal to the percentage of the Project's completion at the time of termination.
12. The term of this Agreement shall be for a period of ten (10) years, commencing on the date of execution of the Agreement, with one ten (10) year renewal option. Any renewal must be agreed upon by both parties in writing thirty (30) days prior to the expiration of the existing Agreement.
13. To the extent provided by law, the Local Government shall indemnify, defend, and hold harmless the Department and all of its officers, agents and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Local Government, its agents, or employees, during the performance of the Agreement,

except that neither the Local Government, its agents, or its employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Department or any of its officers, agents, or employees during the performance of the Agreement.

When the Department receives a notice of claim for damages that may have been caused by the Local Government in the performance of services required under this Agreement, the Department will immediately forward the claim to the Local Government. The Local Government and the Department will evaluate the claim and report their findings to each other within fourteen (14) working days and will jointly discuss options in defending the claim. After reviewing the claim, the Department will determine whether to require the participation of the Local Government in the defense of the claim or to require that the Local Government defend the Department in such claim as described in this section. The Department's failure to promptly notify the Local Government of a claim shall not act as a waiver of any right herein to require the participation in or defense of the claim by the Local Government. The Department and the Local Government will each pay its own expenses for the evaluation, settlement negotiations, and trial, if any. However, if only one party participates in the defense of the claim at trial, that party is responsible for all expenses at trial.

14. The Local Government may install additional landscaping and/or irrigation systems within the Project Highway, subject to the following conditions:
 - (a) Plans for any new installation shall be subject to approval by the Department. The Local Government shall not change or deviate from said plans without written approval by the Department.
 - (b) Any new installation shall be developed and implemented in accordance with appropriate safety and road design standards.
 - (c) The Local Government agrees to maintain the additional landscaping and/or irrigation systems in compliance with the requirements stated herein.
 - (d) No changes will be made in the payment terms established under Paragraph 1 of this Agreement due to any increase in cost to the Local Government resulting in the new installation.
15. This Agreement embodies the entire Agreement and understanding between the parties hereto and there are no other agreements or understandings, oral or written, with reference to the subject matter hereof that are not merged herein and superseded hereby.
16. This Agreement may not be assigned or transferred by the Local Government in whole or part without written consent to the Department.

17. This Agreement, regardless of where executed, shall be governed by and construed according to the Laws of the State of Florida.
18. The Department's District Secretary shall decide all questions, difficulties, and disputes of any nature whatsoever that may arise under or by reason of this Agreement, the prosecution, or fulfillment of the service hereunder and the character, quality, amount, and value thereof; and his decision upon all claims, questions, and disputes shall be final and conclusive upon the parties hereto.
19. All notices, demands requests or other instruments shall be given by depositing the same in the U.S. Mail, postage prepaid, registered or certified, with return receipt requested, or by telex or telegram:
 - (a) If to the Department, address to: *11201 N. Malcolm McKinley Drive
M.S. 7-1200
Tampa, Florida 33612*
or at such other address as the Department may from time to time designate by written notice to the Local Government, and;
 - (b) If to the Local Government, address to: Parks and Recreation Dept
P.O. Box 4748, Clearwater, Florida 33758
or at such other address as the Local Government may from time to time designate by written notice to the Department.

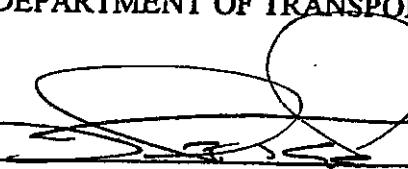
All time limits provided hereunder shall run from the date of receipt of all such notices, demands, requests, and other instruments.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed the day and year first above written.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

Emmett L. Battles

Department Approval as to
Form and Legality

By: 

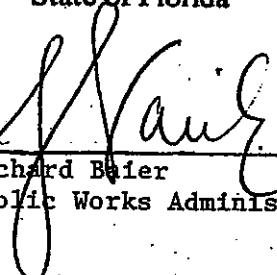
ATTEST:

Cynthia E. Goudeau (Seal)
Executive Secretary

CITY OF CLEARWATER

A Political Subdivision of the
State of Florida

Michael J. Roberto
City Manager

BY: 

Richard Baier
Public Works Administrator

Local Government Approval as to
Form and Legality

ATTEST: Cynthia E. Goudeau (Seal)
Cynthia E. Goudeau
City Clerk

RESOLUTION NO. 97-61

RESOLUTION OF THE CITY OF CLEARWATER, FLORIDA AUTHORIZING THE CITY MANAGER TO APPLY FOR A FLORIDA HIGHWAY BEAUTIFICATION GRANT FROM THE FLORIDA DEPARTMENT OF TRANSPORTATION; AUTHORIZING THE CITY MANAGER TO ENTER INTO A HIGHWAY LANDSCAPING MAINTENANCE MEMORANDUM OF AGREEMENT AND HIGHWAY BEAUTIFICATION GRANT MEMORANDUM OF AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Gulf-to-Bay Boulevard (S.R. 60) serves as a major entry into the City of Clearwater for over 44,115 residents and tourists each day; and

WHEREAS, the City of Clearwater has completed beautification of 3.7 miles of the Courtney Campbell Causeway, from Bayshore Drive to the Pinellas County line, and on the south side at the monument site, and enthusiasm and interest has been demonstrated in beautifying both the north and south sides of the Courtney Campbell Causeway from the point where the other projects ended, to continue on the north to the welcome center and on the south to roadway park adjacent to the Water Pollution Control plant at the entrance to the City of Clearwater; and

WHEREAS, the City Commission desires to authorize the City Manager to apply for a Florida Highway Beautification Grant and to enter into a Highway Landscaping Maintenance Memorandum of Agreement and Highway Beautification Grant Memorandum of Agreement in order to meet the City's long-range goal of beautifying major roadways into Clearwater; now, therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF CLEARWATER, FLORIDA:

Section 1. The City Manager is hereby authorized to apply for a Highway Beautification Grant and to enter into a Highway Landscaping Maintenance Memorandum and Highway Beautification Grant Memorandum of Agreement with the Florida Department of Transportation.

Section 2. This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this 4th of December, 1997.

/s/ Rita Garvey

Rita Garvey, Mayor-Commissioner

Attest:

Approved as to form:

Leslie K. Dougall-Sides

Leslie K. Dougall-Sides, Asst. City Attorney

/s/ Cynthia E. Goudeau

Cynthia E. Goudeau, City Clerk

Exhibit "C"

FORM ESR-001-01
ENVIRONMENT - 1092
Page 2 of 7

Project Information: Please include in the project package:

1. A map which shows the exact location of the project within the State, county and city where proposed.
2. A written Project Description (with photographs if possible).
3. A conceptual perspective sketch of the proposed project.
4. A detailed list of plant materials, fertilizers, soil amendments and all other materials included in the project.
5. Detailed cost information for each of the Eligible Grant categories (noting whether they are wholesale or retail costs).
6. Detailed cost information for each of the Applicant Matching Project Costs categories (noting whether they are wholesale or retail costs).
7. Detailed design and construction plans.

The following data are for use by the Council in Ranking the project applications:

Location of the Project:

County: Pinellas

U.S./S.R.# 60

Length of Project: 6,760 Feet

From: "Courtney Campbell Memorial Monument Site" (Southside) & Clearwater "Welcome Center"
East To: Public Beach Accessway (Southside) & Small Bridge (Northside) (Northside)

Summary of Eligible Grant Project Costs (to be paid for by the Grant):

Sprinkler/irrigation system (purchase/install)	\$ <u>1,001.50</u>
Plant materials, fertilizer, soil amendments	\$ <u>11,056.25</u>
Labor for installation of the Plantings	\$ <u>10,121.35</u>
TOTAL ELIGIBLE GRANT COSTS	\$ <u>22,189.10</u>

Summary of Applicant Matching Project Costs (Local Government Share, not including continuing maintenance):

Plant Materials	\$ <u>-0-</u>
Water (trucked or irrigation System)	\$ <u>-0-</u>
Labor for installation (include estimate of volunteer labor costs)	\$ <u>31,288.00</u>
Establishment Period Costs (labor etc.)	\$ <u>3,195.00</u>
Other (identify) _____	\$ _____
	\$ _____
	\$ _____
	\$ _____
TOTAL APPLICANT MATCHING COSTS	\$ <u>34,483.00</u>
TOTAL PROJECT COST	\$ <u>56,672.10</u>



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TRANSMITTAL MEMORANDUM

MAIL STATION	1200
DISTRICT	7

To:

Tim Kurtz

From: Sue Moore

Date: 5/21/01

SEE ME

HANDLE

REPLY

APPROVE

Re: SR 60 / Courtney Campbell Cswy.

Per your request here is a description and location of the three (3) mitigation sites along SR60 in Hills. & Pinellas counties.

SR 60 – ROCKY POINT

STATE PROJECT NUMBER: 10140-3502

FINANCIAL PROJECT NUMBER: 255766-1

SWFWMD PERMIT NUMBER: 4110769.00

USCOE PERMIT NUMBER: 199300020-IP-SL



PROJECT LOCATION/DESCRIPTION TO SITE

The project is located in Hillsborough County on SR 60 (Courtney Campbell Causeway) just west of Rocky Point Drive on the south side of SR 60 (Figures 1 and 2).

SITE DESCRIPTION

As mitigation, for impacts as a result of improvements as SR 60 and Rocky Point Drive, 0.083 acres of wetland were created by expansion of the inlet channel and creation of adjacent shelf areas for planting of estuarine plant species. The existing stormwater treatment swale was constructed to treat stormwater before discharging into Old Tampa Bay (Figure 3). The mitigation site was graded down to 1.0 NGVD to provide tidal inundation on a regular basis to insure survivability of herbaceous species and enhance

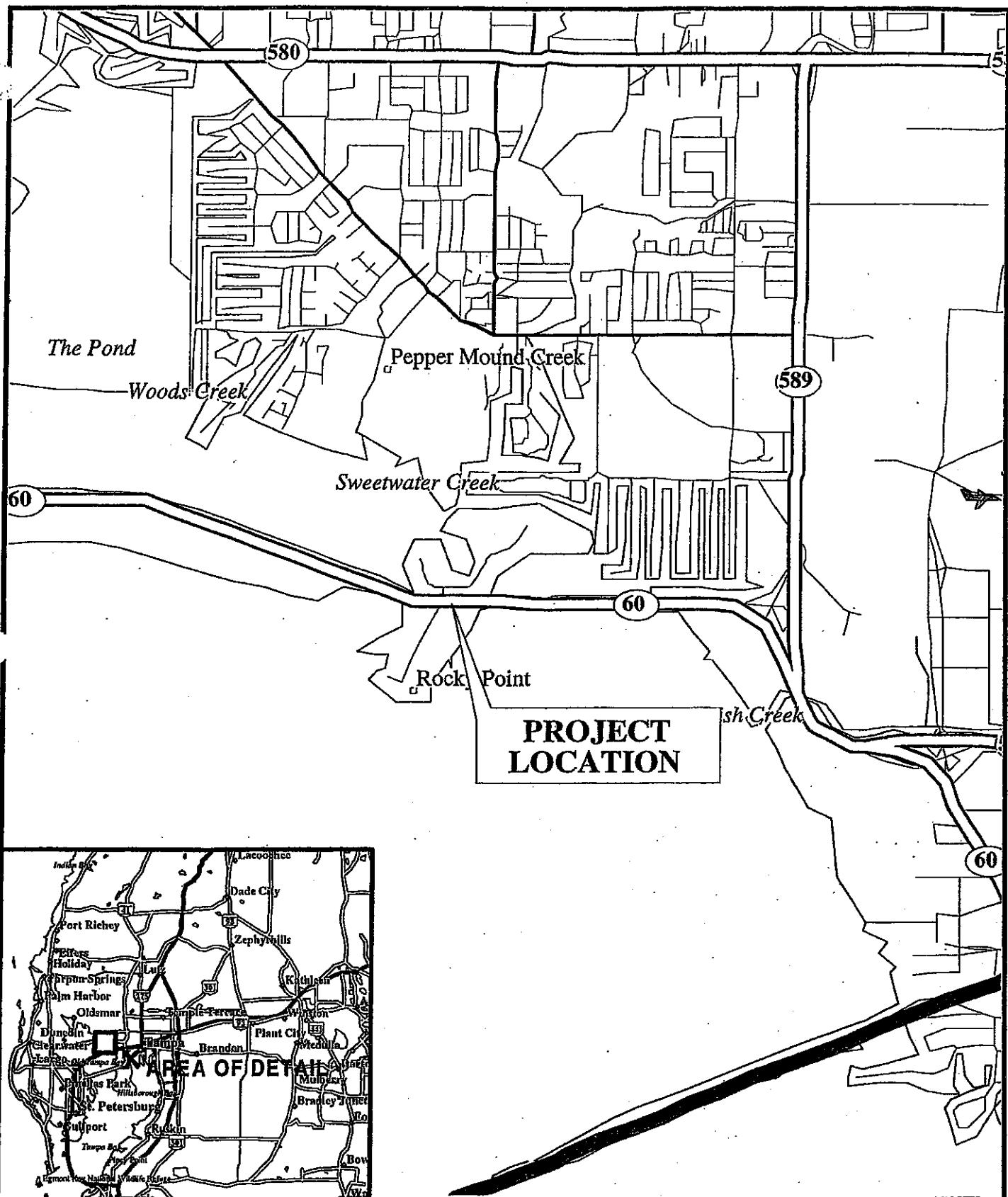
the mitigation area's wildlife habitat value. The site was planted with *Spartina alterniflora* (Table 1)

TABLE 1 – PLANT SPECIES INSTALLED BY COMPENSATION AREA

COMPENSATION AREA	ELEVATION	PLANT TYPE	PLANTING CENTER	QUANTITY
EEM	1	<i>Spartina alterniflora</i>	3' oc	406

COMMENTS

The original mitigation construction created a constricted outlet, which silted in during incoming tides. Therefore, the opening was modified by further excavation of upland material located landward of the beach. The area was replanted in mid-August 1994 with 406 *Spartina alterniflora* on 3-foot centers. The site was released in the Fall of 1997.

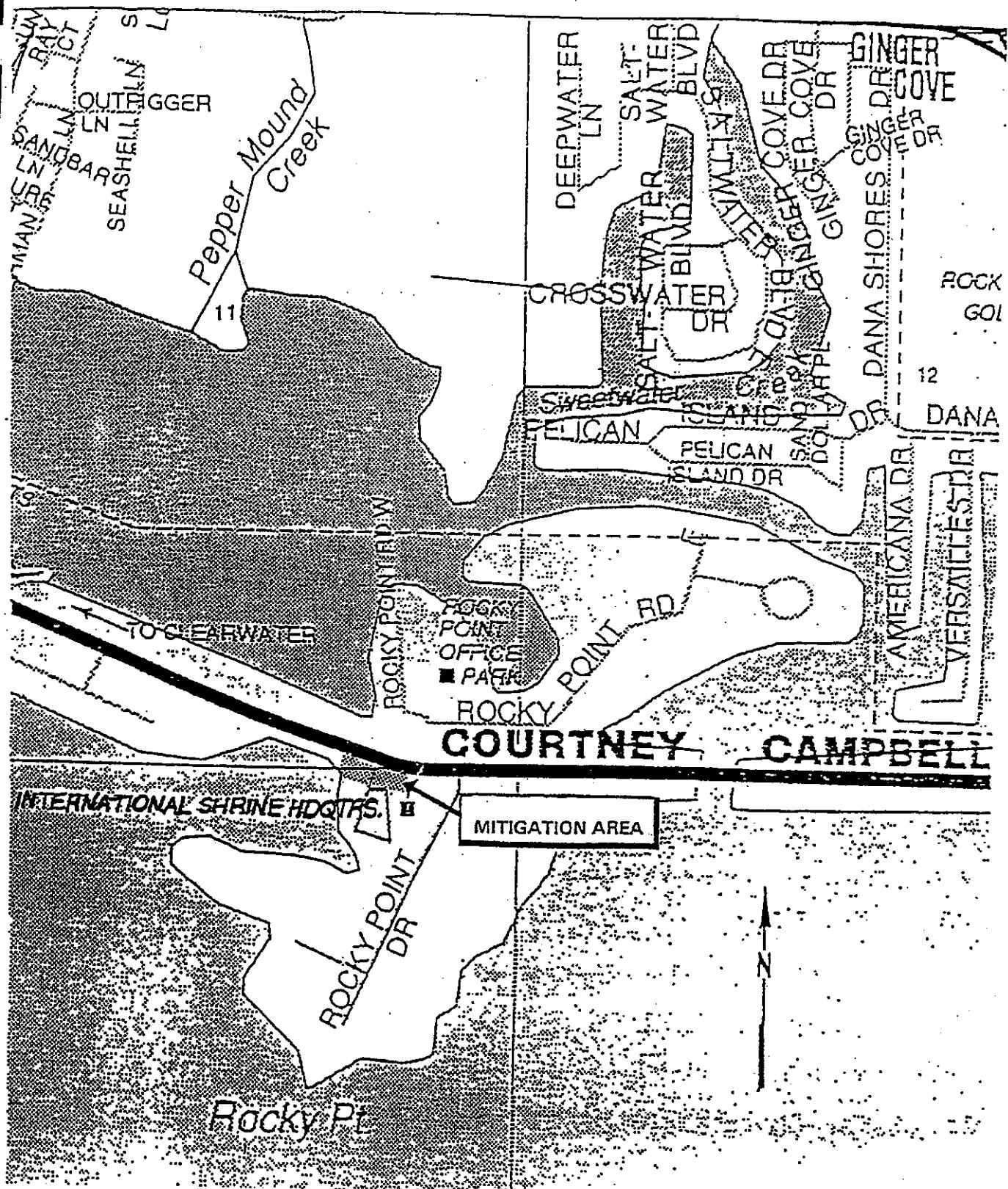


District VII

PROJECT LOCATION

FIGURE 1

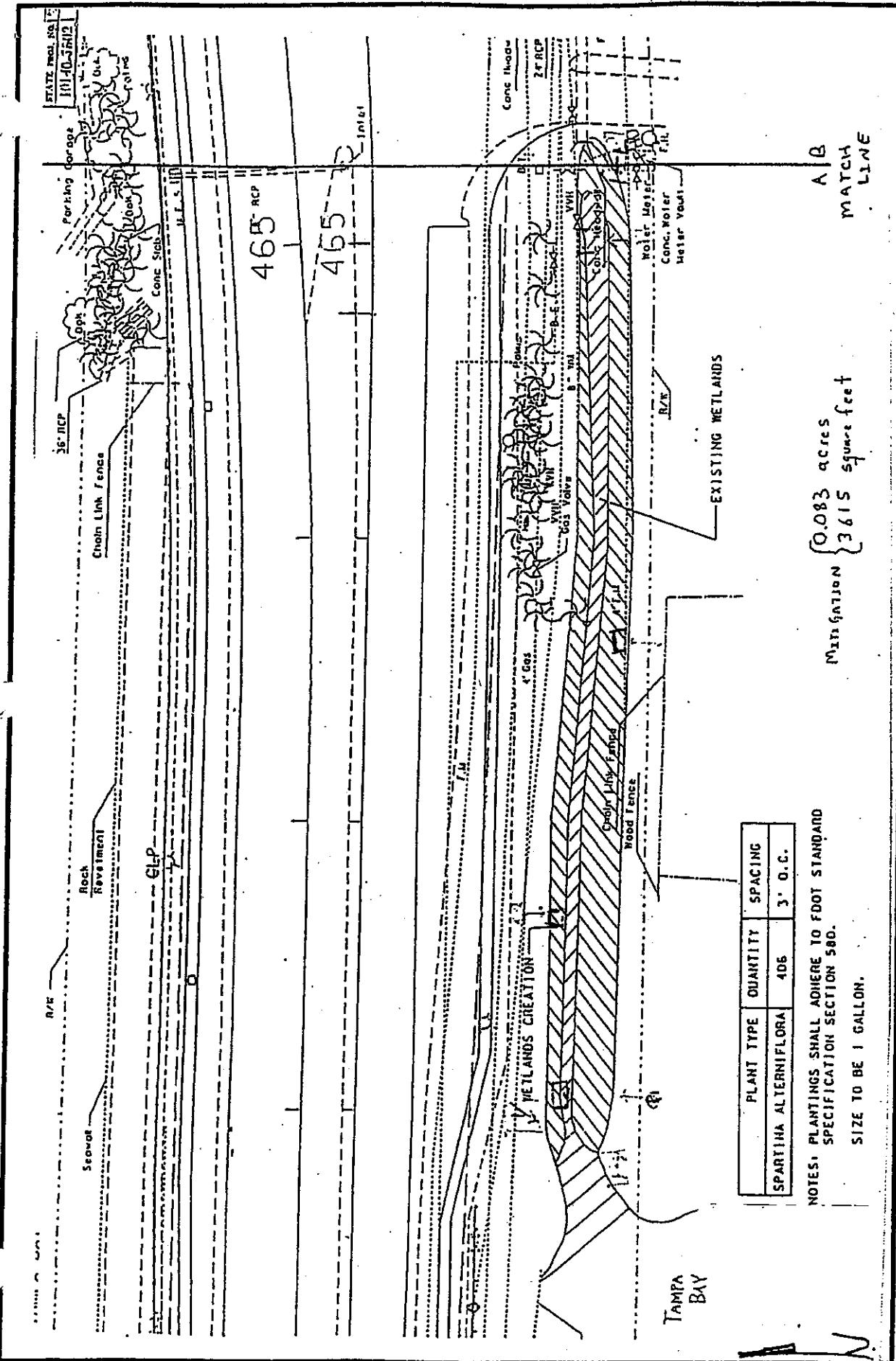
HDR



HDR
HDR Engineering, Inc.
Tampa, Florida

MITIGATION AREA LOCATION

FIGURE
2



Mitigation Plan



FIGURE 3

SR 60 – COURTNEY CAMPBELL CAUSEWAY

STATE PROJECT NUMBER: 10140-3549; 10140-3550

FINANCIAL PROJECT NUMBER: 255634-1

USACOE PERMIT NUMBER: 199200757, FKA 86IPE-20122

FDEP PERMIT NUMBER: 522105213, FKA 291149569



PROJECT LOCATION/DIRECTIONS TO SITE

The site is located within FDOT right-of-way along the north side of the Courtney Campbell Causeway in Pinellas and Hillsborough Counties (Figure 1). The site begins east of Damascus Road near the Clearwater Welcome Center and extends east along the causeway on the north side.

SITE DESCRIPTION

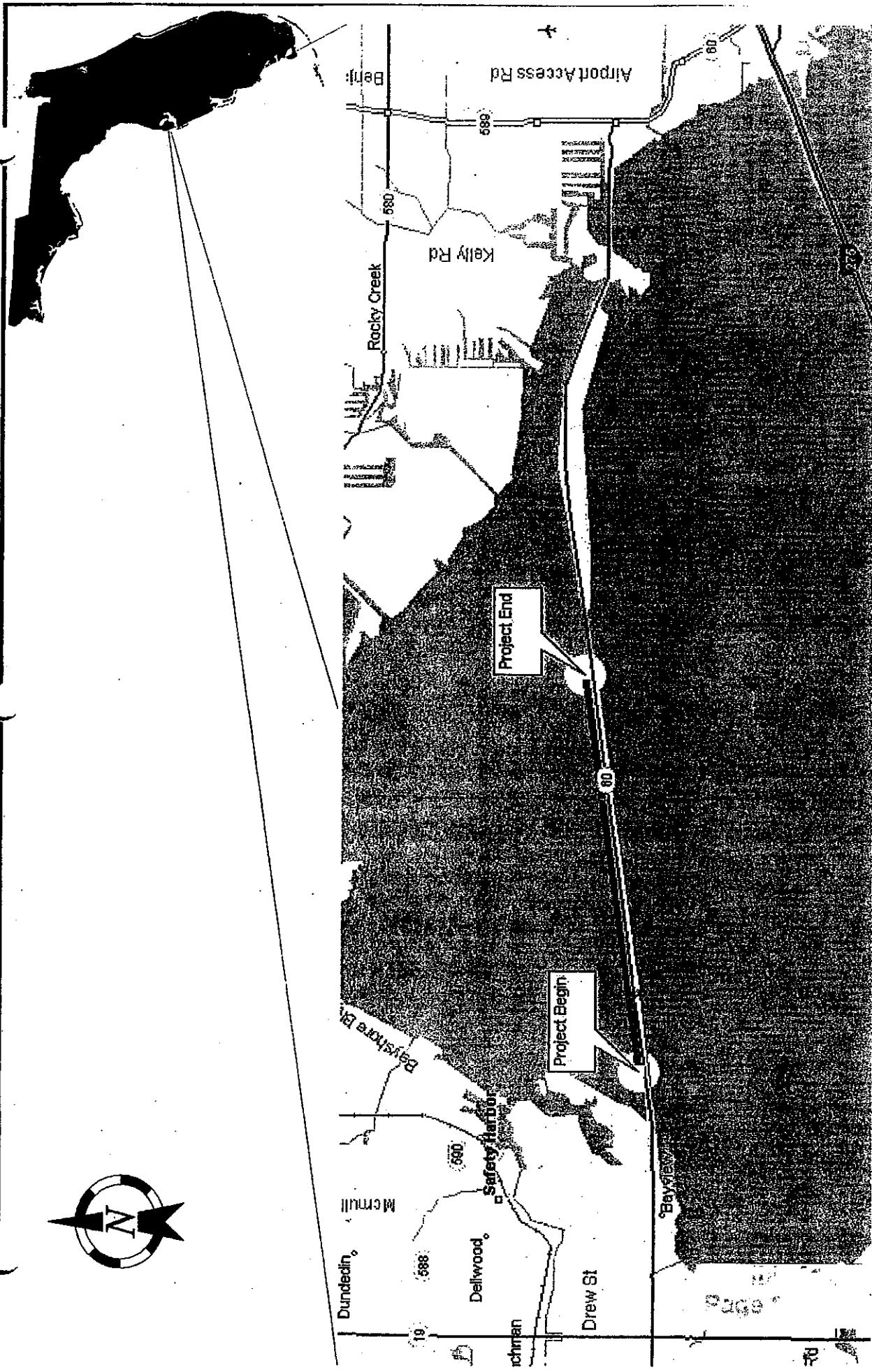
Permits were issued for wetland impacts associated with roadway improvements along 4.4 miles of the Courtney Campbell Causeway. Specific conditions of the permits required the placement of 15 acres of clean rock rubble along revetments, reestablishing the historical hydrological connection between the Tampa Bay and Cabbage Head Bayou, the transplanting of all seagrasses from the project area to suitable nearby locations, and planting 4,450 red mangroves (*Rhizophora mangle*) and 3,450 marsh cordgrass (*Spartina alterniflora*) in available intertidal zones.

Figure 1

FIGURE 1

**SR 60 - Courtney Campbell Causeway
PROJECT LOCATION**

HDR



The original FDEP and USACOE permits expired in 1992. At that time, only the hydrological connection between Cabbage Head Bayou and Tampa Bay had been reestablished. A revised mitigation plan included the creation of 4.71 acres of mangrove swamp and 1.2 acres of herbaceous coastal marsh, conversation of 0.4 of existing cabbage palm/slash pine areas and enhancement removal of 2.0 acres of Brazilian pepper. These activities were proposed in lieu of completing the requirements of the expired permits.

Brazilian pepper was then mechanically removed and mulched on site. Due to the thorough removal of stumps, the use of herbicides was not necessary to prevent recolonization.

On October 5, 1992, installation of plant material in the mitigation areas began. Planted species are listed in Table 1.

COMMENTS

Final monitoring occurred on November 22, 1995 and documented total desirable cover of 86 percent. All three species of mangroves had recruited into the site as well as several desirable species of herbaceous material. The site was released as successful in 1997.

TABLE 1 – PLANT SPECIES INSTALLED BY COMPENSATION AREA – OCTOBER 1992

COMPENSATION AREA	ELEVATION	PLANT TYPE	PLANTING CENTER	QUANTITY
E2EM	1 – 2	<i>Avicennia germanins</i>	5' oc	7,643
	2 - 3	<i>Spartina patens</i>	3' oc	2,794
	2 – 3	<i>Distichilis spicata</i>	3' oc	2,794
	2 – 3	<i>Paspalum distichum</i>	3' oc	2,794
	3 – 4	<i>Spartina bakeri</i>	3' oc	3,005

APPROVED
STATE OF FLORIDA

AUG 15 2009

DEPARTMENT OF
ENVIRONMENTAL PROTECTION

Replacement Mitigation Plan

FDEP Permit 521845243, Pinellas County
SR 60 from east of US 19 to east of Bayshore Drive
SPN 15040-3517

Introduction - The Florida Department of Transportation (FDOT) constructed improvements to the segment of SR 60 from east of US 19 to east of Bayshore Drive in Pinellas County (SPN 15040-3517). Florida Department of Environmental Protection (FDEP) Dredge and fill permit 521845243 required 0.5 ac of mitigation to serve as compensation for impacts associated with the road construction. A mitigation area was constructed, however, after several monitoring events, it was determined that the mitigation site (area 2) had no chance of reaching success due to intensive pedestrian and vehicular traffic, as well as high wave energy.

Replacement mitigation is required to satisfy the FDEP permit conditions. To address this replacement, the FDOT proposes 0.6 ac of nuisance and exotic species removal on a state-owned parcel located north of SR 60 between Bayshore Drive and Damascus Road in Pinellas County (see Figures 1 and 2).

Site Description and Proposed Mitigation - The FDOT Clearwater Construction Office and the City of Clearwater's Welcome Center are adjacent to the proposed parcel. The remaining land area is undeveloped and heavily infested with Brazilian pepper (*Schinus terebinthifolius*). The Brazilian peppers are concentrated in a thick fringe between SR 60 and a mangrove swamp associated with Old Tampa Bay. The fringe extends from the construction office eastward where it transitions to scattered clusters behind the Welcome Center. At the widest point, the fringe is approximately 70 ft thick, and exists as a dense monoculture of Brazilian pepper with some scattered cabbage palms (*Sabal palmetto*). Photographs of current site conditions begin on page 3.

The FDOT proposes to cut 0.6 ac of nuisance and exotic species from the eastern end of the parcel as shown in Figure 2. Nuisance removal on 0.5 ac is proposed to serve as the replacement mitigation; however, because nuisance and exotic species, specifically Brazilian peppers, will remain in substantial amounts adjacent to the mitigation site, an additional 0.1 ac of removal is proposed to act as a buffer between the remaining stand of peppers and the mitigation on the western-most side of the site. This buffer area is not proposed to be subject to success criteria.

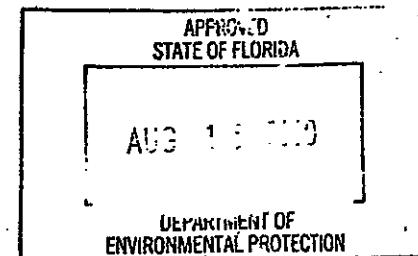
Brazilian peppers will be cut at the base, and herbicide will be applied to the remaining stumps. Cut material will be collected and disposed of off-site; however, stump removal is not proposed. Existing cabbage palms and other desirable tree and shrub species will be preserved as much as possible.

A planting plan has been developed in an attempt to discourage recolonization of nuisance species (see Figure 3). Planting of both the replacement mitigation area and the buffer is proposed.

Proposed Success Criteria, Monitoring and Management - The site will be considered successful when less than 10% nuisance coverage is present. Because nuisance and exotic species, specifically Brazilian pepper, will remain in substantial amounts adjacent to the 0.5 ac mitigation site, an additional 0.1 ac of removal is proposed to act as a buffer between the remaining stand of peppers and the mitigation on the western-most side of the site. This buffer area will not be subject to success criteria. The planting plan is proposed to discourage recolonization of nuisance species, and no success criteria will be applied to planted species.

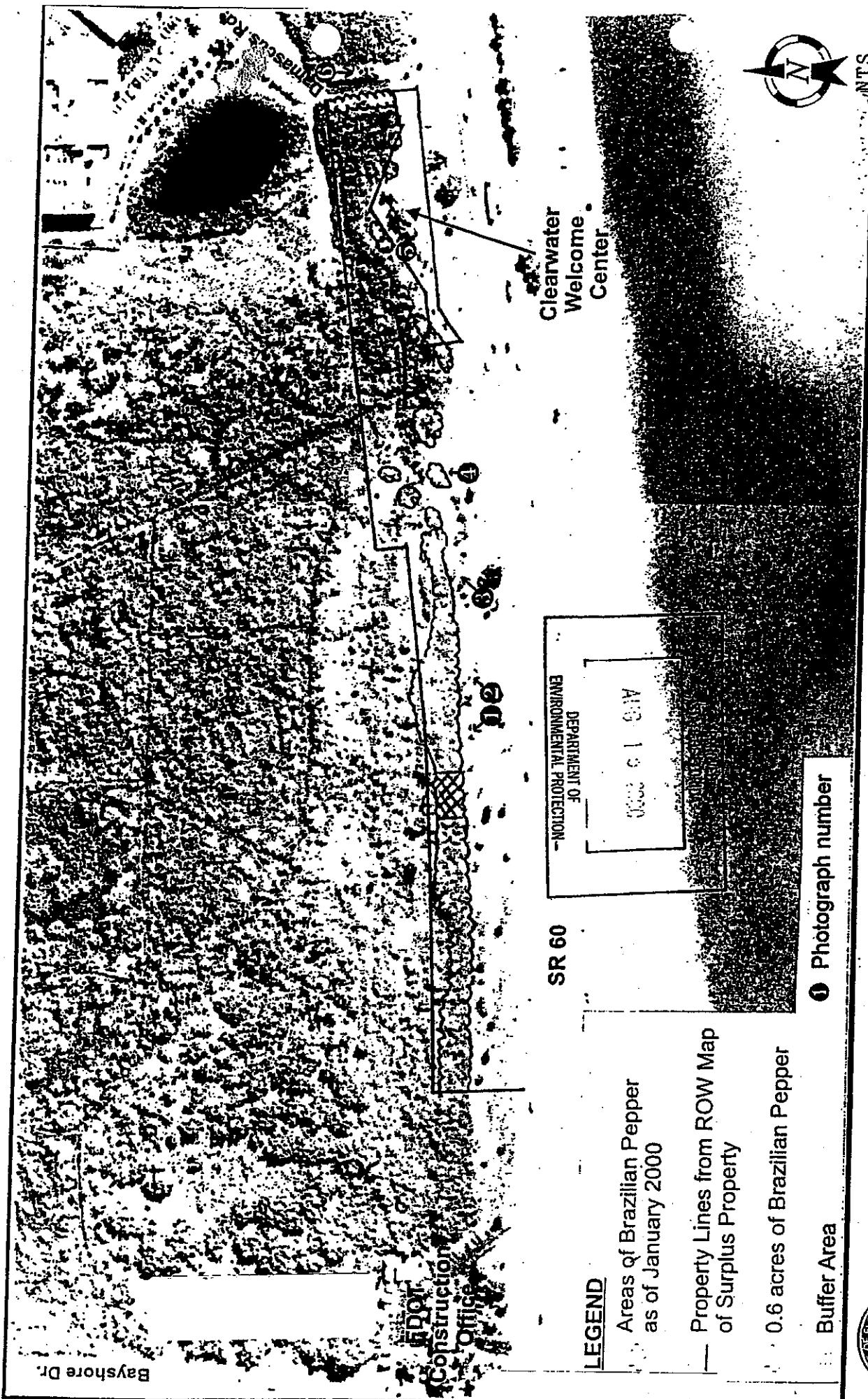
A "Time Zero" monitoring will occur; after which monitoring will be performed annually for three years. Reports will be prepared and submitted to FDÉP. Monitoring will be accomplished with qualitative visual assessment to determine percent cover of nuisance species, as well as fixed photographic reference points. Enough color photographs to provide an accurate representation of the mitigation area will be included in the monitoring reports. Recruited vegetation will be noted.

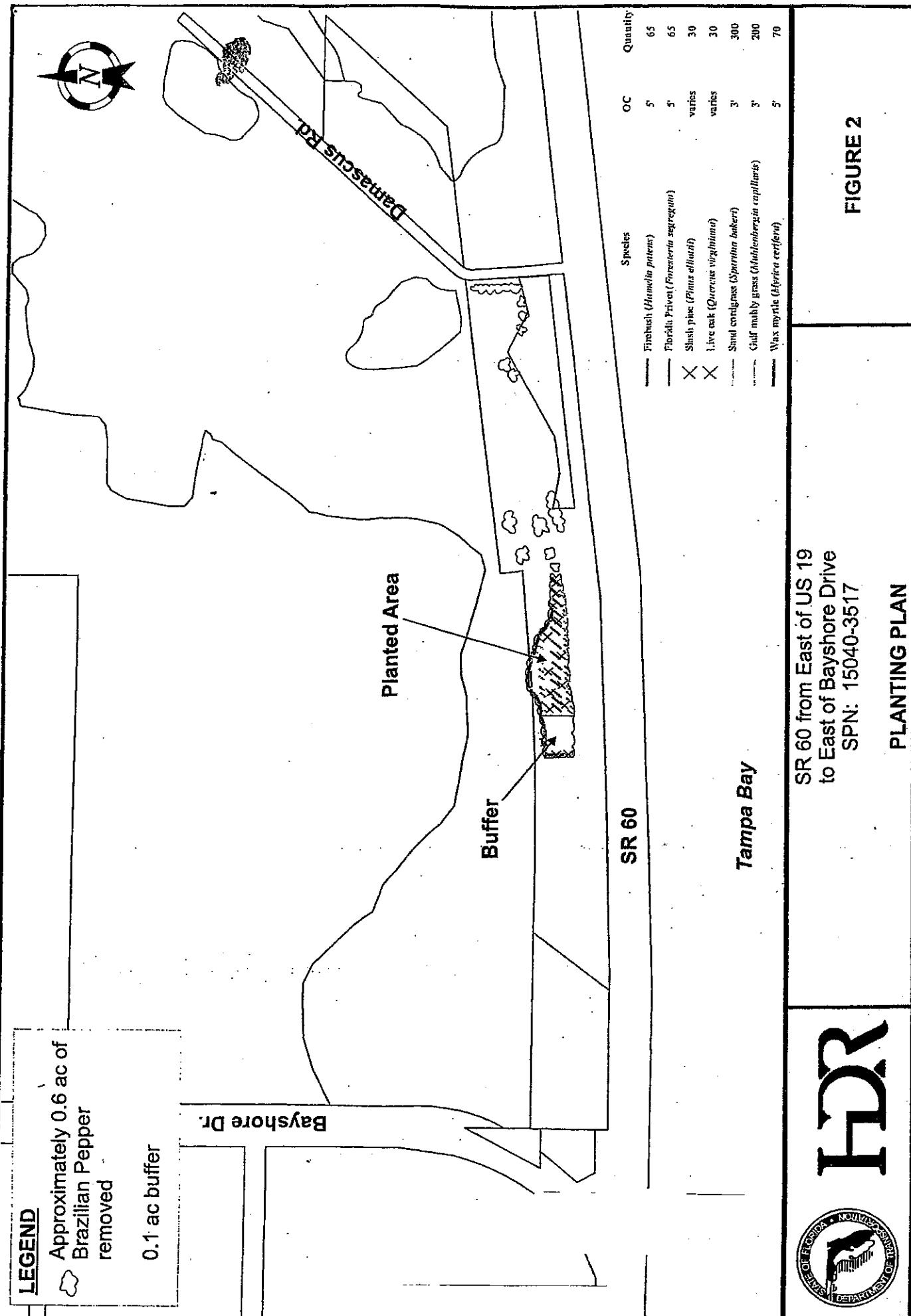
Management will involve removal of nuisance and exotic vegetation when needed. Maintenance inspections will be performed on a regular basis and will include maintenance recommendations as necessary.



RECEIVED
JUN 22 2000

Department of Environmental Protection
SOUTHWEST DISTRICT
BY _____





LEGEND

Approximately 0.6 ac of
Brazilian Pepper
removed

0.1 ac buffer

SR 60 from East of US 19
to East of Bayshore Drive
SPN: 15040-3517

PLANTING PLAN



Appendix H

RESOLUTION #2002-02

**COURTNEY CAMPBELL CAUSEWAY
AS A FLORIDA SCENIC HIGHWAY**

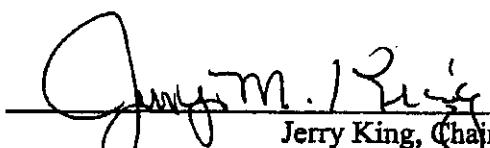
WHEREAS, the Courtney Campbell Scenic Highway Corridor Advocacy Group seeks to obtain Florida Scenic Highway designation for the Courtney Campbell Causeway; and

WHEREAS, the objective of the Courtney Campbell Scenic Highway Corridor Advocacy Group is to see that the Courtney Campbell Causeway, as a scenic corridor, is preserved, maintained, protected and enhanced; and

WHEREAS, designation of the Courtney Campbell Causeway as a state scenic highway will benefit the Tampa Bay Area, by: 1) tourist promotion of the area's beauty, 2) preservation of local scenic resources, 3) the opportunity to obtain grant funding to further enhance the causeway, and 4) the increased stature of the Tampa Bay area as an outstanding place to live and work.

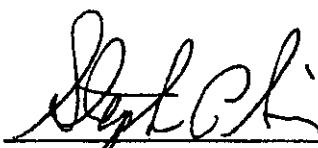
NOW THEREFORE, BE IT RESOLVED, that the Tampa Bay Regional Planning Council supports the designation of the Courtney Campbell Causeway as a Florida Scenic Highway;

BE IT FURTHER RESOLVED, that a copy of this resolution be transmitted to the Office of the Governor, the Florida Department of Transportation's Florida Scenic Highways Program, and the chief elected officials of Hillsborough and Pinellas counties.



Jerry King, Chairman
Tampa Bay Regional Planning Council

ATTEST:



Steve Simon, Secretary/Treasurer

The above resolution was approved by the majority vote of the full Council, this 11th day of February, 2002.

Appendix I

Recommended Guidelines for The Tampa Bay Regional Planning Council's Consideration of Accepting Scenic Highway CME Status

1. Each request, from a Corridor Advocacy Group (CAG), for the TBRPC to serve as the Corridor Management Entity (CME) under the Florida State Scenic Highways Program, will be considered on a case-by-case basis.
2. Each CAG must make a written proposal to the TBRPC Chairman detailing their request. Each request must include the following:
 - A. Outline of staff support assistance needs
 - B. Draft Bylaws
 - C. Draft Budget
 - D. Identify current or future, if any, potential funding sources to support staff efforts.
3. Each roadway being considered by the Council must possess one or more of the following criteria:
 1. Designation as a Regionally Significant* Roadway, as outlined in the TBRPC's *Future of the Region, A Strategic Regional Policy Plan*.
 2. Roadway must intersect multiple jurisdictions within the region.
 3. Roadway must promote tourism and economic development in the region.
4. The request for the TBRPC to become the CME may be made after the CAG has submitted the Letter of Intent as required by the Florida State Scenic Highway Program Manual and received FDOT approval to proceed with the eligibility process.

The above guidelines were approved by the majority vote of the full Council,
On December 9, 2002.

*In implementing the Strategic Regional Policy Plan a **Regionally Significant Resource or Facility** shall be defined as follows:

a resource(s) or facility(s) identified by the Tampa Bay Regional Planning Council as being of regional importance and meets one or more of the following criteria: (a) a resource or facility that due to its uniqueness, function, benefit, service delivery area, or importance as being of regional concern; (b) a resource or facility that requires the participation or involvement of two or more governmental entities to ensure proper and efficient management; (c) a resource or facility that meets either (a) or (b) above and is defined to be of state or regional significance in state or federal laws or rules of state or regional agencies adopted pursuant to Chapter 120, FS.

Appendix J

**RESOLUTION 2003-02 OF THE
TAMPA BAY REGIONAL PLANNING COUNCIL
ESTABLISHES
OPERATING PROCEDURES FOR THE
COURTNEY CAMPBELL SCENIC HIGHWAY
CORRIDOR ADVISORY COMMITTEE (CAC)**

WHEREAS, the Tampa Bay Regional Planning Council, hereafter referred to as the Council, has agreed to act as the Corridor Management Entity (CME) for the Courtney Campbell Scenic Highway Program; and

WHEREAS, the current Corridor Advocacy Group (CAG) for the Courtney Campbell Scenic Highway Program, hereinafter referred to as the Program, will be designated as the Courtney Campbell Scenic Highway Corridor Advisory Committee (CAC) charged with being the advocate for the Program, and will be responsible for the implementation, monitoring and updating of the Corridor Management Plan over time; and

WHEREAS, the Council accepts the primary fiduciary responsibility, and staff support function for the CAC, as a partner in the Program with full membership and voting rights; and

WHEREAS, the Council will allow administrative and fiduciary responsibility for specific projects to be transferred to a CAC Member Government, with Council approval; and

WHEREAS, the CAC will adhere to the following Operating Procedures, to ensure appropriate management of the Program:

1. The CAC records for the Program will be maintained by the Council.
2. The CAC will seek state and federal funds, and other outside grants, to support staff functions, and to implement the Corridor Management Plan.
3. Voting membership of the CAC will consist of no more than twelve (12) primary members. Membership will consist of one representative from each of the following: Hillsborough County, the City of Tampa, Pinellas County, the City of Clearwater, Clearwater Regional Chamber of Commerce, FDOT, Hillsborough County Aviation Authority, Westshore Alliance, Keep Hillsborough County Beautiful, URS Corporation, Clearwater Christian College, and the Tampa Bay Regional Planning Council.
4. Annually, the primary membership of the CAC shall elect a Chair and Vice Chair. Both may serve indefinitely, but must be re-elected annually, and duties reviewed.
5. A quorum is equal to fifty percent (50%) + one (1) of the primary members.

6. Each primary member or his/her alternate has one (1) vote on each item of business. A majority vote is equal to fifty percent (50%) + one (1) of the primary members present and voting.
7. If a primary member is unable to attend a Regular or Special Meeting he/she may designate an alternate, in writing, to serve in his/her capacity at the meeting.
8. The CAC will hold regular meetings at least twice a year, and Special meetings as necessary. The Chairman shall preside over the meetings, and if absent the Vice Chair will take over that function.
9. All CAC meetings will be open to the public and reasonable notice will be given.
10. The CAC Chair will provide an annual list of scheduled meeting dates with the first meeting notice in January of each calendar year.
11. The Chair will electronically mail a notice for the date and time of the next regular meeting not later than seven days before the meeting date.
12. The CAC Chair will prepare an agenda for each regular meeting. A copy of the agenda will be included with the electronically mailed notice of the regular meeting. Additional copies of the agenda will be available at the meeting location prior to the start of the meeting.
13. CAC members wishing to place items on the agenda will contact the Chair not later than 14 days before the meeting.
14. The CAC Chair may accept late additions to agendas within his or her sole discretion or upon a majority vote of primary members present and voting.
15. The CAC Chair may call Special meetings for emergency purposes as necessary.
16. Each member will receive notice of Special meetings not later than two days before the meeting date. Such notice will be sent by electronic mail if possible, but may be conveyed by telephone. Notice will include a description of the special business to be conducted at the special meeting.
17. No agenda is necessary for special meetings, but all business conducted at special meetings will relate to the specific purpose for the meeting.
18. CAC primary members will make reasonable, good faith efforts to personally attend regular meetings.
20. Each primary member will be responsible for registering his or her attendance by signing in on the Meeting Attendance List, which will be dated and kept as part of the membership attendance record.

21. The Chair of the CAC has the authority to create special work groups as needed, consistent with the powers and duties of the CME.
22. CAC staff will take notes of each Regular Meeting and Special Meetings which will reflect the substance of discussion, resolution of issues, and proposals for future action.
23. Nonmember attendees may participate in discussions. Members may also request that the Chair solicit comment from nonmember attendees on specific proposals; as such requests may be granted at the sole discretion of the Chair.
24. These Operating Procedures may be revised at any meeting of the CAC by a majority vote of members present and voting provided that written notice of the proposed change has been given not later than 10 days prior to the meeting. Changes to the Operating Procedures must be ratified by the Council.

NOW THEREFORE, BE IT RESOLVED, that the Tampa Bay Regional Planning Council accepts the Courtney Campbell Scenic Highway Program Operating Procedures as the guiding organizational and operational framework for the Program;

BE IT FURTHER RESOLVED, that a copy of this resolution will be transmitted to the Florida Department of Transportation, the chief elected officials of Hillsborough and Pinellas counties, as well as the cities of Tampa and Clearwater, and the primary voting members of the Courtney Campbell Scenic Highway CAC.



Barbara Sheen Todd, Chairman
Tampa Bay Regional Planning Council

ATTEST: 
Jane von Hahmann, Secretary/Treasurer

The above resolution was approved by the majority vote of the full Council,
this 12th day of May, 2003.

Appendix K

**City of Clearwater
City Council Meeting
July 15, 2004**

**CITY COUNCIL MEETING
CITY OF CLEARWATER**

July 15, 2004

Present:	Brian J. Aungst	Mayor
	Frank Hibbard	Vice-Mayor
	Hoyt P. Hamilton	Councilmember
	William C. Jonson	Councilmember
	Carlen Petersen	Councilmember

Also present:	William B. Horne II	City Manager
	Garry Brumback	Assistant City Manager
	Ralph Stone	Assistant City Manager
	Pamela K. Akin	City Attorney
	Cynthia E. Goudeau	City Clerk
	Brenda Moses	Board Reporter

The Mayor called the meeting to order at 6:00 p.m. at City Hall. The invocation was offered by Pastor Steve Ezra of Heritage United Methodist Church. The Mayor led the Pledge of Allegiance.

To provide continuity for research, items are in agenda order although not necessarily discussed in that order.

4 – Introductions and Awards

4.1 - AMSA's National Silver Award to Andy Neff, John Milligan and WPC team

The AMSA's (Association of Metropolitan Sewerage Agencies) National Silver Award was presented to Public Utilities Director Andy Neff, Water Pollution Control Superintendent John Milligan, and the WPC (Water Pollution Control) team.

4.2 Service Awards

One service award was presented to a City employee.

5. Presentations:

5.1 2004 State Legislative Session Report – Rep Don Sullivan

Representative Don Sullivan reviewed legislative issues addressed this year. The Mayor presented him a plaque in appreciation of work done during the 2004 legislative session.

5.2 Lobbyist – State of Florida Session Report

City Lobbyist, Martha Edenfield, reviewed legislative successes, items slated for discussion at the next session, and the timeline for preparing for the 2005 session. She said the Homestead Exemption Constitutional amendment has been removed from the ballot. In

Councilmember Jonson reviewed changes requested by FDOT regarding the scenic highway, including placing it in the City's Comprehensive Plan. Consensus was the changes are acceptable and will be incorporated into the City's Comprehensive Plan as part of next year's EAR update.

Councilmember Jonson said, following a July 4, 2004, vehicle accident, he was impressed with the rescue squad's prompt response. He walked the Balk project; DEP permits for property east of Prospect have been received and requested future update of that project. He attended a Scenic Florida Board Meeting in South Florida and will attend the Suncoast League of Municipalities meeting this Saturday at Bon Appetit.

Councilmembers Jonson and Hamilton said last Friday's employee softball game was fun.

Councilmember Hamilton and Mayor Aungst congratulated Ralph Stone on his new position as Treasure Island City Manager.

Councilmember Hamilton has been invited to play in the Firemen vs. Police softball game on July 18, 2004. He said the legislative breakfast was outstanding. He complimented Mike Meidel for a wonderful job at the Clearwater Regional Chamber of Commerce, and congratulated him on his new job as Economic Development Director for Pinellas County. He wished his wife Happy Anniversary.

Mayor Aungst wished Mashid Arasteh, Ralph Stone, Carlen Petersen and his wife a Happy Birthday. He noted the Threshers July 16, 2004, promotional event "Bring your Dog to the Ballpark"; attended the membership kickoff drive for the Clearwater Regional Chamber of Commerce; mentioned the Tampa Bay Partnership Teachers' Appreciation Breakfast; and will attend Mike Meidel's farewell party.

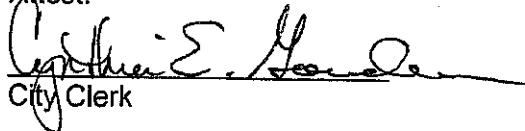
17 - Adjourn

The meeting adjourned at 8:58 p.m.



Mayor/Councilmember

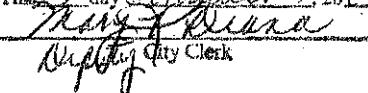
Attest:



City Clerk

I hereby certify that this is a true and correct copy of the original as it appears in the files of the City of Clearwater. Witness my hand and official seal of the City of Clearwater.

This 17th day of August, 2004



Mary Pearce
Deputy City Clerk

Section 2. Goals, Objectives and Strategies

1. Goal: Resource Protection – Support the Protection of the Environmental Resources of the Causeway. [required goal]

- a. Objective: Retain the current physical cross sectional character of the Causeway reminiscent of its historic origin.
 - i. Strategy – Work with the two County Metropolitan Planning Organizations (MPOs) to adopt policies to maintain the historic visual character of the roadway without impacting the function of the roadway. [Short term priority]
- b. Objective: Support a coastal-style, native Florida landscape along the Causeway as additional landscaping is required or needs to be replaced.
 - i. Strategy – Identify, for future removal and eradication, locations of exotic infestation along the Causeway. [Short term priority]
 - ii. Strategy – Work with Florida Department of Transportation (FDOT) to identify natives that can be used along the corridor (jointly with objective 5.a.ii). [Short to mid term priority]
 - iii. Strategy – Develop guidance to municipalities on desirable species to be used for future corridor plantings. [Short to mid term priority]
 - iv. Strategy – Partner with local agencies and environmental advocates on implementation strategies that could include funding and/or in-kind services. [Continuous priority]
- c. Objective: Maintain the natural environment of the Causeway.
 - i. Strategy – Partner with local environmental advocates to support the bird populations of special concern along the Causeway by identifying current nesting areas, supporting population counts, enhancing protecting habitat, and installing signage to protect nesting areas. [Mid term priority]
 - ii. Strategy – Monitor Tampa Bay Estuary Program Research affecting areas adjacent to the Causeway. [Continuous]
- d. Objective: Promote community partnerships to control litter. [Continuous]
 - i. Strategy – Partner with Keep Hillsborough Beautiful and Keep Pinellas Beautiful on semi annual coastal cleanup programs.
 - ii. Strategy – Strengthen Adopt-a-highway/Adopt-a-Shoreline sponsorship for the entire length of the Causeway. [Tampa Bay Parrot Head Group currently participates.]
 - iii. Strategy – Monitor local municipalities efforts to identify sites for additional trash container sites along the Causeway and ensure that they are kept in good repair and emptied frequently enough to ensure that debris is not overflowing from them managed by the local governments in accordance with their maintenance agreements with FDOT.

2. Goal: Work to Enhance Vehicle and Pedestrian Safety. [required goal]

- a. Objective: Improve highway safety by identifying and working to implement engineering solutions.

- i. Strategy – Support the installation of a traffic signal at the Clearwater Christian College entrance and the western beach area (joint project of FDOT and the City of Clearwater). [Short term priority]
 - ii. Strategy – Partner with FDOT, Hillsborough MPO and Westshore Alliance to evaluate improving pedestrian crossing safety at Rocky Point. [Short term priority]
 - iii. Strategy – Work with FDOT and local governments to identify traffic and pedestrian safety issues (beaches, boat ramp, and future scenic highway kiosks) and implement appropriate solutions where necessary. [Mid term priority]
- b. Objective: Improve bicycle/pedestrian safety enhancements.
- i. Strategy – Work with the FDOT, MPOs, and local governments to develop a continuous bicycle/pedestrian trail parallel to the main roadway to avoid auto traffic conflicts. [Continuous priority]

3. Goal: Build Community Support for Long-term Success. [required goal]

- a. Objective: Incorporate Causeway plan elements in the Comprehensive Plans of the four local government jurisdictions – Pinellas County, City of Clearwater, Hillsborough County, and City of Tampa. [Short term priorities]
 - i. Strategy – Work with local government staff to identify the current comprehensive plan elements that support the plan.
 - ii. Strategy – Support the review and update of the local comprehensive plans to support the inclusion of goals, objectives, and strategies of the plan.
 - iii. Strategy – Support the approval and adoption of the amendments required in local government comprehensive plans to implement the objectives, goals, and strategies of the plan.
- b. Objective: Continue the Corridor Management Entity as an ongoing and effective sponsor and advocate for the Scenic Highway designation process and implementation of improvements. [Continuous priority]
 - i. Strategy – Implement the Corridor Management Entity and Operating Policies as adopted and manage effectively.
 - ii. Strategy – Maintain the membership of the Corridor Management Entity and meet a minimum of four times each year.
 - iii. Strategy – Develop an Annual Report on the Progress implementing the Corridor Management Plan each year and report to local and state organizations.
 - iv. Strategy – Seek out long term funding strategies for the RPC to continue to function as the CME.
 - v. Strategy – Coordinate with private interests along the Causeway and seek partnerships that accomplish goals, objectives, and strategies of the plan.
 - vi. Strategy – Seek out local, state, and federal support and apply for and receive gifts and grants to implement the plan.

- c. Objective: Advocate and monitor intergovernmental coordination between the four governmental entities having jurisdiction for the Causeway. [Continuous priority]
 - i. Strategy – Maintain the effectiveness of intergovernmental coordination designation process and implementation of improvements.
 - ii. Strategy – Monitor the ongoing status of Maintenance Agreements between the FDOT and the local governments.
 - iii. Strategy – Provide a forum for coordination of government efforts related to the Causeway.
- 4. **Goal: Education – Educate the Community and Visitors on the Natural and Historic Resources Along the Corridor. [required goal]**
 - a. Objective: Maintain and enhance the Scenic Highway's web site.
 - i. Strategy – Continue to update the web site. [Continuous priority]
 - ii. Strategy – Ensure search engine links for general access. [Short term priority]
 - b. Objective: Develop a Scenic Highway education program
 - i. Strategy – Develop interpretive pamphlets covering the following areas: history, recreational opportunities, and natural assets. [Short Term]
 - ii. Strategy – Establish and maintain a speakers bureau. [Mid Term Priority]
 - iii. Strategy – Develop a corridor video and a plan for viewing [Mid Term Priority]
 - iv. Strategy – Develop and locate informational signage along the corridor. [Mid Term Priority]
 - c. Objective: Promote the location and features of the Causeway with notations on local and regional maps.
 - i. Strategy – Research feasibility and access to mapping and publications and respond accordingly. [Mid term priority]
 - d. Objective: Develop and implement a "Keep It Clean" educational program for the Causeway.
 - i. Strategy – Determine pollution sources and develop a program or brochure to address the sources. [Mid term priority]
 - e. Objective: Maintain an archive of Courtney Campbell Scenic Highway information.
 - i. Strategy – Establish an archive of historical records and photos related to the Courtney Campbell Causeway. [Continuous priority]

5. Goal: Economic Development/Tourism. [required goal]

- a. Objective: Maintain/enhance the recreational opportunities along the Causeway.
 - i. Strategy – Continue the service road concept that provides access to multiple recreational opportunities. [Continuous priority]
 - ii. Strategy – Perform an opportunities and strengths analysis to identify additional recreational enhancements. Consider using

- University students as a resource for this analysis and the resulting plan. [Short to mid priority]
- b. Objective: Establish the Courtney Campbell Scenic Highway as a tourist point of interest. [Short term priority]
- i. Strategy – Promote the Courtney Campbell Scenic Highway through regional Convention Visitor Bureau and local Chambers (publications, presentations and meetings).
- ii. Strategy – Tie/link the Courtney Campbell Scenic Highway website to Chamber/City/State sites.
- iii. Strategy – Distribute Courtney Campbell Scenic Highway brochure at tourist centers.
- 6. Goal: Improve Pedestrian, Bicycle, and Transportation Initiatives Along and Connecting to the Causeway Compatible with and Enhancing the Aesthetics of the Corridor's Intrinsic Values.**
- a. Objective: Implement bicycle/pedestrian trails linking Hillsborough and Pinellas counties.
- i. Strategy – Develop a map identifying the pedestrian trail missing linkages along the causeway. [Short Term Priority]
- ii. Strategy – Work with the FDOT and Hillsborough County MPO to program funds to construct a pedestrian/bicycle bridge across the tidal flow structure located at the north side of the Causeway east of Rocky Point. This strategy will be worked in partnership with the City of Tampa and the Westshore Alliance. [Short term priority]
- iii. Strategy – Promote connectivity of the Courtney Campbell system to the Pinellas Trail Network (Cross Clearwater, Progress Energy and Fred Marquis Trails.) [Mid term priority]
- iv. Strategy – Promote connectivity of the Courtney Campbell system to the Hillsborough and City of Tampa Greenways and Trails system (going north and south). [Mid term priority]
- v. Strategy – Support MPOs and local government's implementation of bicycle/pedestrian trails over the Courtney Campbell Causeway large and the smaller bridges to eliminate gaps in the existing trail segments and provide inter-connectiveness. [Long term priority]
- b. Objective: Support regional long-range transportation planning objectives that are compatible with the five principle Florida Scenic Highway goals.
- i. Strategy – Monitor and actively participate in the development of regional transportation strategies with FDOT, MPOs and transit agencies. [Continuous priority]
- ii. Strategy – Resolve current transit needs (i.e. bus stops) along the corridor. [Short term priority]
- 7. Goal: Enhance the Visual Appearance of the Causeway.**
- a. Objective: Bury overhead utility lines that currently exist on relatively small portions of the Causeway. [Long term priority]
- i. Strategy – Identify location and ownership of existing overhead utilities.

- ii. Strategy – Initiative dialog with FCG (Florida Coordinating Group) to identify alternatives, cost options, and potential funding opportunities
- b. Objective: Enhance the special “sense of place” at both the eastern and western approaches of the Causeway to “showcase” the gateway to the communities at each end. [Short term priority]
 - i. Strategy – Participate in design public workshops and/or hearings for the LINKS project at the east end of the Causeway.
 - ii. Strategy – Maintain an active involvement in the urban design component for the LINKS reconstruction projects.
 - iii. Strategy – Participate in the Hillsborough County MPO Livable Roadways Committee to develop a gateway concept for the Courtney Campbell Causeway.
 - iv. Strategy – Ensure the appropriate locations of the existing historic Courtney Campbell Parkway monuments as part of the gateway features.
- c. Objective: Investigate alternative designs or adaptations for the guardrail and bridge abutments (consistent with FDOT design specifications) to be more consistent with the original historic character of the Causeway. [Mid term priority]
 - i. Strategy – Perform a literature search to see what alternative guardrail designs are used on other similar period roadways.
 - ii. Strategy – Work with the appropriate MPOs to incorporate more aesthetic guardrail features in future maintenance activities.

Note

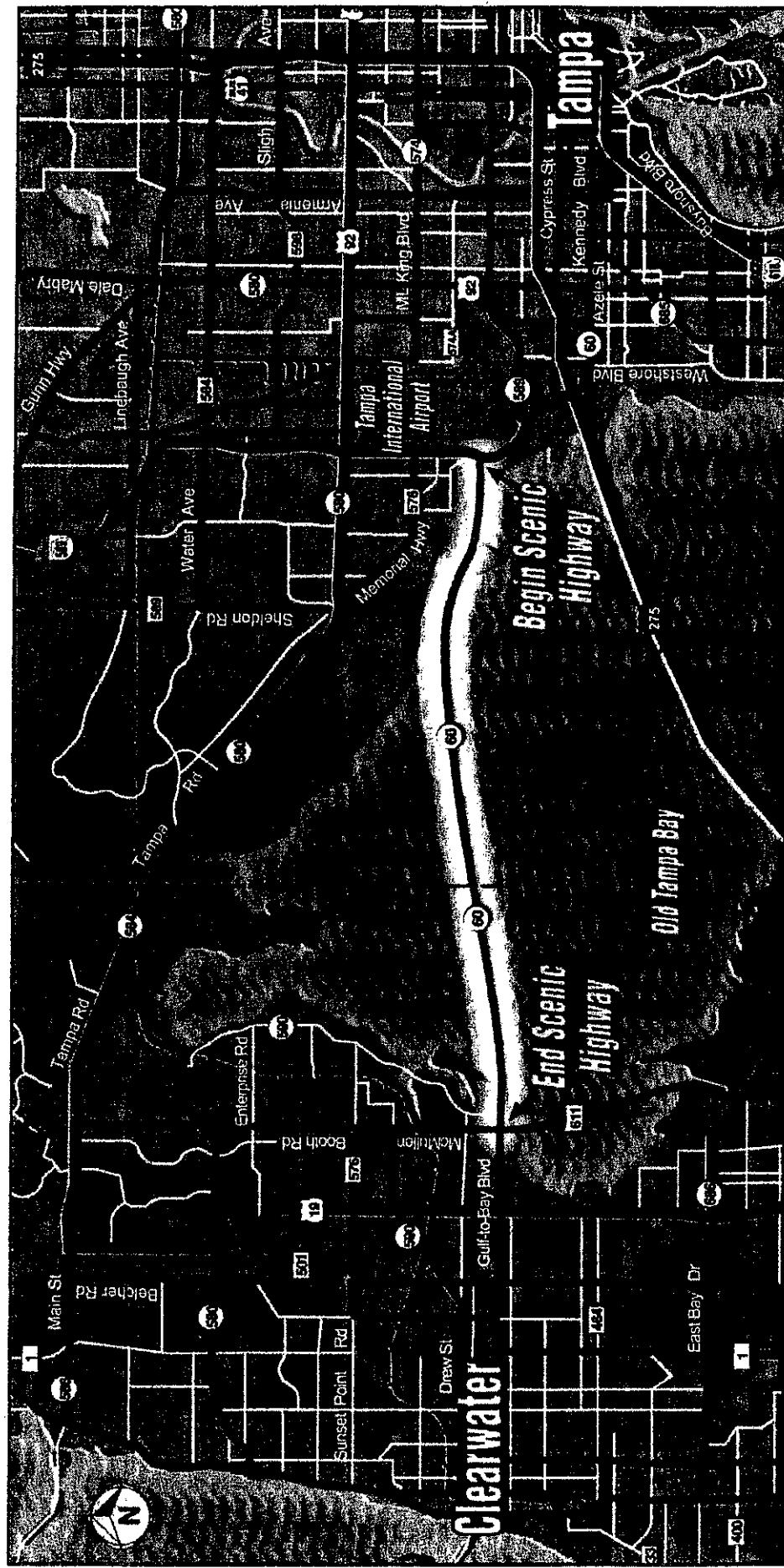
- Short term within first two years
- Mid term is within the first three to six years
- Long term is beyond six years

Section 1. Vision Statement

The Courtney Campbell Causeway (Causeway) is a testament to modern society and nature co-existing in a productive and equally beneficial manner. The Causeway has become a vital link for the Tampa Bay community, connecting Pinellas and Hillsborough counties along with the cities of Clearwater and Tampa. It is a portal to an important and unique ecosystem. The Causeway is literally alive through its self-created ecosystem and the numerous species of wildlife that depend on the Causeway for food, shelter, and breeding. Not only does the corridor house wildlife, it also is a haven and destination point for people to enjoy themselves. The most significant scenic, natural, and recreational resources of the corridor are set aside for use by visitors and the community in the form of nature greenways, beaches, and recreational sites. The entire length of scenic highway running just above sea level along Tampa Bay is picturesque. It is full of opportunities for enjoying Florida's recreation and lifestyle. There is a strong community tie to the corridor and citizens are committed to its preservation. The Causeway should be preserved and enhanced not as simply a highway, but as a scenic corridor that is a vital resource to the prosperity of the region.

COURTNEY CAMPBELL CAUSEWAY
Scenic Highway

Figure 7.1



**City of Tampa
City Council Meeting
August 12, 2004**



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Tampa City Council Meeting Part 1 (8/12/2004 @ 9:00:00 AM)

Tampa City Council
August 12, 2004
9:00 a.m. session
Tampa Convention Center

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>>LINDA SAUL-SENA: How about 1:00?

Well, 11:30, we'll dry that.

Yes, thank you.

I serve on the Courtney Campbell causeway scenic corridor committee.

And we are trying to get the area designated as a scenic corridor.

We have been working on it two years.

We have this great plan done.

And the state said that to make it real legitimate we needed to include the idea that it's a scenic corridor in our comp plan.

And so I have some recommendations.

Clearwater has already done it.

The Hillsborough County is looking at it.

Pinellas County and the City of Tampa.

So what I would like to do is provide this to all council members, and perhaps -- if something is going to be in our comp plan, can that come under the consent agenda?

Or is that an ordinance?

What is it?

Do we send it to Planning Commission?

>>CATHLEEN O'DOWD: We would first be requesting the Planning Commission to initiate the text amendment to provide for that, that area to be a scenic corridor.

>>LINDA SAUL-SENA: So they will provide it and they'll review it?

>>CATHLEEN O'DOWD: These how it's worked historically when we wanted the commission to look into different areas, text amendments.

I know they are looking at one at council's request.

>> What is the time frame?

Should we do this sooner rather than later?

>>> This is a text amendment.

So we have two different plan amendment cycles that we oh could work with.

I think we are already at six months out.

You might want to make that request of the Planning Commission to look at that.

So we have two different plan amendment cycles that we oh could work with.
I think we are already at six months out.

You might want to make that request of the Planning Commission to look at that.
When council has a chance to look at it and support it.

Then ask the Planning Commission to consider it in the next planning cycle.

>>JOHN DINGFELDER: What's the D.O.T. time frame?

>>LINDA SAUL-SENA: I'm working on this as a member of the livable roadways committee.
I know the Planning Commission thinks it's good.

It's sort of an official blessing to make it part of our comprehensive plan.

>>JOHN DINGFELDER: The problem is we just started a new cycle starting August 1st.
And we just got some of those in like Palma Ceia.

>>LINDA SAUL-SENA: Can this get into that batch?

>> I'm not familiar with their deadlines.

I can contact Harry Cohen and find out.

>>LINDA SAUL-SENA: I want to give council members a chance to look at it but I know it goes to
them first and they take a long time.

If you could look in on that, and give us a report back under unfinished business, as to what the
appropriate steps are.

I would appreciate it.

So I guess -- is that a motion?

That's a motion that legal look into this and see what the appropriate steps are.

And I'll provide with you this copy.

>> We have a motion and second.

All in favor?

(Motion carried)

>>LINDA SAUL-SENA: No, thank you very much.