

# FELLSMERE CORRIDOR EXTENSION

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## INDIAN RIVER LAGOON NATIONAL SCENIC BYWAY

APPLICATION FOR ADDITIONAL CORRIDOR

DRAFT APRIL 2009

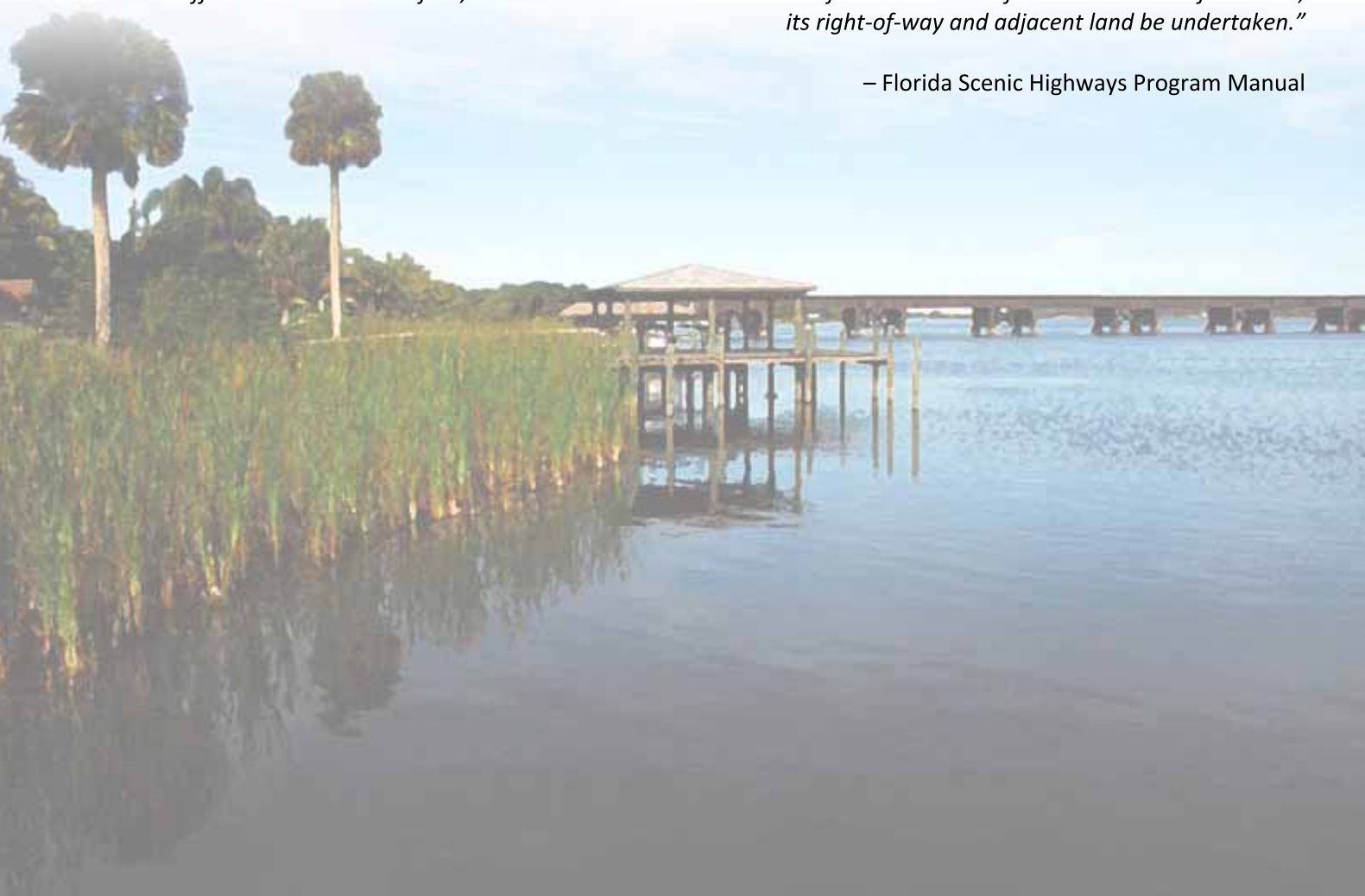


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*“The Florida Scenic Highways Program seeks to designate roadways for the protection and promotion of their resources, yet it must not hinder the purpose of the roadway, which is to move people and goods in a safe and efficient manner. Therefore, it is essential that an assessment of the current and future conditions of the road, its right-of-way and adjacent land be undertaken.”*

– Florida Scenic Highways Program Manual



## ROADWAY/RIGHT-OF-WAY DESCRIPTION

The Fellsmere Corridor Extension is an approximately twenty-seven mile loop extension off of the previously designated Indian River Lagoon National Scenic Byway. The entire corridor extension is comprised of local or county roads beginning at the intersection of Roseland Road and US 1 in Sebastian, FL. It continues south along Roseland Road to CR-512 (also known as Fellsmere Rd). The extension then heads west on CR-512 to CR-507 (North Broadway Street) in the City of Fellsmere. It follows CR-507 north on North Broadway Street, then west on South Carolina Avenue, and north out of the City of Fellsmere on Babcock Street into Brevard County before turning east onto Micco Road. The corridor loop returns to the existing byway at the intersection of Micco Road and US 1. See Map 1 for a map of the proposed byway extension.



Roseland Road

### Roseland Road Segment

Roseland Road is a two-lane undivided roadway with an eighty foot right-of-way width<sup>1</sup>. A sidewalk is provided on the southern side of the road from US 1 to 126th Street. Overhead utility lines run along the roadway for its entire length; however, the overhead lines switch sides along the route. No signalized intersections are found along the roadway until the Roseland Road/CR-512 intersection is reached.

### CR-512 Segment (from Roseland Road to I-95)

At the Roseland Road/CR-512 (Fellsmere Road) signalized intersection, the corridor extension heads west on CR-512 towards Fellsmere. County Road 512 is a four-lane divided highway, and the four-lane roadway section is currently being extended west to the I-95/CR 512 interchange. According to the County's comprehensive plan, the required right-of-way for this roadway is ultimately 200 feet. The majority of the CR-512 roadway to I-95 has curb and gutter on the outside lanes; however, the median is not curbed along the entire roadway. In addition, the roadway has widened shoulders between the travel lane and curb, but they are not dedicated as official bike lanes. Sidewalks are provided along the roadway on at least the north side of the roadway for the entire segment and overhead utility lines run along the south side of the roadway. Before reaching the I-95 interchange, CR-512 has a major crossing over the South Fork of the St. Sebastian River. Also, traffic signals are located at the CR-510/CR-512 intersection, the entrance to Sebastian River Middle School, 101st Ave intersection, and either side of the CR-512/I-95 interchange.



CR 512 Widening

### CR-512 Segment (from I-95 to North Broadway Street)

CR-512 passes underneath the I-95 interchange and transitions to a two-lane undivided rural roadway leading into the City of Fellsmere. The majority of the roadway has a right-of-way width of eighty feet<sup>1</sup>. Sidewalks are not provided along this stretch of roadway until the intersection of Willow Street and CR-512 (a signalized intersection) where a sidewalk is provided on the south side of the road that heads west towards the town core of Fellsmere. Overhead utility lines run along the south side of the roadway for its entire length, and a major overhead transmission line crosses the roadway within the St. Sebastian River Preserve State Park limits approximately halfway between I-95 and the Mesa Park/Diamond Jim's Arcade property.

### CR-507 (North Broadway Street) Segment

The corridor heads north at the flashing light intersection of CR-512/CR-507 (North Broadway Street). North Broadway Street is a two-lane divided roadway (approximately 50-55' right-of-way width<sup>2</sup>) with parallel parking and sidewalks on either side; however, there is a generous grass strip between the parallel parking and the sidewalk. The median is curbed (less than 2'-6" from back of curb to back of curb) and contains pavers and landscape cut-outs for small palms. The majority of the roadway has a small curb and gutter, and no overhead utility lines are located along this segment of roadway.



North Broadway Street  
in Fellsmere

Ave/Babcock Street.

### CR-507 (South Carolina Avenue) Segment

The corridor continues along CR-507, heading west on South Carolina Ave, a two-lane roadway with no sidewalks. The right-of-way width varies with a maximum width of approximately 135 feet before tapering to a minimum width of approximately sixty feet<sup>2</sup> before heading north on 138th

### CR-507 (Babcock Street) Segment

The Babcock Street section of CR-507 is a typical two-lane rural roadway section with no sidewalks and a typical right-of-way width that varies between 90 feet and 110 feet<sup>2</sup>. There are no signalized intersections along the CR-507 portion of the corridor, and overhead utility lines run along the east side for the majority of the roadway. The Babcock Street section of CR-507 intersects Fellsmere Grade Road, a historic unpaved cross-Florida route to Kenansville and also crosses over the C-54 Canal.



Babcock Street

### Micco Road Segment

The corridor completes the loop by heading east on Micco Road, a two-lane roadway, passing over I-95, and reconnecting to US-1. Recent roadway improvements have provided left turn lanes in certain areas along Micco Road and sidewalk along the south side (from Evernia St to Dottie Dr); however, the roadway has remained a two-lane section with a right-

of-way width throughout that varies between approximately 70 feet and 110 feet<sup>2</sup>. Overhead utility lines run along the south side of the majority of the roadway's length, and additional overhead transmission lines run adjacent along the roadway from just west of the I-95 overpass to the west side of the Lakes at St. Johns Preserve, a residential development.

**Acquisition of Property Rights:** *Coordinate with the District Right-of-Way Office on any acquisition planned or anticipated along the corridor which is or will be related to the corridor, regardless of party involved in the property or property rights acquisition. In compliance with 23 CFR 710.513, which was effective January 21, 2000, the District Right-of-Way Office was mandated responsibility for overseeing compliance with the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970 (referred to as the Uniform Act) on all property and property rights acquisition where FHWA (Title 3) federal funds are to be used in any project phase or where there is anticipation or intent to use FHWA federal funds at some future point in any project phase. The use of FHWA funding*

<sup>1</sup>Right-of-way width based on 2006 Comprehensive Plan

<sup>2</sup>Right-of-way width based on county property appraiser parcel data

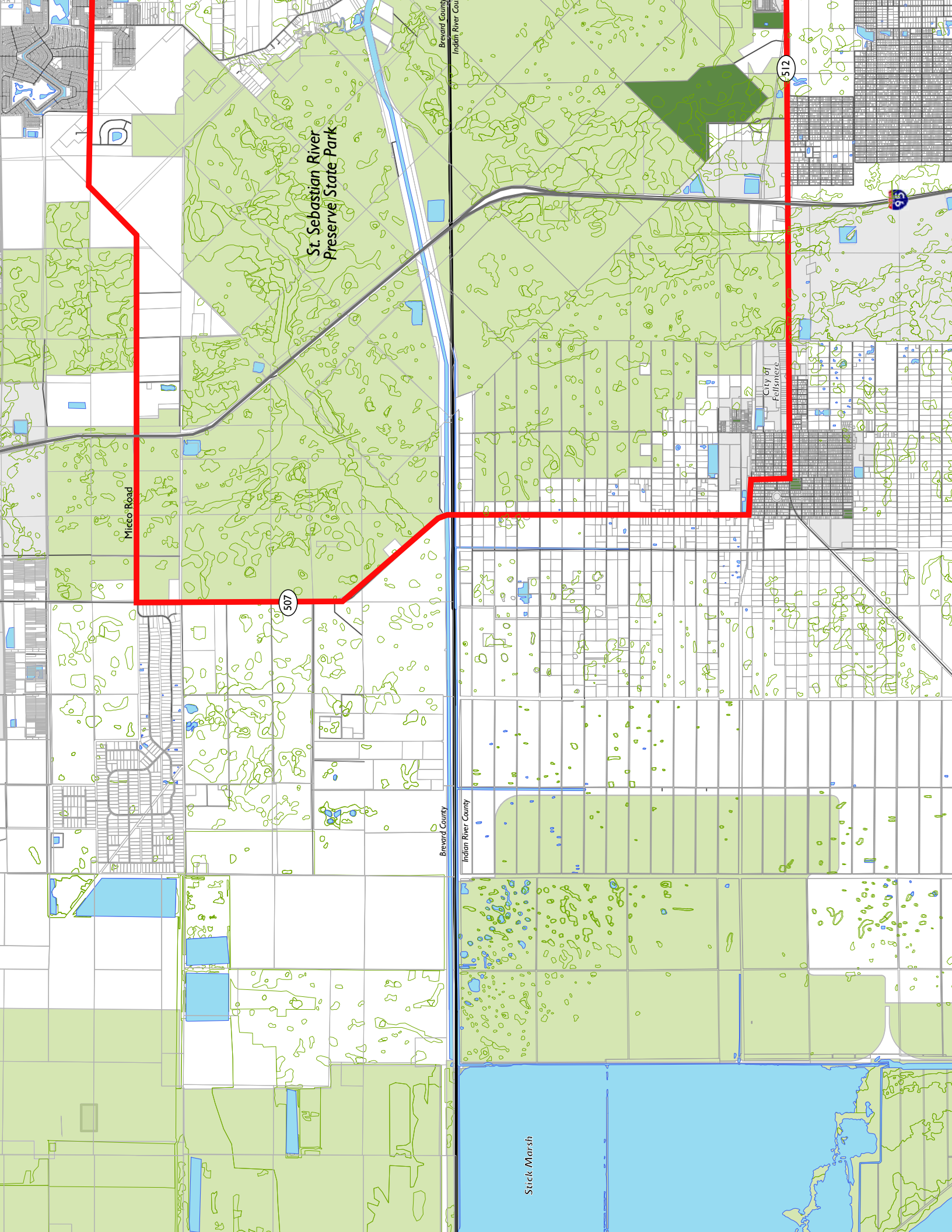


*or intent to use FHWA funding “federalizes” the corridor and all subsequent property or property rights acquisition re-lated to the scenic highway regardless of parties involved. The coordination ensures that any acquisition subsequently pursued on behalf of the corridor will be in accordance with the Uniform Act of 1970.*



Micco Road





St. Sebastian River  
Preserve State Park

Mico Road

507

512

95

City of  
Folsom

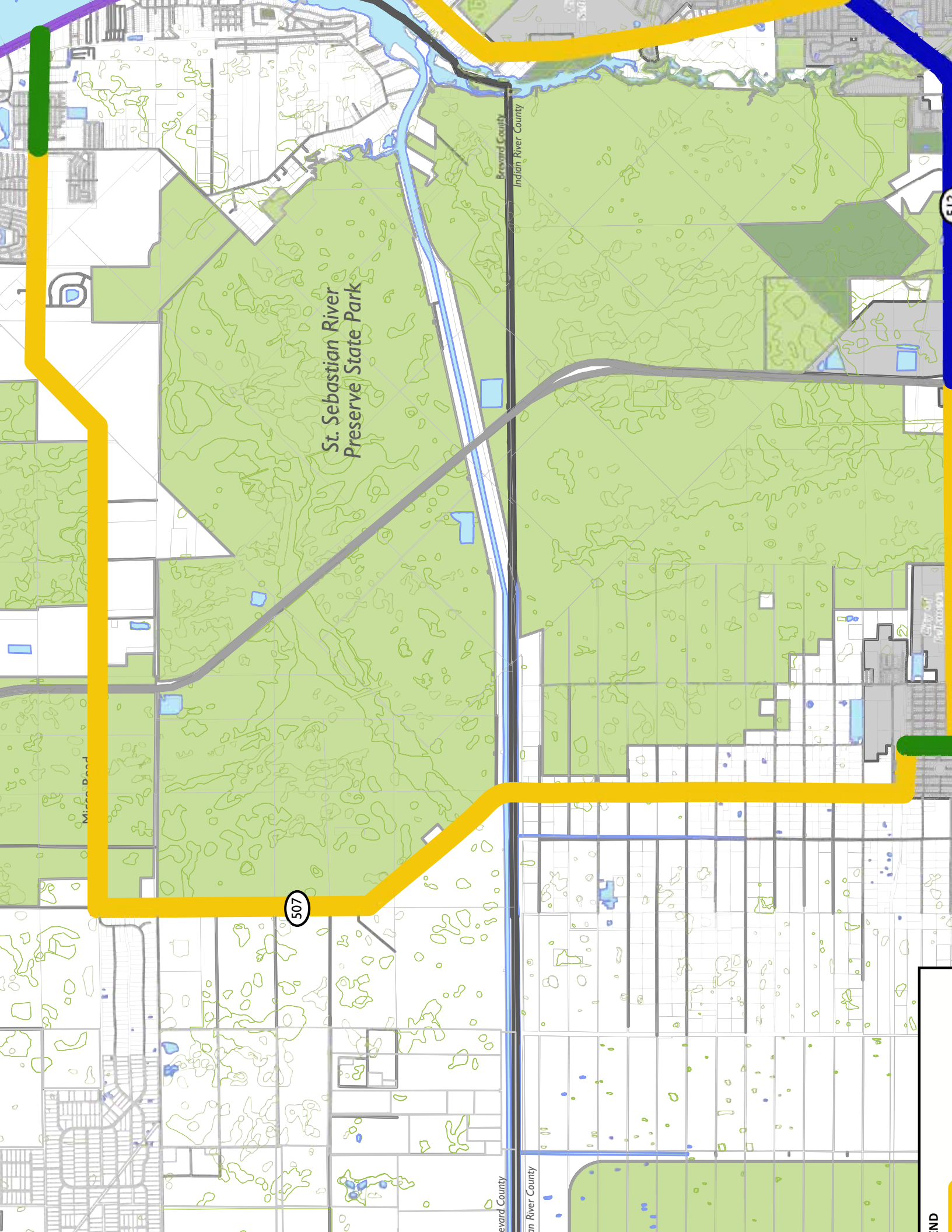
Stuck Marsh

Brevard County

Indian River County

Brevard County

Indian River County





## EXISTING LAND USE AND ZONING

The following are the general existing land uses and major land owners along the corridor. A cursory review of the zoning maps for Indian River County, City of Sebastian, City of Fellsmere, and Brevard County revealed that the existing land uses found along the corridor are generally consistent with the zoning designation.

### Roseland Road Segment

The following existing land uses are located along Roseland Road:

- Commercial including a bank, drug store, and strip-style shopping center (at US-1 and Roseland Road)
- Single-family residential (predominate land-use on Roseland Road)
- Multi-family residential
- Church
- Public recreation (Donald McDonald Campground and Dale Wimbro Park)
- Golf Course
- Institutional (e.g. Kashi Ashram, Shiloh Youth Ranch)
- Sebastian Municipal Airport (adjacent to Roseland Road)
- Limited industrial uses including RV storage area

The major land owners along this segment include:

- City of Sebastian
- Indian River County
- Kashi Church Foundation, Inc.
- Shiloh Youth Ranch



Dale Wimbro Park

### CR-512 Segment (from Roseland Road to I-95)

The following existing land uses are located along CR-512 from Roseland Road to I-95:

- Commercial including strip center-style shopping centers and single-use commercial (e.g. drug store, auto parts store, gas stations, fast-food restaurants, et cetera)
- Public library
- Single-family residential
- Multi-family residential
- Church
- Public-owned land (North County Park, County lands, and St. Sebastian River Preserve State Park)
- School
- Undeveloped/Agriculture

The major land owners along this segment include:

- Indian River County
- Edmund N. Ansin
- Fellsmere 392, LLC
- State of Florida (St. Sebastian River Preserve State Park)

### CR-512 Segment (from I-95 to North Broadway Street)

The following existing land uses are located along CR-512 from I-95 to North Broadway Street:

- Commercial (restaurants, gas station, car wash, et cetera)
- Light Industrial
- Preschool (Operation Hope)
- Church
- Single Family Residential/Mobile Homes



Fellsmere Fire Station

Post Office

Public lands (St. Sebastian River Preserve State Park, Fellsmere City Park)

Solid Waste Disposal Convenience Center

Undeveloped land

The major land owners along this segment include:

Ro-Ed Corp

SJRWMD/City of Fellsmere (St. Sebastian River Preserve State Park and Fellsmere Trailhead Preserve)

### **CR-507 (North Broadway Street) Segment**

The following existing land uses are located along CR-507 (North Broadway Street):

Church

Commercial (restaurant, bank, groceries, hardware store, beauty salon, et cetera)

Public-Use (community center, fire station, and EMS)

### **CR-507 (South Carolina Avenue) Segment**

The following existing land uses are located along CR-507 (South Carolina Avenue):

Single-family Residential

Undeveloped land



Ranchettes along Babcock St

### **CR-507 (Babcock Street) Segment**

The following existing land uses are located along CR-507 (Babcock Street):

Single-family Residential/Ranchettes

Agricultural (cattle, citrus, landscape nursery)

Undeveloped land

The major land owners along this segment (> 30 ac) include:

James K. and Jennifer L. Godfrey

Harmony Corp of USA

Stephen M Hassler

M & V LLC

Barbara A. Crews

Bernard A. Egan, Trustee

St. Johns River Water Management District

Babcock, LLC

Roy Wayne Yates, Trustee

### **Micco Road Segment**

The following existing land uses are located along Micco Road:

Public Land (St. Sebastian River Preserve State Park/ Brevard EEL)

Agriculture

Manufactured Home Park

Church

Single-Family Residential

Commercial/Industrial

Utilities (electric sub-station)



The major land owners along this segment (> 30 ac) include:

Florida State of Trustees of the Internal Improvement  
Trust Fund (St. Sebastian River Preserve State Park)

Pence Land Materials, Inc.

Brevard County

Jeff Lee, LLC

152 West LLC

MLCI Investments LTD

Keely Elise Bennett

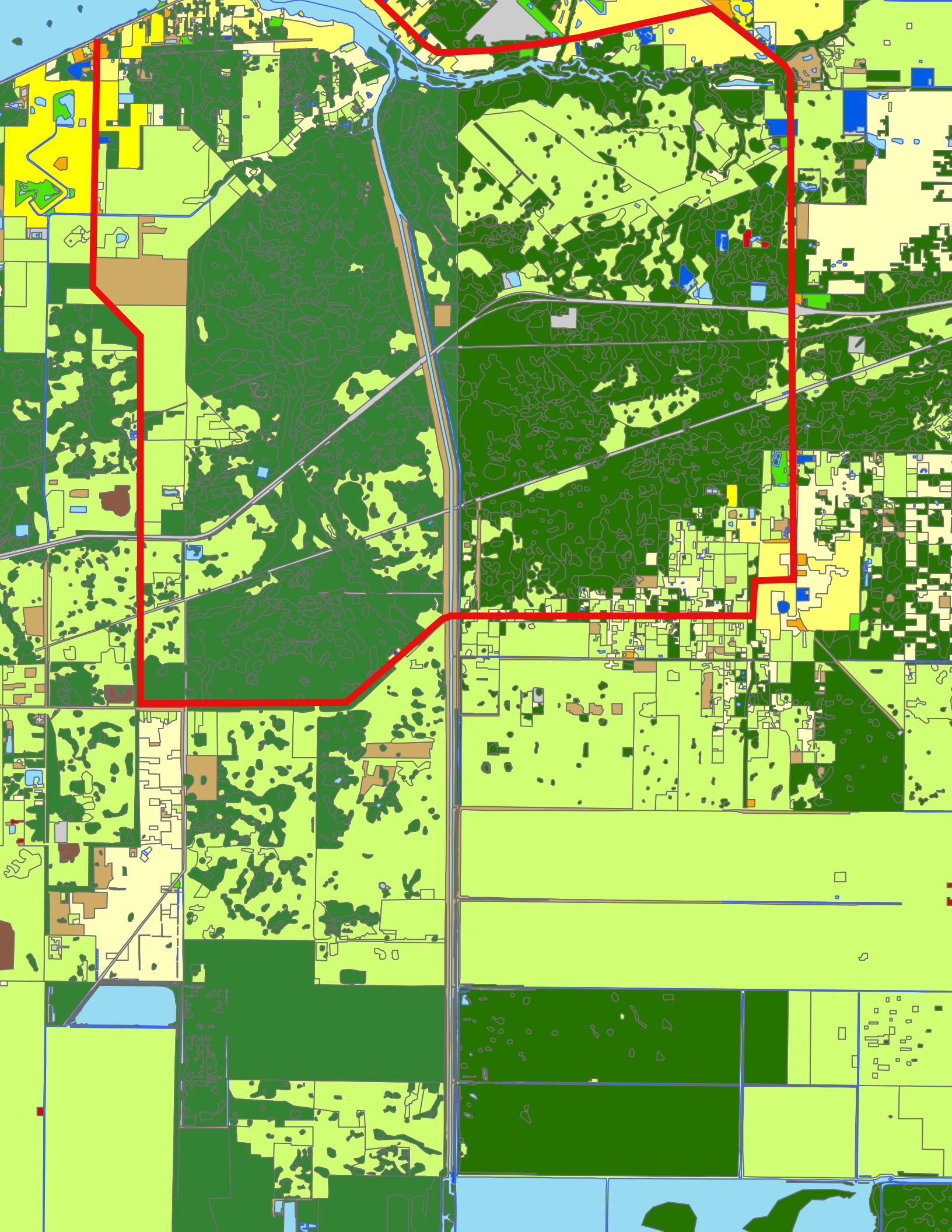
Micco Eastern Holdings, LLC

David Lee, LLC

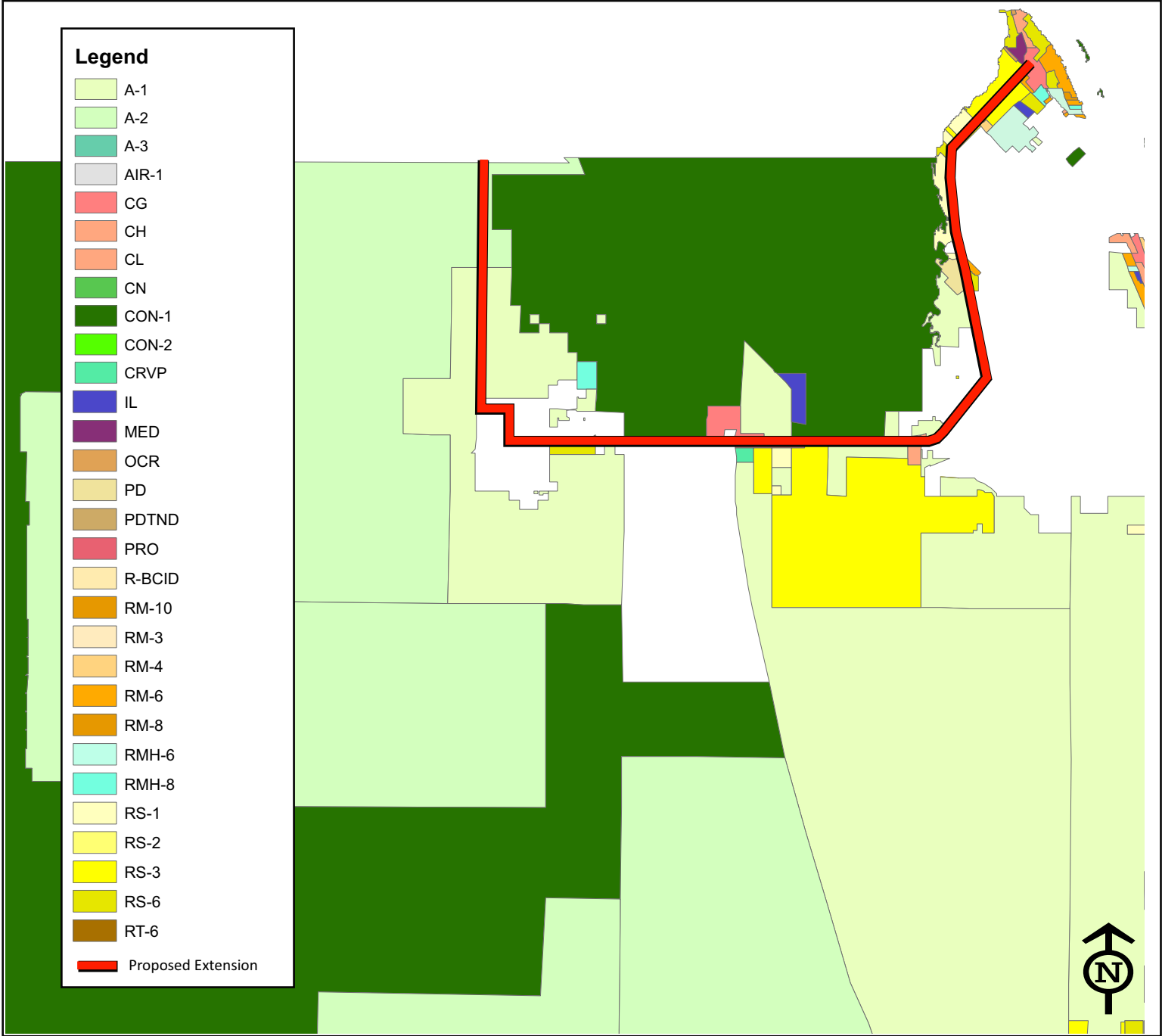
Rushing Wind, LLC

Wheeler Farms, Inc.

Atlantic Coast Paladin Estates



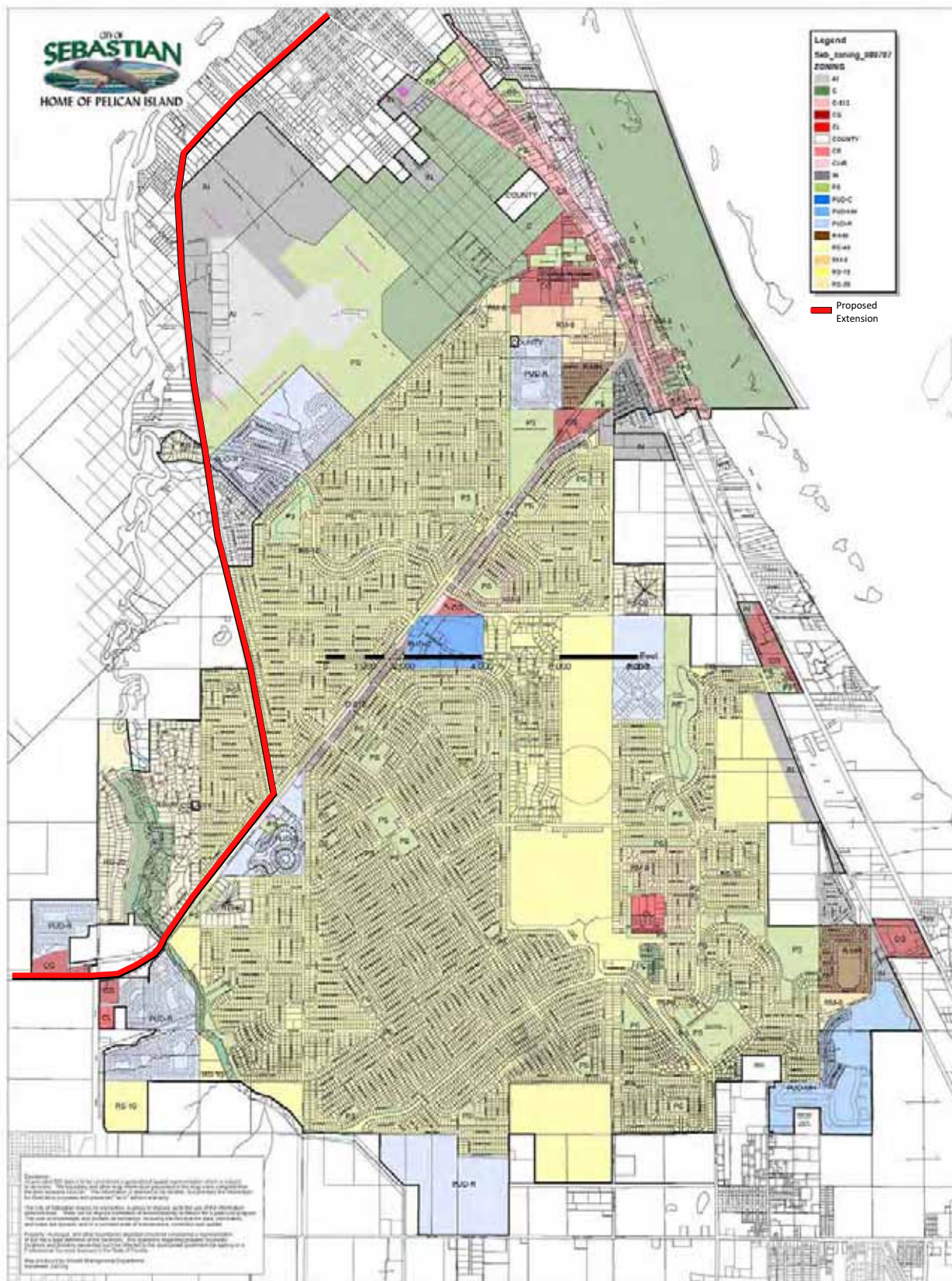
# Map 4A - Indian River County Zoning



Source: Indian River County GIS

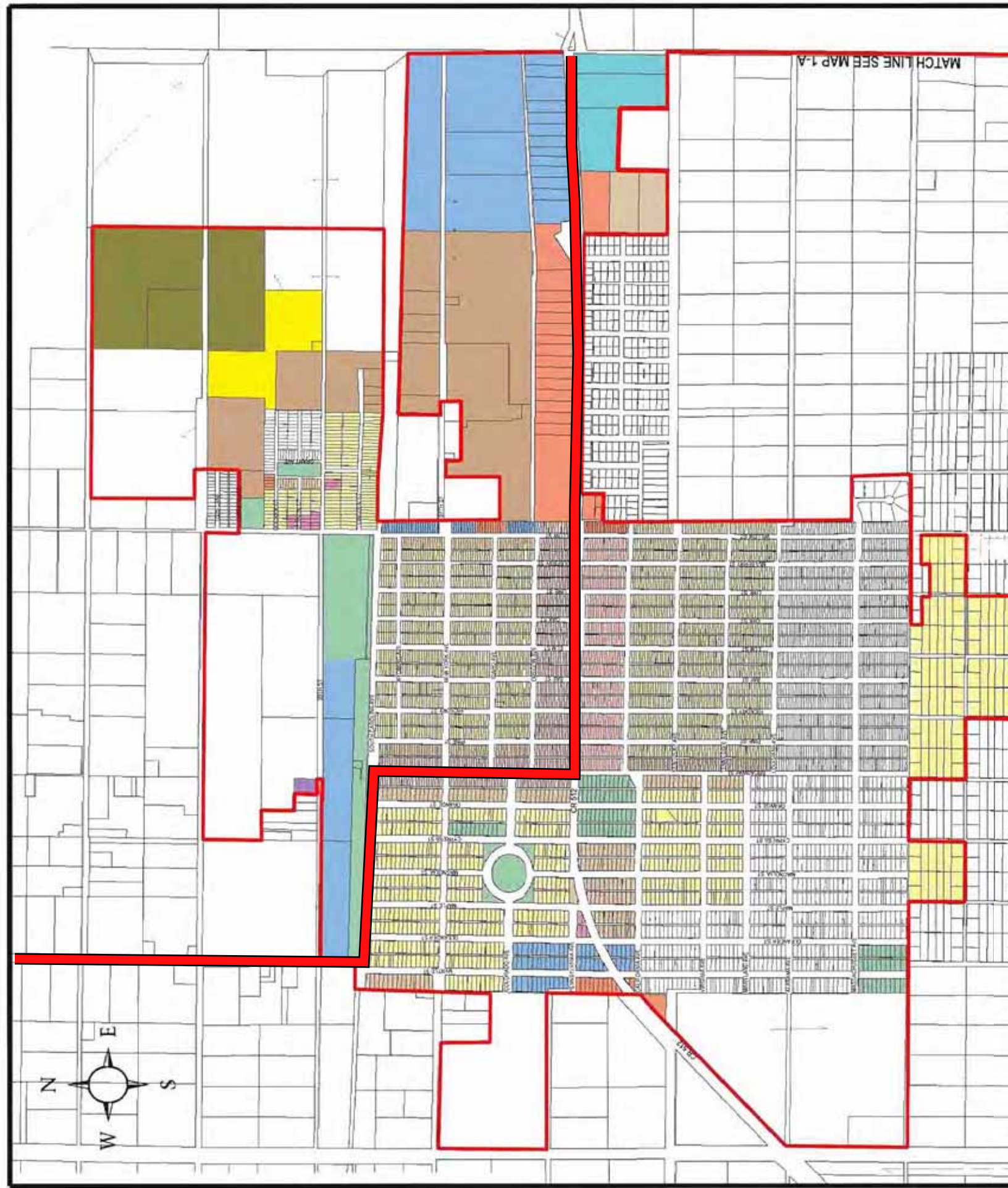


## Map 4B - City of Sebastian Zoning



Source: City of Sebastian Growth Management Department

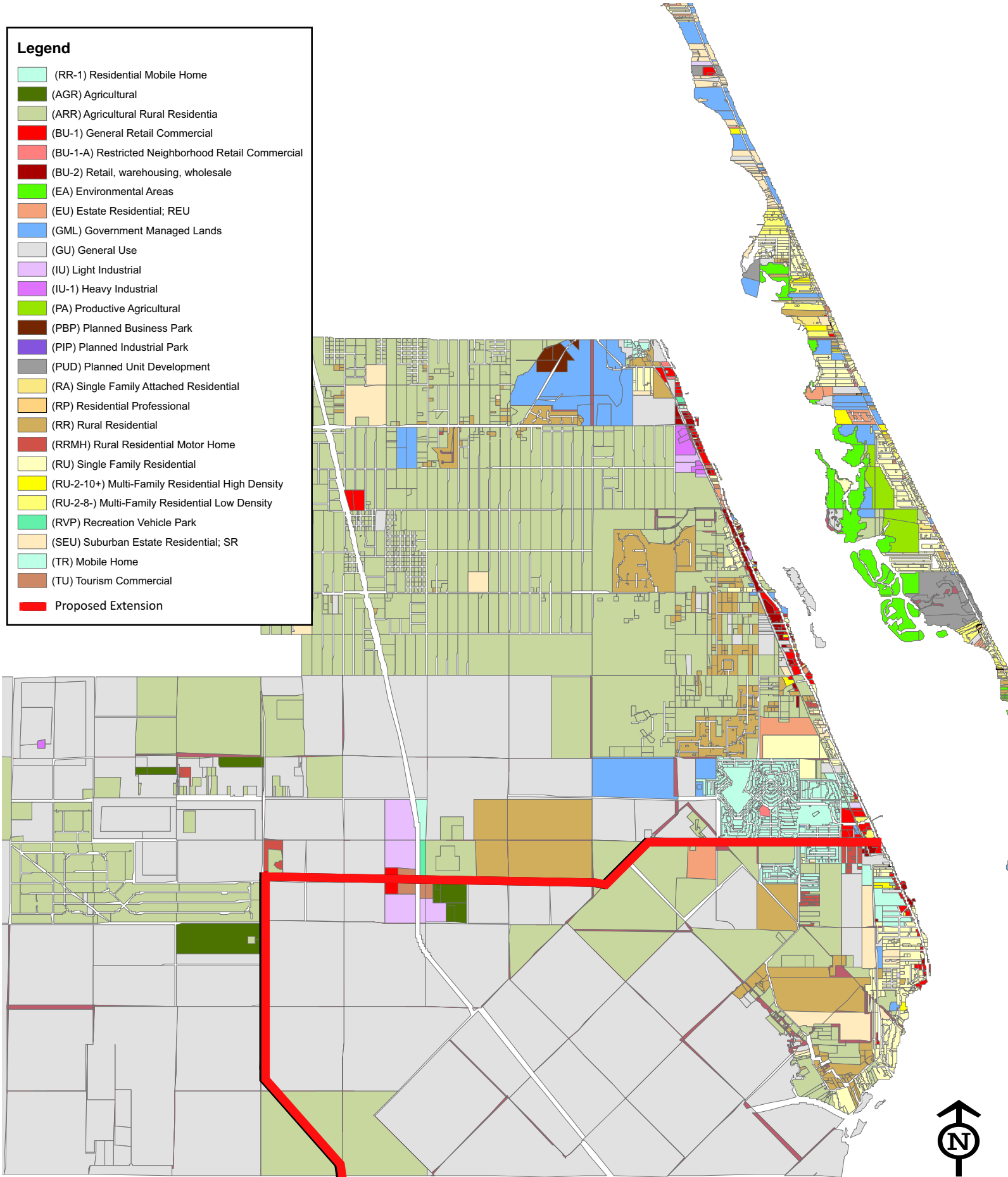




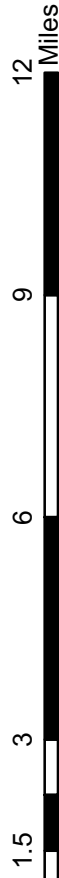
# Map 4E - Brevard County Zoning

## Legend

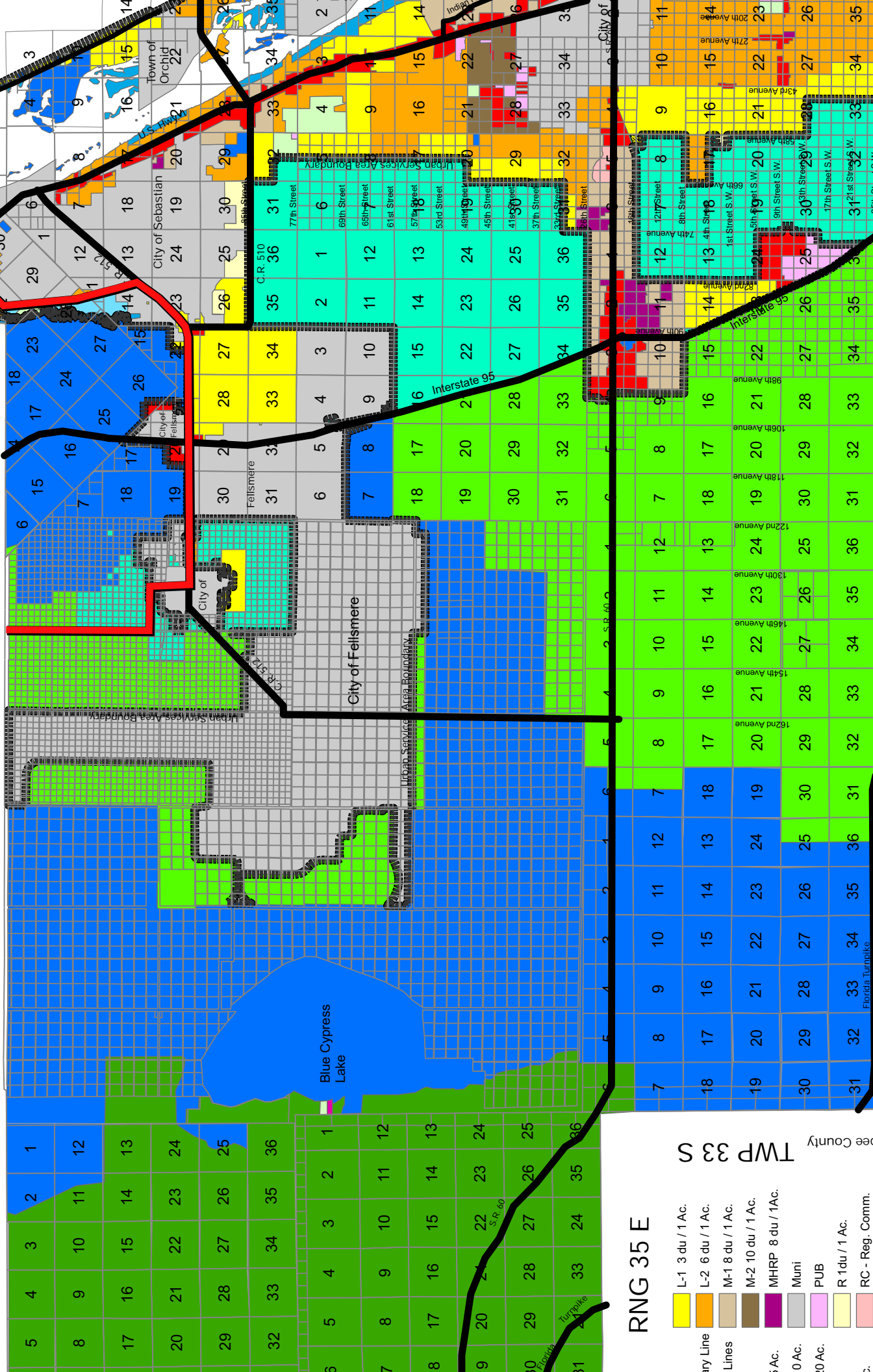
- (RR-1) Residential Mobile Home
- (AGR) Agricultural
- (ARR) Agricultural Rural Residentia
- (BU-1) General Retail Commercial
- (BU-1-A) Restricted Neighborhood Retail Commercial
- (BU-2) Retail, warehousing, wholesale
- (EA) Environmental Areas
- (EU) Estate Residential; REU
- (GML) Government Managed Lands
- (GU) General Use
- (IU) Light Industrial
- (IU-1) Heavy Industrial
- (PA) Productive Agricultural
- (PBP) Planned Business Park
- (PIP) Planned Industrial Park
- (PUD) Planned Unit Development
- (RA) Single Family Attached Residential
- (RP) Residential Professional
- (RR) Rural Residential
- (RRMH) Rural Residential Motor Home
- (RU) Single Family Residential
- (RU-2-10+) Multi-Family Residential High Density
- (RU-2-8-) Multi-Family Residential Low Density
- (RVP) Recreation Vehicle Park
- (SEU) Suburban Estate Residential; SR
- (TR) Mobile Home
- (TU) Tourism Commercial
- Proposed Extension







Brevard County



## RNG 35 E

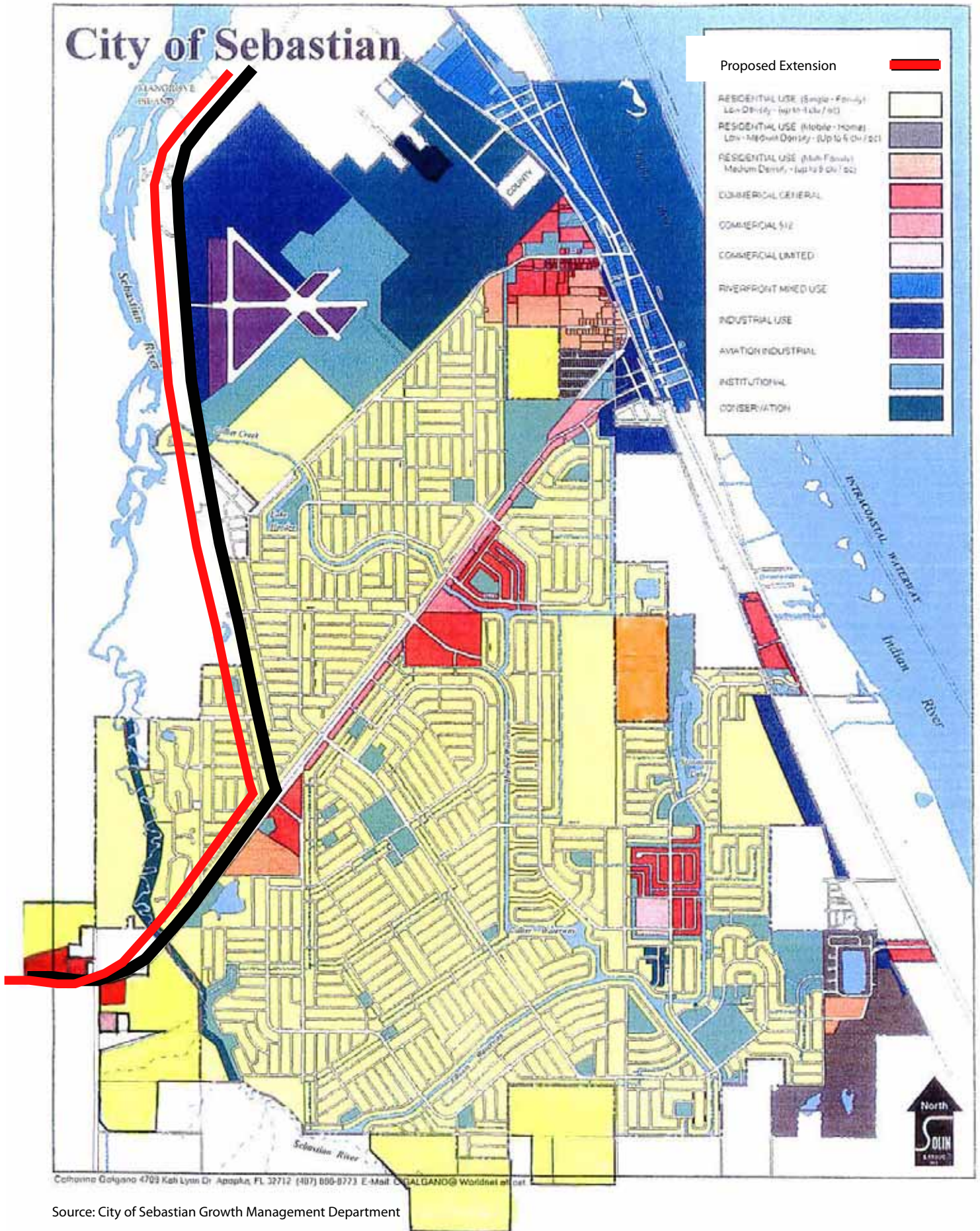
- any Line
- Lines
- Ac.
- 0 Ac.
- 10 Ac.
- L-1 3 du / 1 Ac.
- L-2 6 du / 1 Ac.
- M-1 8 du / 1 Ac.
- M-2 10 du / 1 Ac.
- MHRP 8 du / 1 Ac.
- Muni
- PUB
- R 1 du / 1 Ac.
- RC - Reg. Comm.

TWP 33 S

ee County



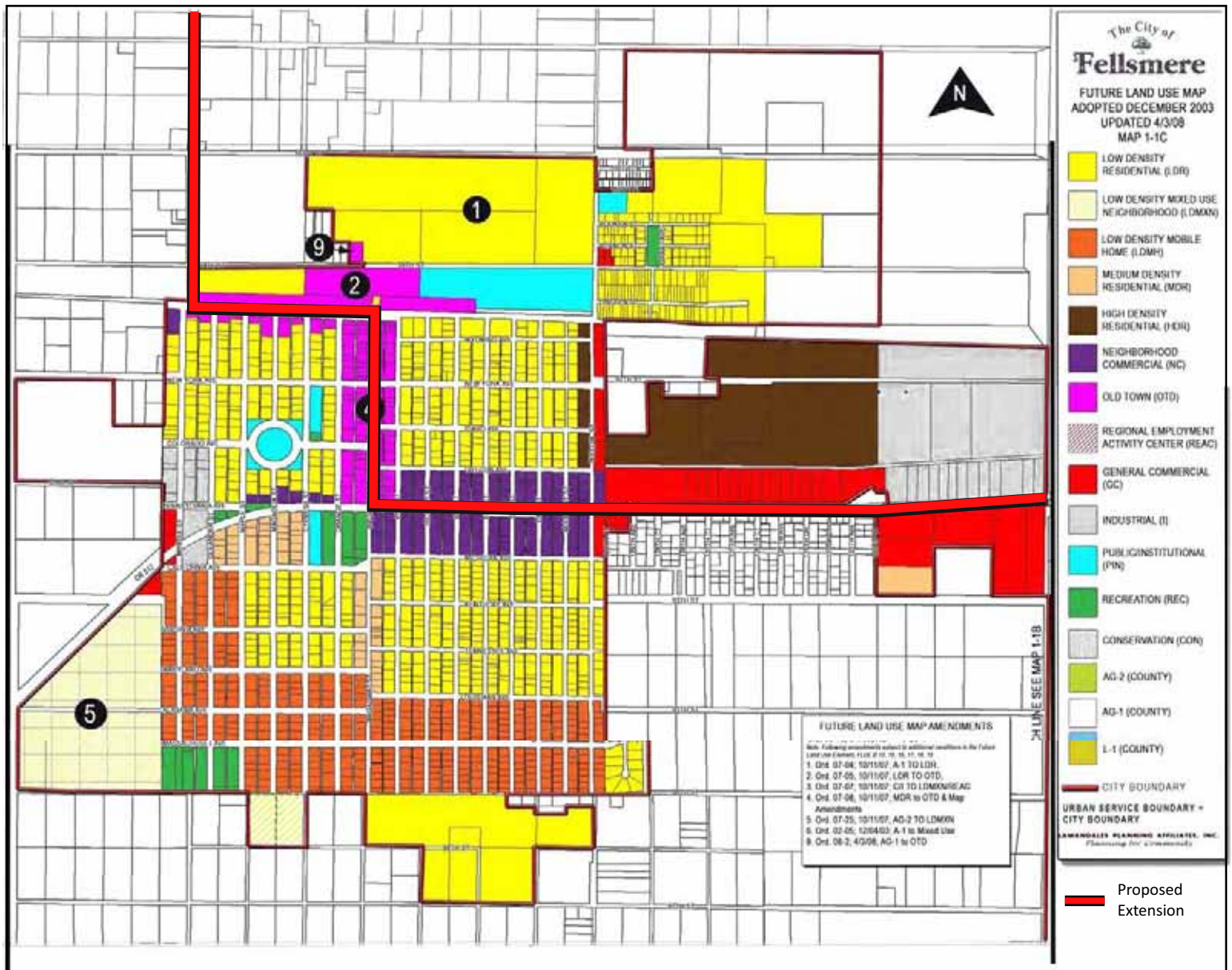
## Map 5B - City of Sebastian Future Land Use



Source: City of Sebastian Growth Management Department

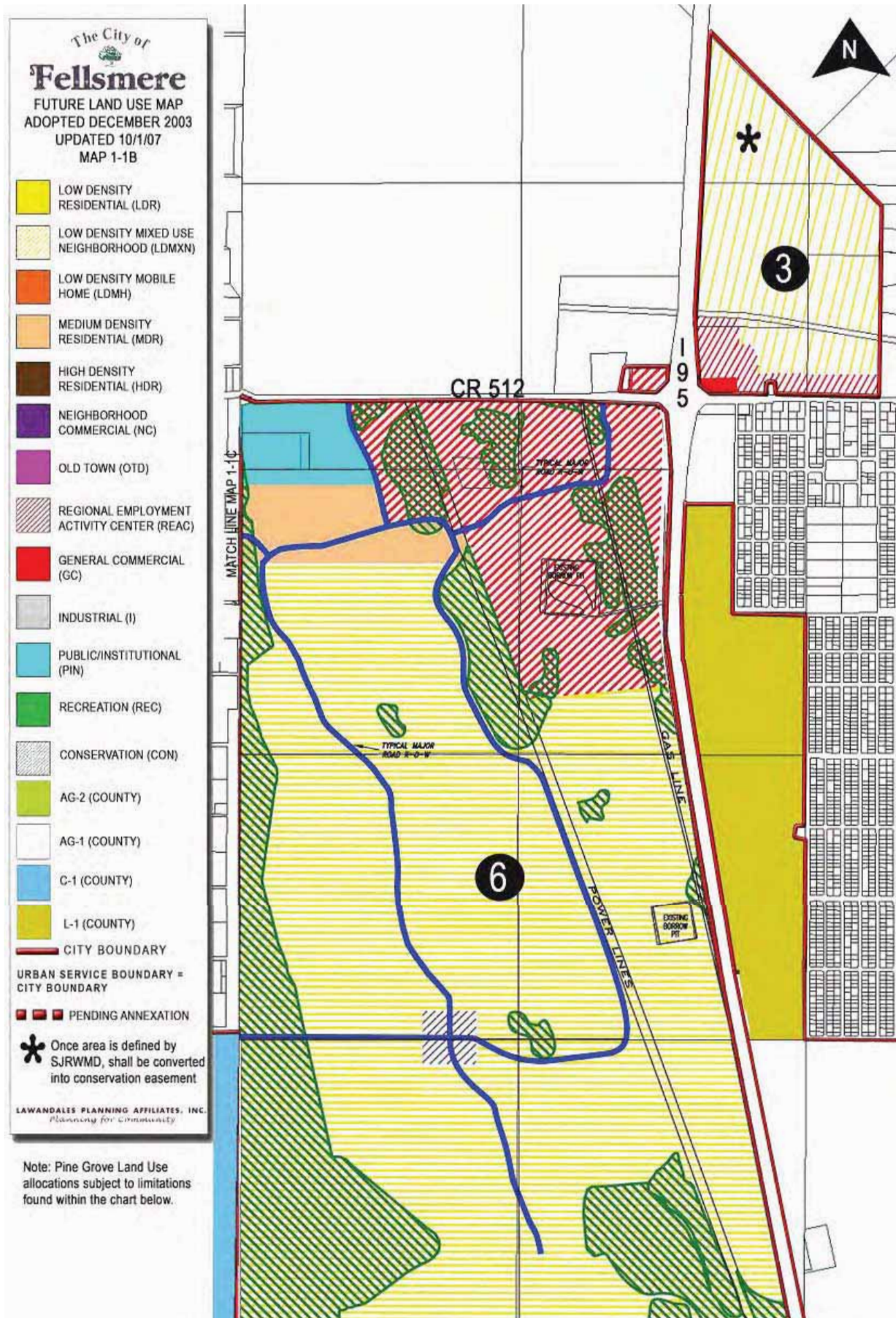


## Map 5C - City of Fellsmere Future Land Use Map



Source: City of Fellsmere Community Development Department.

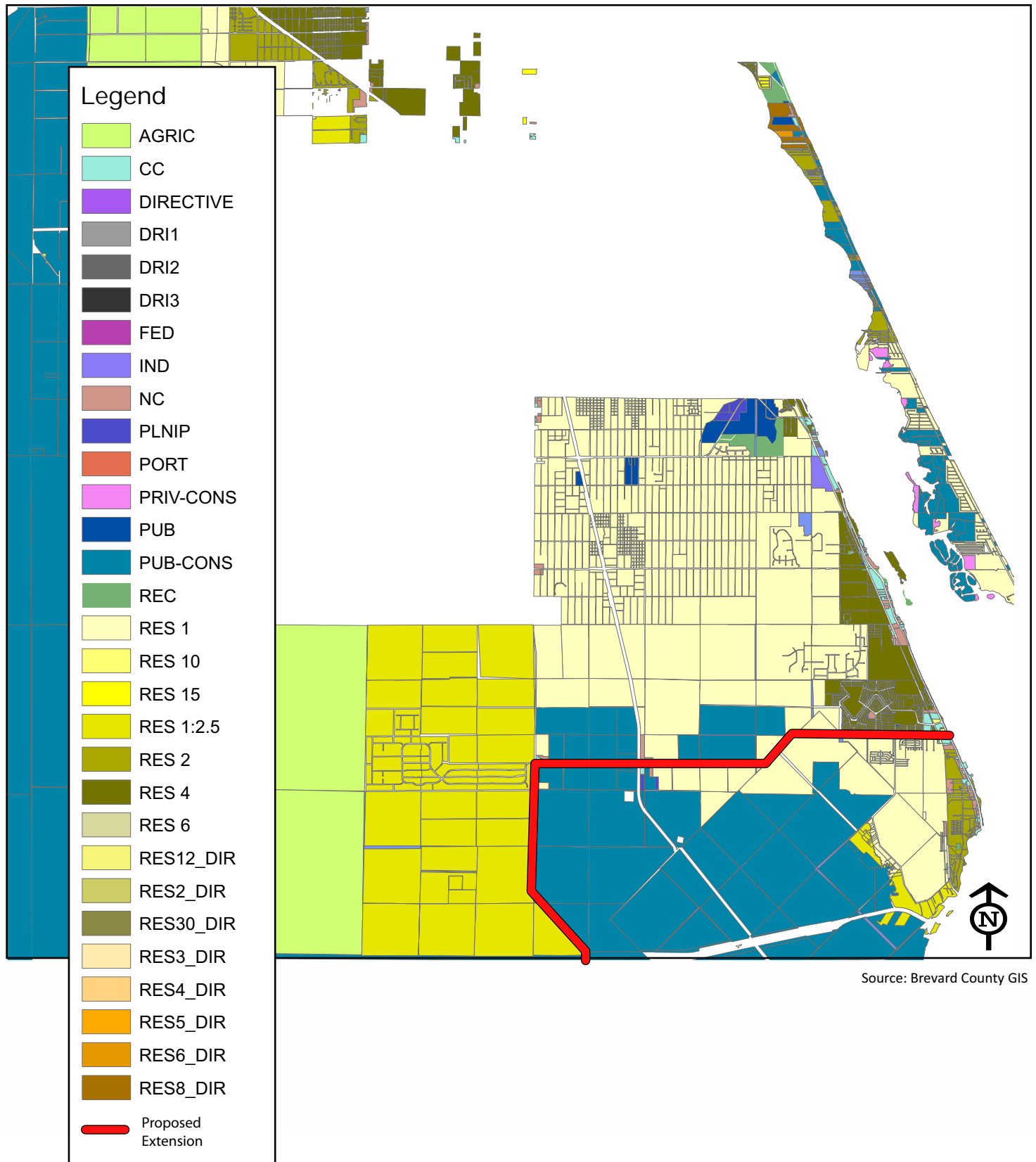
# Map 5D - City of Fellsmere Future Land Use Map



Source: City of Fellsmere Community Development Department



# Map 5E - Brevard County Future Land Use





## FUTURE LAND USE

Below is a summary of the future land use conditions and related allowable uses along the corridor.

### **Roseland Road Segment**

The following future land uses are found along the Roseland Road segment:

Indian River County:

- Commercial/Industrial
- Low-2 (maximum density 6:1 units to acre)
- Conservation-3 (maximum density 1:2-1/2 units to acre)
- Recreation

City of Sebastian:

- Industrial
- Institutional
- Residential (Single-Family) – Low Density (Up to 4 du/ac)

### **CR-512 Segment (from Roseland Road to I-95)**

The following future land uses are found along the CR-512 segment from Roseland Road to I-95:

Indian River County:

- Low-1 (max density 3:1 units to acre)
- Commercial/Industrial
- Conservation 1 (maximum density 0)

City of Sebastian:

- Residential (Single-Family) – Low Density (Up to 4 du/ac)
- Commercial 512
- Commercial General
- Institutional
- Residential Use (Multi-Family) – Medium Density (Up to 6 du/ac)

City of Fellsmere

- Regional Employment Activity Center
- General Commercial

Regarding new development, the future land use for the property owned by Fellsmere 392 LLC has been amended Low Density Mixed Use Neighborhood and Regional Employment Activity Center to allow residential and commercial development.

### **CR-512 Segment (from I-95 to North Broadway Street)**

The following future land uses are found along the CR-512 segment from I-95 to North Broadway Street:

Indian River County:

- Commercial/Industrial
- Conservation 1 (maximum density 0)
- Low-2 (maximum density 6:1 units to acre)

City of Fellsmere:

- Regional Employment Activity Center

- Mixed Use (Pine Grove)
- General Commercial
- Industrial
- Neighborhood Commercial
- Old Town
- Public/Institutional

Regarding new development in the area, the City has a development agreement (dated December 4, 2003) with the RO-Ed Corporation pertaining to the Pine Grove development, a mixed-use neighborhood, located west of the town core on CR-512; however, construction has not commenced.

### **CR-507 (North Broadway Street) Segment**

The following future land uses are found along the CR-507 (North Broadway Street) segment:

City of Fellsmere:

- Old Town
- Neighborhood Commercial

### **CR-507 (South Carolina Avenue) Segment**

The following future land uses are found along the CR-507 (South Carolina Avenue) segment:

City of Fellsmere:

- Old Town
- Neighborhood Commercial

Regarding new development, a future land use amendment has been made at the request of Patel Associates, Inc. to change the future land use of their property from Low Density Residential to Old Town.

### **CR-507 (Babcock Street) Segment**

The following future land uses are found along the CR-507 (North Broadway Street) segment:

Indian River County

- Agriculture-1 (maximum density 1:5 units to acre)
- Agriculture-2 (maximum density 1:10 units to acre)

Brevard County

- Residential 1:2.5 (maximum 1 unit per 2.5 acres)
- Public Conservation
- Residential 1 (maximum 1 unit per acre, redevelopment district and PUD: 1.25 units per acre)

City of Fellsmere:

- Old Town
- Low Density Residential

## Micco Road Segment

The following future land uses are found along the CR-507 (North Broadway Street) segment:

### Brevard County

Community Commercial

Neighborhood Commercial

Public Conservation

Residential 1 (max. 1 unit per acre, redevelopment district and PUD: 1.25 units per acre)

Residential 4 (max. 4 units per acre, redevelopment district and PUD: 5 units per acre)

Based on the above land-use designations, the following uses are allowed within those designations:

### Indian River County Land Use Designations

Conservation-1: Land designated as Conservation-1 is publicly owned or controlled conservation areas. Allowed uses include conservation and passive recreation (e.g. nature centers, trails, canoe launches, observation towers, scenic areas, wildlife sanctuaries, wildlife feeding stations, hunter education centers and shooting ranges, picnic areas, bathrooms, and parking areas). Allowable Floor Area Ratio (FAR) of up to 0.25.

Conservation-3: Land designated as Conservation-3 are privately owned xeric scrub conservation areas. Allowable uses include conservation, passive recreation (e.g. nature centers, trails, canoe launches, observation towers, scenic areas, wildlife sanctuaries, wildlife feeding stations, picnic areas, bathrooms, and parking areas) with a floor area ratio up to 0.25), and planned developments (PD). Planned developments allow for residential uses up to 1 unit per 2-1/2 acres (on-site internal transfer of development rights) or residential uses up to 1 unit per acre (external transfer of development rights) and places of worship with a FAR of up to 0.25.



Picnic Area at Sebastian Canoe Launch

Agriculture-1: Allowable development for land designated as Agriculture-1 is limited to agricultural uses, excavation activities, agricultural planned developments, single-family residential uses (up to 1 unit per 5 acres), agricultural research uses, agriculturally related business, recreational uses, public facilities, institutional uses, and public schools (with exceptions).

Agriculture-2: Allowable development for land designated as Agriculture-2 is limited to agricultural uses, excavation activities, agricultural planned developments, single-family residential uses (up to 1 unit per 10 acres), agricultural research uses, agriculturally related business, recreational uses, public facilities, institutional uses, and public schools (with exceptions).

Low-1: Allowable development for land designated as Low-1 includes single-family residential uses (up to 3 units per acre), multiple-family residential uses (up to 3 units per acre), recreational uses (up to 0.35 FAR), public facilities (up to 0.35 FAR), institutional uses (up to 0.35 FAR), schools (not including business or vocational schools, up to 0.35 FAR), agricultural uses, and professional uses (up to 0.35 FAR).



Low-2: Allowable development for land designated as Low-2 includes single-family residential uses (up to 6 units per acre), multiple-family residential uses (up to 6 units per acre), recreational uses (up to 0.35 FAR), public facilities (up to 0.35 FAR), institutional uses (up to 0.35 FAR), schools (not including business or vocational schools, up to 0.35 FAR), agricultural uses, and professional uses (up to 0.35 FAR).

Commercial/Industrial: Allowable development for land designated as Commercial/Industrial includes retail trade, offices, business and personal services, residential (8 units per acre), manufacturing, assembly, materials processing, heavy repair services, wholesale trade and distribution centers, storage/warehousing, public facilities, recreational, schools, and institutional.

Recreation: Allowable development for land designated as Recreation includes active and passive public parks and recreation facilities (e.g. ball fields, swimming pools, tennis courts, court sports, playgrounds, golf courses, trails, canoe launches, fairgrounds, community/activity centers, picnic areas, scenic areas, nature centers, bathrooms, and parking areas. The maximum Floor Area Ratio shall not exceed 0.25.

### **Brevard County Land Use Designations**

Residential 4: Lands designated under the Residential 4 future land-use category are intended to provide “an additional step-down in density from more highly urbanized areas” and are permitted to have a maximum density of up to 4 units per acre.

Residential 1: Lands designated under the Residential 1 future land-use category are intended to provide low-density residential and are permitted to have a maximum density of up to 1 unit per acre.

Residential 1:2.5: Lands designated under the Residential 1:2.5 future land-use category are established as the lowest density of all residential uses and are permitted to have a maximum density of up to 1 unit per 2.5 acres.

Community Commercial: Lands designated as Community Commercial are “intended to serve several neighborhoods, sub-regional, and regional areas and provide an array of retail, personal, and professional uses.” Uses include existing strip commercial, transient commercial uses, tourist commercial uses, professional offices, personal service establishments, retail establishments, non-retail commercial uses, residential uses, institutional uses, recreational uses.

Neighborhood Commercial: Lands designated as Neighborhood Commercial are “intended to be low-impact in nature and serve the needs of the immediate residential area.” Uses include professional offices, personal services, convenience stores, residential uses, institutional uses, recreational uses, public facilities, and transitional uses.

Public Conservation: Areas designated as Public Conservation “provide for the protection of publicly held environmentally sensitive sites.” Allowable activities within Public Conservation include those that “enhance, protect, or manage such lands for nature-based recreation, conservation, or preservation purposes.”

### **City of Fellsmere Land Use Designations**

Old Town: The Old Town designation is intended to promote a mix of uses (residential and non-residential) within the historical downtown district. Floor Area Ratio within the Old Town designation shall be a minimum of 1.

General Commercial: Those lands designated as General Commercial are intended to

provide community-wide destinations and act as “hubs offering retail, offices, services, small civic uses, and higher density housing.” They are intended to accommodate “general retail sales and services, highway oriented sales and services, general office, and other general commercial activities.” These uses include, but are not limited to, general retail; office; business with drive-through facilities; large-scale discount stores; health spas; supermarkets; department stores; full-service hardware stores; wholesale and warehousing activities; general appliance shops; printing shops; sales, service, or repair of motor vehicles; gas stations; restaurants; commercial amusements; convenience stores; personal services; motel and hotel lodging.

**Neighborhood Commercial:** Those lands designated as Neighborhood Commercial are intended to provide “limited, smaller scale commercial and office uses internal or adjacent to residential neighborhoods to serve the needs of the residents. Allowable uses include retail, administrative services, semi-public clubs, places of worship, assisted living facilities, restaurants, personal services, and business/professional offices that serve adjacent neighborhoods. The maximum Floor Area Ratio allowed is 0.5.

**Regional Employment Activity Center:** Those areas designated as Regional Employment Activity Centers are intended “to capture and accommodate large scale regional uses” and include uses such as large commercial shopping, office or business parks, large scale industrial complexes, hotels/motels, restaurants, and gas stations. It is intended that this development occurs at or near the CR-512 and I-95 interchange.

**Industrial:** Areas designated as Industrial are accessible to major thoroughfares and uses include, but are not limited to, manufacturing, assembling and distribution activities, warehousing and storage activities, general commercial activities.

**Public/Institutional:** Lands designated as Public/Institutional are “intended to accommodate existing public and semi-public services.” Uses include, but are not limited to, governmental buildings; public and not-for-profit educational institutions; hospitals; arts and cultural or civic facilities; essential public services and facilities; cemeteries; fire and emergency operation facilities; and utilities.



Historic Downtown District of the City of Fellsmere

**Mixed Use:** This land use was established under a separate ordinance (Ord. 02-05) as part of the Pine Grove property. According to the Future Land Use Element of the City of Fellsmere Comprehensive Plan, the area shall include “regional employment commercial/industrial activity centers, public facilities/services/institutions, medium density residential, low density mixed-use residential neighborhoods, Neighborhood Centers, conservation and natural areas, and related infrastructure.”

### **City of Sebastian Land Use Designations**

**Commercial 512:** Areas designated as Commercial 512 include uses that are consistent with the C-512 Commercial Zoning District such as cultural or civic facilities, churches, administrative services, clubs and lodges, business and professional offices, medical services, commercial retail, home occupations, plant nurseries, commercial amusements, restaurants, and trade and skilled services.

**General Commercial:** Areas designated as General Commercial include uses consistent with the zoning classifications of Commercial General and Commercial Planned Unit Development such as cultural or civic facilities, churches, parking garages, clubs and lodges,

business and professional offices, medical services, commercial retail, plant nurseries, gasoline sales, restaurants, trade and skilled services, hotels and motels, vehicular sales and related services, and administrative services.

**Industrial:** Areas designated as Industrial include uses consistent with the zoning classifications of Limited Industrial, Airport and Industrial Facilities, and Industrial Planned Unit Development such as utilities, business and professional offices, gasoline sales, commercial retail, commercial amusements, storage facilities, plant nurseries, restaurants, trades and skilled services, wholesale trades and services, veterinary services, industrial activities, parking garages, clubs and lodges, administrative services, vehicular sales, accessory watchman facilities, medical services, and vehicular services.

**Institutional:** Areas designated as Institutional include uses consistent with the zoning classification of Public Service such as parks and recreation. Conditional uses include schools, golf courses, churches, protective and emergency services, hospitals, utilities, cultural or civic activities, clubs and lodges, and administrative services.

**Residential (Single-Family) – Low Density:** Areas designated as Low Density Residential include uses consistent with the zoning classifications of Residential Estate, Single-Family Residential (RS-20 and RS-10) and Residential Planned Unit Development such as single-family dwellings and foster care/group homes. Conditional uses include child care services, churches, schools, utilities, protective and emergency services, and parks and recreation.

**Residential Use (Multi-family) – Medium Density:** Areas designated as Medium Density Residential include uses consistent with the zoning classification of Medium Density Multiple-Family Residential and Residential Planned Unit Development such as single-family dwellings, duplex dwellings, multifamily dwellings, foster care/group homes, and townhouse development. Conditional uses include child care services, cultural or civic facilities, schools, golf courses, bed and breakfasts, nursing homes, utilities, protective and emergency services, and parks and recreation.



## SIGNAGE

All four jurisdictions have sign ordinances in place: Indian River County, Ch 956 – Sign Regulations; Brevard County, Article IX - Signs; City of Sebastian, Article XVI - Signage and Advertising, and City of Fellsmere, Article IX – CR 512 Overlay District Design Standards and Article X - Signs. Each regulates the placement and type of on-site signage including the number of signs allowable per property, allowable copy area, sign height, and style of signage. A number of sign types are prohibited throughout the byway corridor including snipe signs, portable signs, animated signs, and banners. The City of Sebastian and the City of Fellsmere limit freestanding signs to wide-based monument signs a maximum of ten feet and twenty feet in height respectively; the remaining municipalities allow pole signs with various maximum heights that are dependent on land-use and zoning. In addition, the City of Fellsmere specifically addresses interstate signage which is important as this extension crosses Interstate-95. All four municipalities address non-conforming signs within their sign ordinance.



Roseland Community Sign

Three of the four municipalities specifically address billboards in their sign ordinance. Billboards are prohibited on specific “scenic roadways” as defined in the Brevard Land Development Code; billboards are also prohibited within the City of Fellsmere CR 512 Overlay District and within the City of Sebastian altogether. Indian River County does not specifically address billboards in their sign ordinance. Off-premises signs are prohibited in Brevard County. Indian River County regulates off-premises directional signs, but does not specifically prohibit them. Off-premises signs are not specifically regulated in the City of Fellsmere or the City of Sebastian.

*According to the Florida Scenic Highways Manual:*

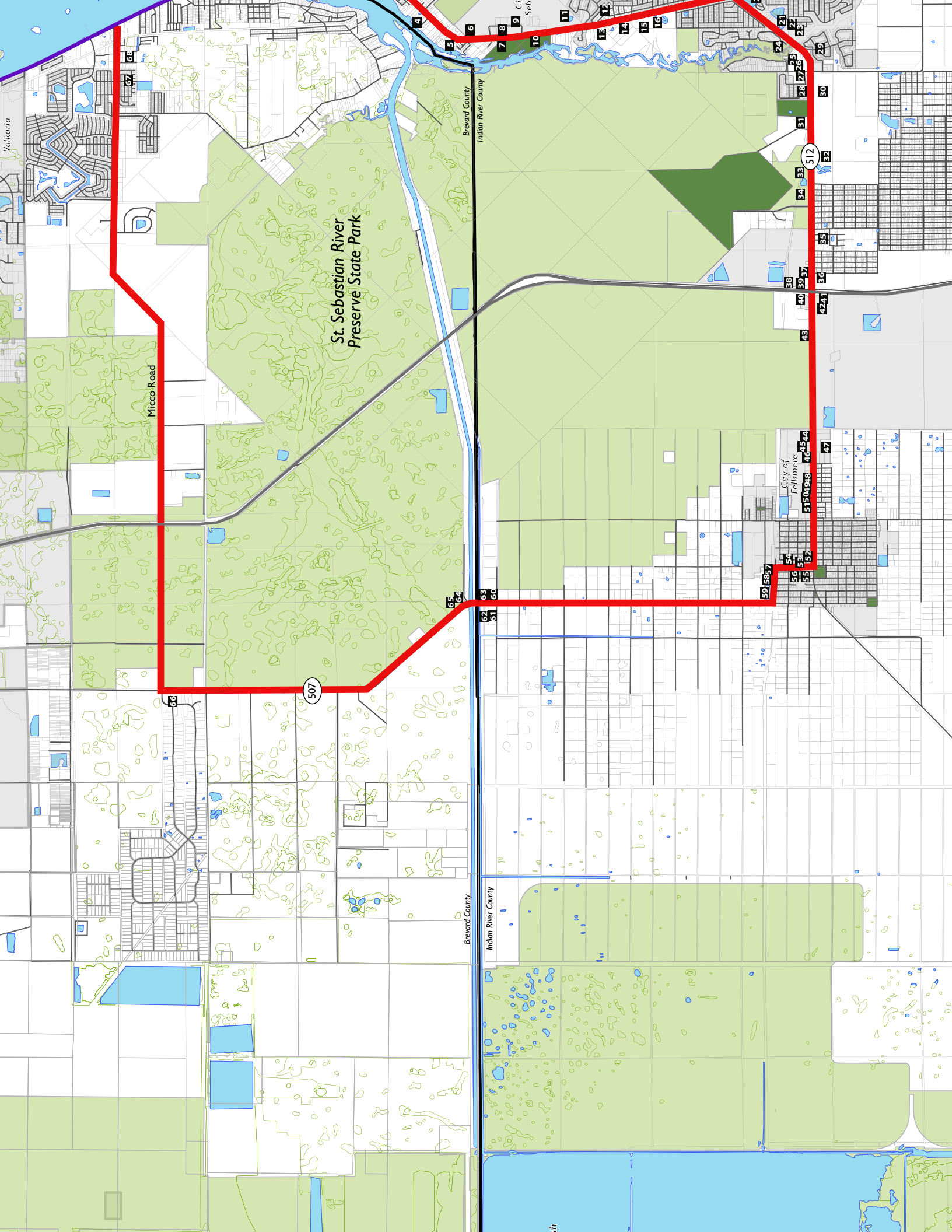
*In 1992, Section 1046(c) of the ISTEA added a new subsection (s) to 23 USC 131, that precludes outdoor advertising on designated scenic highways/byways. Once a corridor has been designated as a Florida Scenic Highway, the Outdoor Advertising Office is precluded from issuing new permits for outdoor advertising signs within the control zone of the Interstate and National Highway Systems, the Federal Aid Primary System (as of June 1, 1991) and the State Highway System along the corridor.*

*Existing signs do not become nonconforming as a result of the scenic highway designation. However, other conditions (e.g. land use) may cause a change to the sign’s conformity status....Outdoor advertising sign acquisition will require payment of just compensation (no amortization) on the Interstate, National Highway System or the Federal Aid Primary System (as of 1991). This is a federal requirement under Title 23, U.S. Code, Section (g).*

No roadway proposed as part of this extension falls within the definitions above (i.e. the control zone of the Interstate and National Highway Systems, the Federal Aid Primary System and the State Highway System. Therefore, the Florida Department of Transportation has no jurisdiction over outdoor advertising along these roads.

## SIGNAGE INVENTORY

A review of the signs along the corridor was performed and summarized in Map 6. There are no billboards on the roadway; however, there are some very tall pole-mounted signs related to I-95 traffic, but visible from the corridor located at the I-95/CR-512 interchange.



## SAFETY ISSUES

The corridor extension meets Universal Criteria #3 by safely accommodating two-wheel drive motor vehicles. Along Roseland Road, there are limited opportunities for adequate bicycle and pedestrian users. The cross-section of the road is rural with fairly narrow shoulders. Much of Roseland Road has numerous driveway curb cuts with no sidewalks. CR 512 from Roseland Road to I-95 is currently being widened to four lanes with a divided median. These sections experience higher speeds of vehicular traffic with limited shoulders for bicyclists and pedestrian traffic. The posted speed on the road is 45 miles per hour though many vehicles are observed traveling faster. From I-95 to Willow Street, the posted speed increases to 55 miles per hour and the road maintains its rural character. The St. Sebastian River Preserve State Park is adjacent to the road, but there are no trails or bike lanes. CR-512 from Willow Street to S. Carolina Avenue experiences



A bicyclist on Babcock Street

a higher concentration of side streets, many of which are substandard dirt roads. The character of CR-507 and much of Micco Road is a rural typical section with a wide right-of-way and limited curb cuts which promote higher speeds. Citrus groves and overhead utilities line much of this section of the corridor. As Micco Road approaches US 1, the character changes to include suburban land uses adjacent to the road and includes limited space for bicyclists along the shoulder of the road, but does not have a complete sidewalk network.

A review of the three-year crash data has been performed and the following is a summary of the findings (see Map 7 for accident report locations). Incident reports were reviewed from January 2006 through February 2009.

### **Roseland Road Segment**

No crash data was obtained for this segment.

### **County Road 512 Segment**

The majority of incident reports were generated along CR 512 (224 total). The area within the I-95/County Road 512 interchange vicinity – especially to the east of the interchanges – had the most number of accidents reported. In addition, a number of accidents were also reported along CR-512 within the historic area of Fellsmere, with Broadway/CR-512 and Lime/CR-512 each having eight reported accidents.

### **County Road 507 Segment**

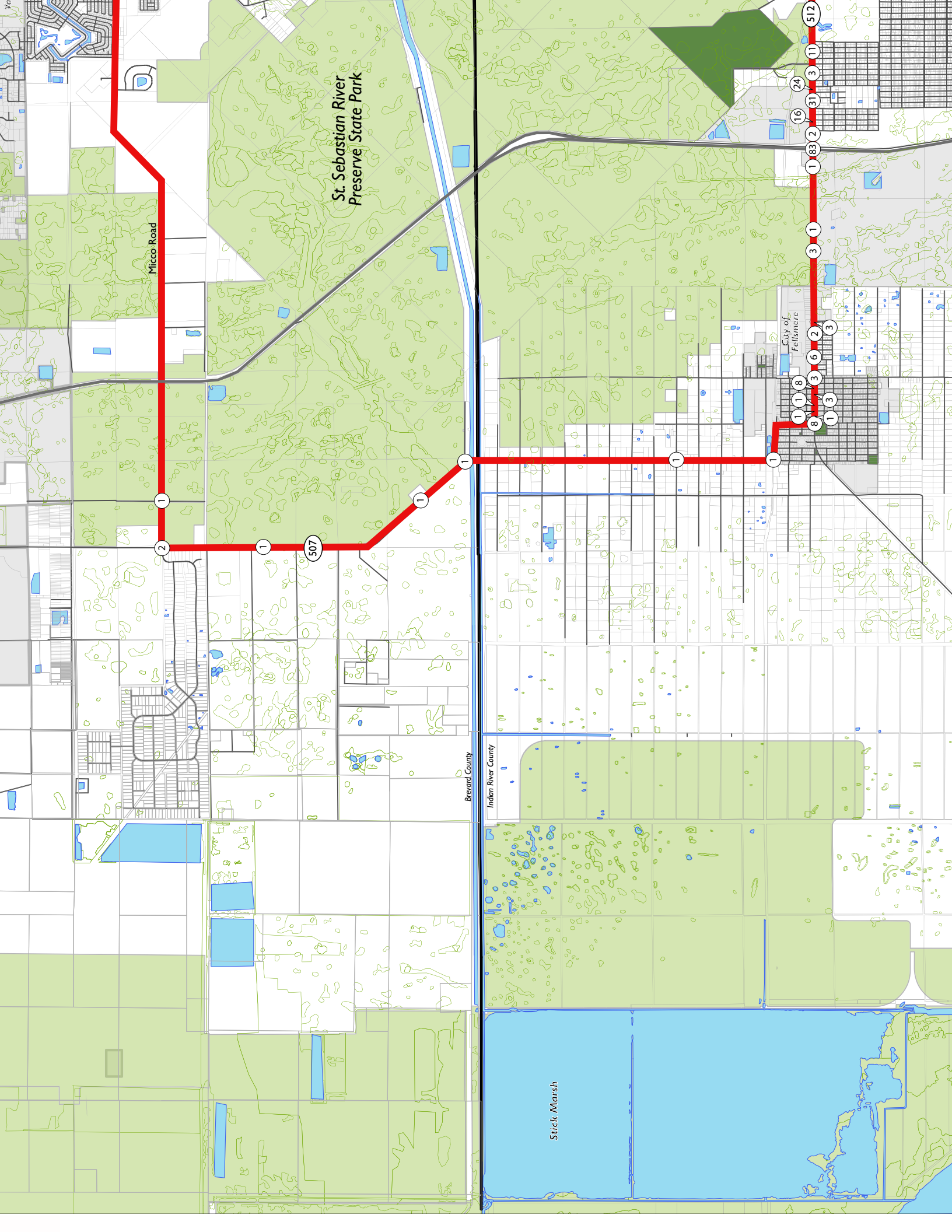
Very few accidents were reported along CR-507 (seven total) with two accidents being reported at the Babcock/Micco intersection.

### **Micco Road Segment**

A very small number of accidents were reported along Micco Road (six total) with the majority of the incidents occurring directly south and southeast of Barefoot Bay.

In addition to the paved section of the corridor extension, a spur along Fellsmere Grade Road is being proposed as well. This is an un-paved roadway that terminates at the Fellsmere Grade Recreation Area. This roadway section is well maintained and is frequently used.





Micco Road

St. Sebastian River  
Preserve State Park

507

Brevard County

Indian River County

Suck Marsh

City of  
Fellsmere

# Table 1 - Traffic Counts

IRLSB Corridor Extension - Traffic Counts			AADT										Projections		% Yearly Increase
Link	Roadway	From	To	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	
1620	Roseland Rd (82nd Ave)	US 1	N. Seb Cty Limit	N/A	N/A	N/A	N/A	N/A	7000	9050	7362	9109	9290	9754	4.99%
1610	Roseland Rd (82nd Ave)	N Seb Cty Limit	CR 512	N/A	N/A	N/A	N/A	N/A	6800	8447	6979	7461	7551	7602	0.68%
1730	Fellsmere Rd (CR 512)	Roseland Rd	CR 510	N/A	N/A	N/A	N/A	N/A	15500	14846	15207	15338	15192	15179	-0.08%
1720	Fellsmere Rd (CR 512)	CR 510	I-95	N/A	N/A	N/A	N/A	N/A	14500	17566	15388	15465	15909	15981	0.45%
1710	Fellsmere Rd (CR 512)	I-95	Fellsmere	N/A	N/A	N/A	N/A	N/A	9800	10676	9562	9792	9673	9559	-1.18%
	North Broadway St (CR 507)			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	South Carolina Ave (CR 507)			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9010	138th Ave (CR 507)	South Carolina	County Line	N/A	N/A	N/A	N/A	N/A	2200	2799	2987	2854	3248	3463	6.62%
446	Babcock St SE (CR 507)	County Line	Micco Rd	1300	1540	1960	2040	1910	3180	2530	2800	2340	3029	3200	5.62%
519	Micco Rd	Babcock	Bird	1380	1160	1210	1400	1310	2000	1340	1520	1290	1533	1559	1.72%
520	Micco Rd	Bird	Fleming Grant	3070	2810	3220	3060	3400	4450	3630	3480	2640	3515	3557	1.19%
518	Micco Rd	Fleming Grant	US 1	7820	7420	7960	8110	9080	10890	9680	8890	7530	9387	9545	1.68%

**Sources:** Brevard County Traffic Counts 1999-2008  
Indian River County Traffic Engineering, Annual Traffic Counting Program, 2007 Traffic Volume Report

## TRAFFIC VOLUMES/USER TYPES

The annual average daily traffic (AADT) volumes were reviewed for both Brevard County (2004-2007) and Indian River County (1999-2007) and summarized in table 1. For the corridor extension as a whole, traffic volumes ranged from a low of 1,290 vehicles (Micco Road from Babcock to Bird) to a high of 17,566 vehicles (CR-512 from CR-510 to I-95). The highest yearly percent increase along the corridor extension occurs on CR-507 from South Carolina to the County Line (6.62%), and the lowest yearly percent increase occurs on CR-512 from I-95 to Fellsmere (-1.18%). Details for each road segment are provided below.

### Roseland Road Segment

From 2004 to 2007, traffic volumes ranged along Roseland Road between 6,800 vehicles (from northern city limit of Sebastian to CR-512) and 9,109 vehicles (from US 1 to northern city limit). The northern segment (US-1 to northern Sebastian city limit) had a yearly percent increase of 4.99% whereas the southern segment (northern Sebastian city limit to CR-512) had a yearly percent increase of 0.68%.



Babcock Street

### County Road 512 Segment

From 2004 to 2007, traffic volumes ranged along County Road 512 from a low of 9,562 vehicles (from I-95 to Fellsmere) to a high of 17,566 vehicles (from CR-510 to I-95). Traffic volumes have remained fairly stable over the four year data period ranging between -1.18% (I-95 to Fellsmere) to 0.45% (CR-510 to I-95).

### County Road 507 Segment

Traffic volume data is available for CR-507 from 1999 to 2007 for the Brevard County segment; Indian River County data is provided from 2004-2007. From 2004 to 2007, traffic volumes ranged between 2,200 vehicles (from South Carolina Ave to the County Line) and 3,180 vehicles (from the County Line to Micco Road). County Road 507 has the largest yearly percent increase within the corridor over the data ranges available: 6.62% from South Carolina Ave to the county line and 5.62% from the county line to Micco Road.



Micco Road

### Micco Road Segment

Traffic volume data is available for Micco Road from 1999 to 2007. From 2004 to 2007, traffic volumes ranged from a low of 1,340 vehicles (from Babcock to Bird) to a high of 10,890 (from Fleming Grant to US-1). Over the data range provided (1999-2007), yearly percent increase along Micco Road ranges from 1.19% (Bird to Fleming Grant) to 1.72% (Babcock to Bird).

The rural nature of the Indian River Scenic Byway is evident. Much of the corridor is characterized by drainage swales on either side, limited curb cuts, faster posted speeds and limited pedestrian features. Several recreational activity centers are located adjacent or within close proximity to the study corridor. A careful evaluation of the potential demand by pedestrians, bicyclists, hikers and other corridor users is needed to determine the need to incorporate more features and elements that encourage multi-modal use.



## LEVEL OF SERVICE (LOS)

Based on the Comprehensive Plans for each municipality, the corridor extension has the following adopted levels of service:



Micco Road

### Roseland Road Segment

Roseland Road has an adopted level of service standard of "D" along the entire roadway length. It currently operates at a level of service of "C."

### County Road 512 Segment

County Road 512 has an adopted level of service standard of "D" along the entire corridor from Roseland Road to North Broadway Street with the exception of CR-512 from I-95 to CR-510 which has an adopted level of service standard of "C." It currently has a level of service of "B" from Roseland to I-95 and a level of service of "C" from I-95 to Fellsmere.

### County Road 507 Segment

County Road 507 has an adopted level of service standard of "D" with an existing level of service of "C" from South Carolina Ave to the Indian River/Brevard County Line.

### Micco Road Segment

Micco Road has an adopted level of service standard of "D."

Table 2 - Level of Service Standards

Roadway	Standard	Existing
<b>Indian River County<sup>1</sup></b>		
Roseland Road (CR 512 to N Seb City Limit)	D	C
Roseland Road (N Seb City Limit to US-1)	D	C
CR-512 (Roseland Road to CR-510)	D	B
CR-512 (CR-510 to I-95)	D	B
CR-512 (I-95 to Fellsmere City Limits)	D	C
CR-507 (from South Carolina to County Line)	C	D
<b>City of Fellsmere<sup>2</sup></b>		
CR-512 from I-95 to CR 510	C	NA
CR-512	D	NA
CR-507 (North Broadway and South Carolina)	D	NA
<b>Brevard County<sup>3</sup></b>		
Arterial and collector roadways within rural areas	D	NA

<sup>1</sup> Indian River County information obtained from LRTP

<sup>2</sup> City of Fellsmere information obtained from comprehensive plan

<sup>3</sup> Brevard County information obtained from comprehensive plan

# TRANSPORTATION PLANNING

Transportation planning for the corridor extension area is performed by FDOT, Indian River County, Brevard County, the City of Fellsmere, the City of Sebastian, the Indian River County Metropolitan Planning Organization (MPO) and the Brevard County MPO.

## **Long Range Transportation Plans**

The Long Range Transportation Plans (LRTP) developed by both the Brevard Metropolitan Planning Organization (through 2025) and the Indian River County Metropolitan Planning Organization (through 2030) were reviewed for proposed transportation needs along the corridor extension. The following is a summary of those findings. In addition, Map 8 graphically summarizes the proposed improvements.

## **Roseland Road Segment**

The LRTP for Indian River County has identified Roseland Road as a “potentially deficient road” in 2030. As a result, the Adopted Needs Plan for 2030 identifies Roseland Road as needing to be a two-lane divided roadway. In addition, the needs plan also identified sidewalk improvements for Roseland Road and bicycle facilities that are expected to be implemented by 2010. All of the proposed improvements identified on the Adopted Needs Plan for Roseland Road are also identified on the 2030 Adopted Cost Affordable Plan, but the lane improvements are not identified in the 2020 Interim Cost Affordable Plan.

## **County Road 512 Segment**

The entire corridor extension along County Road 512 was identified as being a “potentially deficient road” in 2030. Therefore, the LRTP has identified the widening of CR-512 to six lanes from Roseland Road to I-95 and the widening of CR-512 to four lanes from I-95 to North Broadway Ave. Sidewalks will exist by 2010 from Roseland Road to I-95 and are identified as a need for the remainder of the corridor extension along CR-512. Bicycle facilities should be in place by 2010 for the entire corridor extension along CR-512. In addition, a new transit route has been identified along CR-512. All of these needs are identified on the 2030 Adopted Cost Affordable Plan and the 2020 Interim Cost Affordable Plan.

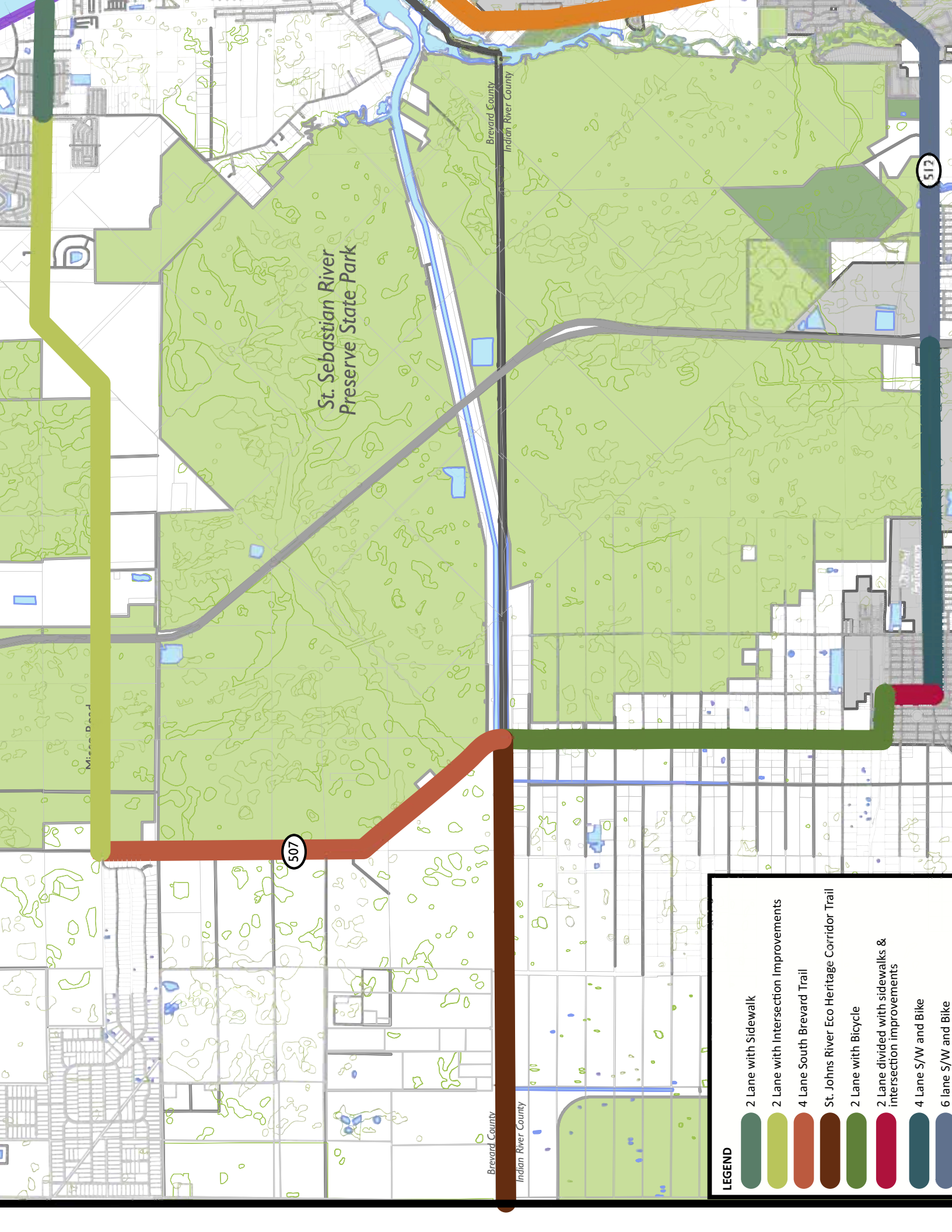
## **County Road 507 Segment**

A truck route study has been identified as an additional plan action item that needs to be performed for CR-507 to address its connection with CR-512 through the City of Fellsmere. In addition, the Indian River County LRTP identifies bicycle facilities as a need along CR-507; however, this need is not identified in the Adopted Cost Affordable Plan.

The Brevard County MPO LRTP has identified the widening of Babcock Road to four lanes as an unfunded needs project. In addition, Centerline Road from Babcock Road to Palm Bay Parkway has been identified as a new two lane road that is part of the cost feasible projects. In addition, the Brevard County MPO’s Greenways and Trails Master Plan has identified two major trails within the corridor area. The South Brevard Linear Trail follows Babcock Road along the corridor extension and the St. Johns River Eco-Heritage Corridor Trail follows Fellsmere Grade Road and terminates at Babcock Road.

## **Micco Road Segment**

Intersection improvements for Micco road from I-95 to US-1 have been identified in the LRTP as an unfunded needs project.



St. Sebastian River  
Preserve State Park

507

Brevard County  
Indian River County

Brevard County  
Indian River County

512

LEGEND

- 2 Lane with Sidewalk
- 2 Lane with Intersection Improvements
- 4 Lane South Brevard Trail
- St. Johns River Eco Heritage Corridor Trail
- 2 Lane with Bicycle
- 2 Lane divided with sidewalks & intersection improvements
- 4 Lane S/W and Bike
- 6 lane S/W and Bike



## ROADWAY IMPROVEMENTS

Roadway improvements within the next five years are fairly limited along the Corridor Extension. Improvements related to traffic signals at Fellsmere Rd (CR-512) and 108th Avenue are scheduled for 2011 and four-lane improvements are already underway for Fellsmere Road east of I-95. The remainder of improvements relevant to the Extension includes the widening of I-95 within the area and CR-510 from Fellsmere Road to 75th Court.

## PROTECTION TECHNIQUES

A detailed discussion on protection techniques can be found in the protection techniques section of the Application.

## SOCIAL AND ECONOMIC CONDITIONS

The corridor extension travels through a variety of social and economic conditions making it a very diverse corridor. Roseland Road travels through both the community of Roseland as well as the City of Sebastian. According to the 2000 census, the community of Roseland had approximately 1,775 residents, and the City of Sebastian had approximately 16,181 residents. The population of this area is generally older with a median age for Roseland residents of 54.2 and a median age for Sebastian residents of 46.9 (compared to the national median age of 35.3). Of the residents 16 years and older, 46.4% of the Roseland residents and 52.0% of the Sebastian residents are in the labor force (compared to the national average of 63.9%).

Roseland Road has a wide variety of housing types from small bungalows in the historic community of Roseland to large estate lots on the St. Sebastian River. The median home value in Roseland according to the 2000 Census was \$104,500. In addition, Roseland Road is home to the Kashi Ashram, an interfaith community largely based on eastern religions, as well as the Shiloh Youth Ranch and Camp Ocklawaha, a Boy Scouts of America Camp. The residents are served by the Roseland Post Office, various churches, and traditional strip center and outparcel development for commercial needs.

The eastern portion of CR-512 (Fellsmere Road) between Roseland Road and CR-510 is mostly developed and contains a large amount of traditional subdivision development including both single and multi-family homesites. Community services within the area include typical strip center and outparcel development with a number of national chain companies (e.g. Walgreens and Winn Dixie) as well as the public library.

The further one travels west on Fellsmere Road, the more rural the roadway becomes. As one approaches the City of Fellsmere along the Corridor Extension, there are a number of single-family homesites including manufactured housing as well as multi-family development. (The median home value in Fellsmere was \$65,800 according to the 2000 Census.) The types of commercial development begin to become smaller as well and are typically locally-owned. City Hall and the Fellsmere Post Office are located directly off of the corridor extension, and there are a number of churches within the area. CR-



Roseland Bungalow



Camp Ocklawaha

507 through the City of Fellsmere is primarily a “main-street” development pattern. A number of the buildings have recently been renovated and provide a number of daily resident needs.



St. Sebastian River Preserve  
State Park Visitor Center

In addition, the City of Fellsmere had a population of 3,813 according to the 2000 Census, and of the 3,813 residents, the population is largely identified as Hispanic or Latino (73.2%). The City of Fellsmere is also relatively young with the median age of residents being 25.6 years as compared to the national median age of 35.3. Of the 3,813 residents that are 16 years and older, 68.8% of the population is in the labor force (compared to the national average of 63.9%).

CR-507 outside of the city limits is largely rural with a majority of ranchettes found along the corridor. There are no services along CR-507 outside of the City of Fellsmere. Micco Road is largely agricultural as well until reaching the eastern portion of the roadway which includes Barefoot Bay, a manufactured housing community as well as industrial uses such as self-storage, automobile servicing, and a self-car wash. According to the 2000 Census, Micco had approximately 9,498 residents with a much older median age of 68.6 years (as compared to the national average of 35.3). Of those 9,498 residents that are 16 years and older, only 24.4% are in the labor force (compared to the national average of 63.9%). In addition, the median home value in Micco, Florida was \$94,500 at the time of the 2000 Census.



Donald MacDonald Campground

housing community as well as industrial uses such as self-storage, automobile servicing, and a self-car wash. According to the 2000 Census, Micco had approximately 9,498 residents with a much older median age of 68.6 years (as compared to the national average of 35.3). Of those 9,498 residents that are 16 years and older, only 24.4% are in the labor force (compared to the national average of 63.9%). In addition, the median home value in Micco, Florida was \$94,500 at the time of the 2000 Census.

## TOURISM AND USER FACILITIES

Tourism and its related services are already being addressed, to an extent, within the corridor limits. Most notably, there is an existing visitor center for the St. Sebastian River Preserve State Park located on SR-507 at the Brevard/Indian River County Line. In addition, a number of local residents provide local fishing guide services related to the Stick Marsh located at the Fellsmere Grade Recreation Area. Historic markers and wayfinding signs exist along the Corridor Extension as well; however, the existing signs are not a part of a unified or cohesive wayfinding and interpretation plan.

There are also a number of eating establishments along the corridor most notably in the City of Fellsmere along CR-512 and North Broadway Ave. Gas stations are also located intermittently along CR-512 and at the intersection of Micco Road and US-1. The corridor is lacking in lodging accommodations; however, the Fellsmere Inn has recently opened and a variety of accommodations can be found in nearby in the City of Sebastian along the existing byway route. Camping opportunities are available at Donald MacDonald Campground on Roseland Road as well as the St. Sebastian River Preserve State Park.

## OTHER PROGRAMS

There are a number of existing programs within the area that will work synergistically with the Corridor Extension. First and foremost, the Corridor Extension will bring additional prominence to the Upper St. Johns River Basin Program, one of the most extensive wetland restoration projects in the world. In addition, the Corridor Extension will provide additional public exposure for on-going resource-based events such as the Fellsmere Frog Leg Festival and Gobi-Fest. In turn, these events will benefit the Corridor Extension by providing opportunities for local outreach and support. The Great Florida Birding Trail and Corridor Extension will also have a symbiotic relationship. Each will provide the other with additional exposure as travelers visit the respective resources of each program. The following is a list of potential partners within the area:

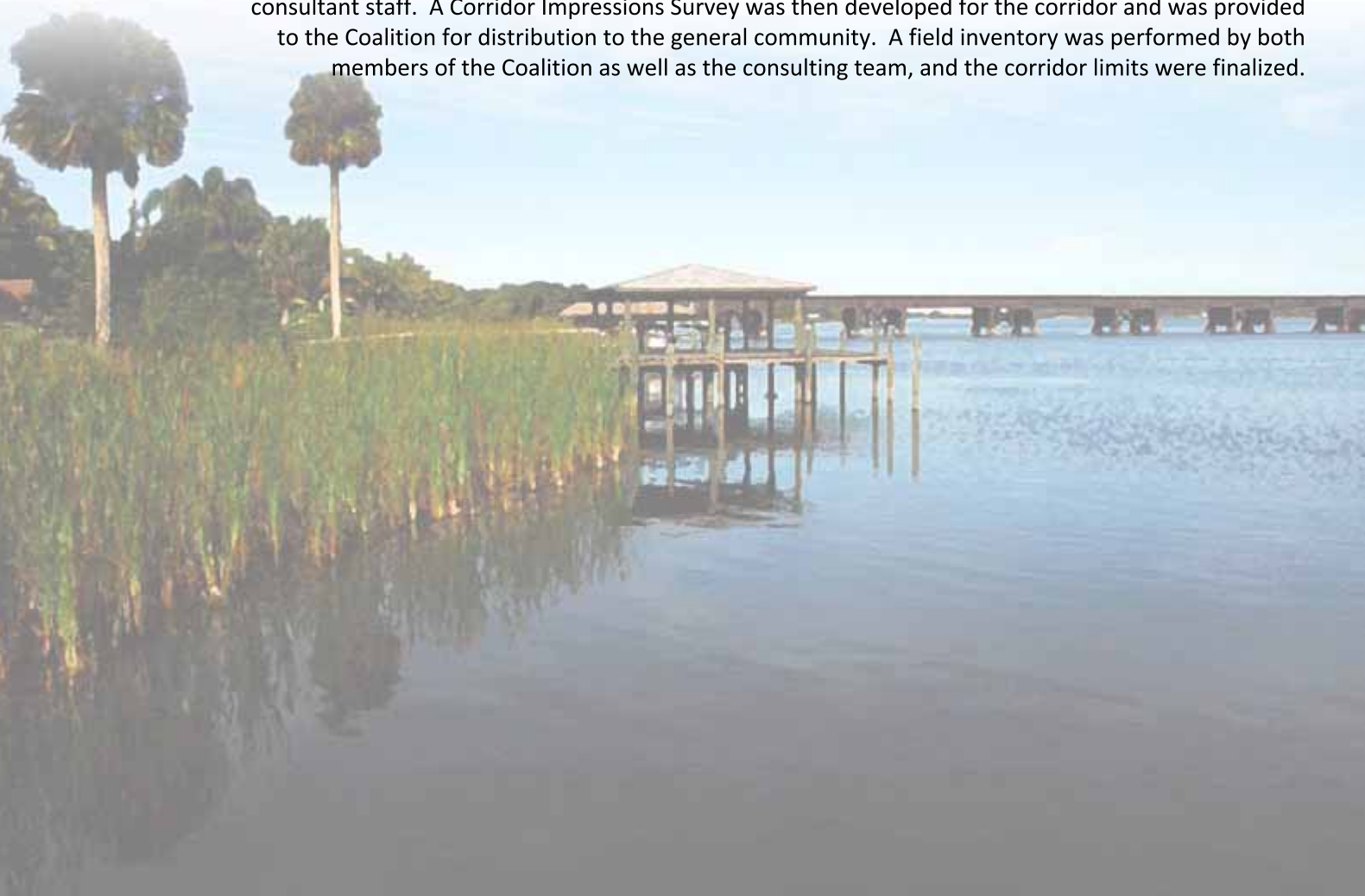
- Florida Department of Environmental Protection
- St. Johns River Water Management District
- Brevard Environmentally Endangered Lands Program
- Indian River County Parks Division
- Brevard County Parks and Recreation
- City of Fellsmere
- City of Sebastian
- Sebastian River Area Chamber of Commerce
- Indian River County Historical Society
- Sebastian Area Historical Society
- South Brevard Historical Society
- VISIT FLORIDA
- Florida Fish and Wildlife Conservation Commission
- Pelican Island Audubon Society
- Coastal Preserve Alliance of East Central Florida

<Fellsmere Frog Leg Festival Poster Pic>

Fellsmere Frog Leg  
Festival Poster



As part of the Application for Additional Corridor, an intrinsic resource assessment has been performed for the Fellsmere Corridor Extension. Preliminary corridor limits were defined by the Coalition and consultant staff. A Corridor Impressions Survey was then developed for the corridor and was provided to the Coalition for distribution to the general community. A field inventory was performed by both members of the Coalition as well as the consulting team, and the corridor limits were finalized.



## CORRIDOR LIMITS

The preliminary corridor limits were developed in conjunction with members of the Coalition and the consultant team as depicted on Map 9. The limits were defined by two criteria: the viewshed of the corridor and public land adjacent to the corridor. In addition, the limits were expanded to include a spur for the Fellsmere Grade Road and the related public land owned by the St. Johns River Water Management District (SJRWMD) at the Fellsmere Grade Recreation Area. This extension incorporates a number of recreation resources such as the Stick Marsh/Farm 13, Three Forks Marsh Conservation Area, T.M. Goodwin Waterfowl Management Area, Blue Cypress Lake Conservation Area, and the Broadmoor Marsh Area. The preliminary corridor limits as shown on Map 9 were presented at a public meeting for the corridor extension in the City of Fellsmere on January 6, 2009. No objections to the preliminary corridor limits were made at that time.

The final corridor limits are shown on Map 10 and were determined based on the following criteria:

All public lands contiguous to the corridor extension are included within the limits, including those directly off of the Fellsmere Grade Road as well as the Sebastian Municipal Airport and adjacent conservation area. For land under private ownership, the following criteria were employed to simplify the limits:

### **Roseland Road**

The entire historic community of Roseland was included. The St. Sebastian River and opposite shore was included up to the visual break at the train bridge crossing. Properties that are contiguous to both the corridor and the River

Industrial properties directly adjacent to airport or corridor were included

½ mile from either side of corridor for properties zoned agricultural or in current agricultural use

300' from either side of the corridor for all other private property



Roseland Community Park

### **CR -512**

½ mile from either side of corridor for private properties zoned agricultural or in current agricultural use

300 feet from either side of corridor for all other private properties

The Fellsmere Rodeo Riding Club property and Willow Road right-of-way to the property was included.

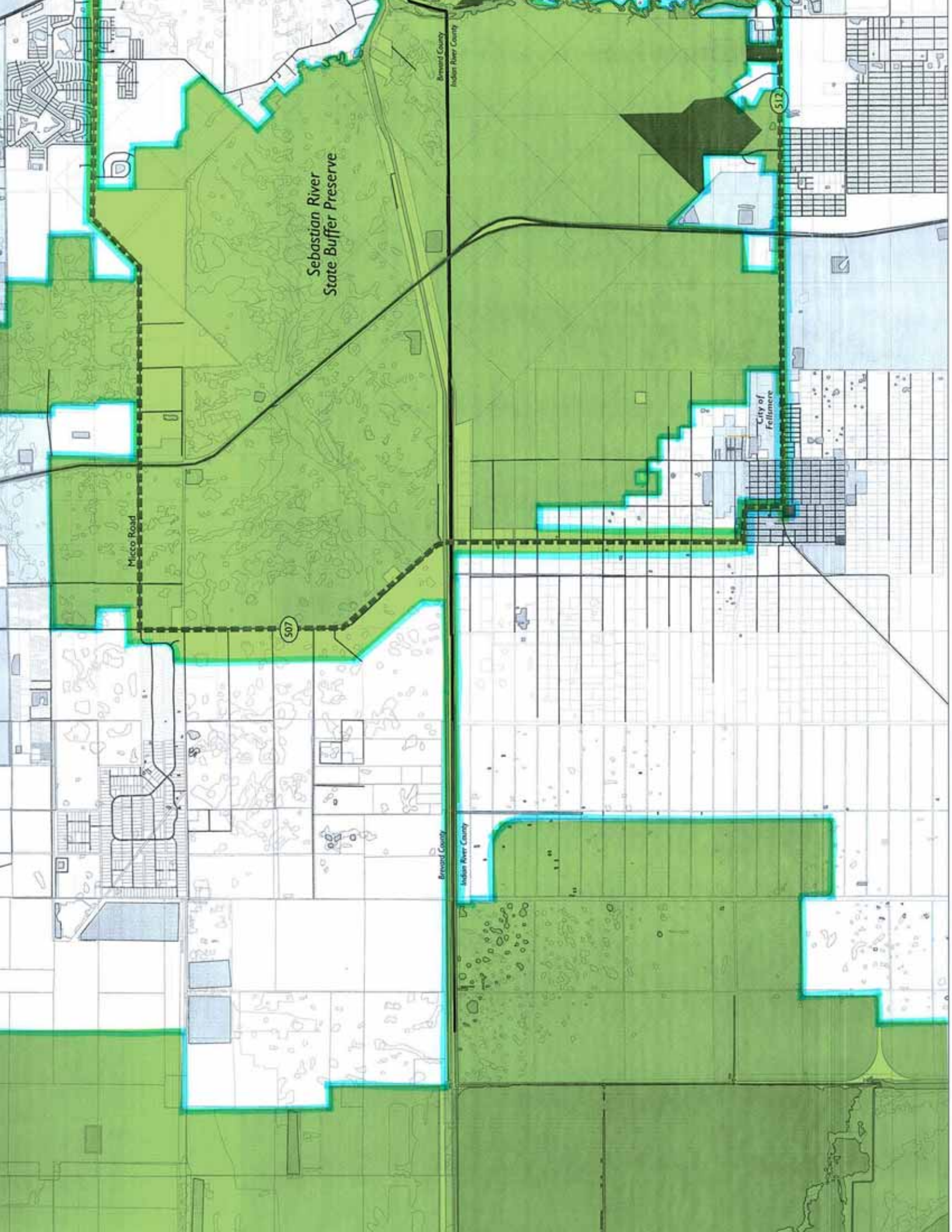
### **CR-507 (North Broadway Street and South Carolina)**

300 feet from either side of corridor

### **CR-507 (Babcock Street)**

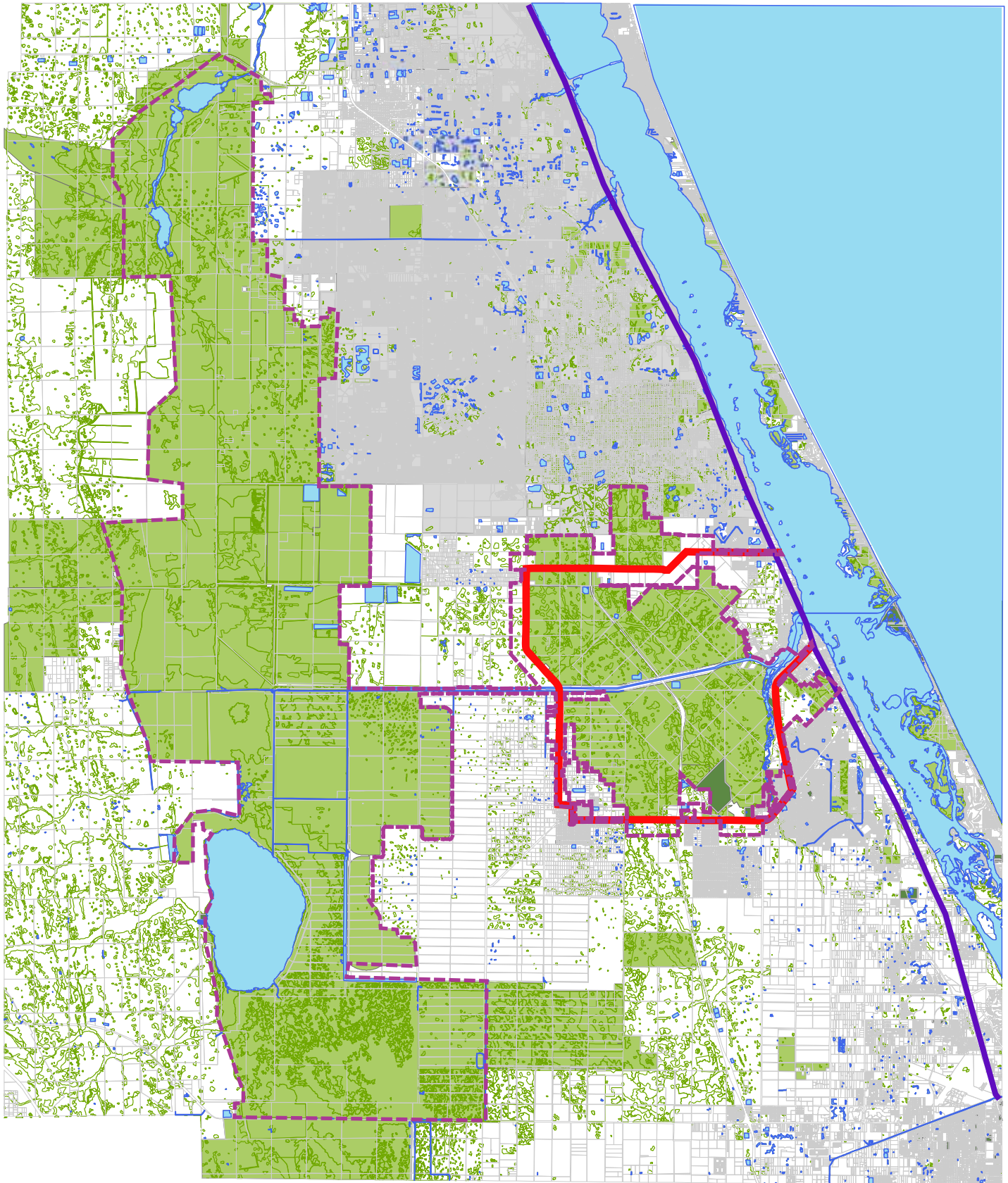
The majority of land along Babcock Street is pine flatwoods, pasture, or other agricultural use providing expansive views along the majority of the road. Therefore, the corridor limits are based on ½ mile from either side of the corridor or the closest rear property line (whichever is less).







# Map 10 - Final Corridor Limits



## LEGEND

Proposed Extension

Existing Indian River Lagoon  
Scenic Byway

County Boundary

Road

Parcel

Public Land

Park

Incorporated Area

Water

Wetland

0 2 5 Miles



### Fellsmere Grade Road

300 feet from either side of Fellsmere Grade Road and the C-54 Canal

### Micco Road

½ mile from either side of corridor for all properties zoned agricultural or in current agricultural use or the closest rear property line (whichever is less)

300 feet from either side of the corridor for all other properties

After the above criteria was applied, isolated areas less than fifty acres that are completely surrounded by the corridor limits were incorporated as well.

The above distances of 300 feet and ½ mile were determined based on the USDA Forest Service publication *Landscape Aesthetics - a Handbook for Scenery Management*. The area within 300 feet of the roadway is defined as the **immediate foreground** – that area where fine details can be viewed from the roadway<sup>1</sup>. The area within ½ mile of the roadway is defined as the **foreground** – the area where the fine detail is less important; however, general shape and scale still have importance from the viewshed of the roadway<sup>1</sup>. Since most non-agricultural properties along the corridor have been already been developed, it is the fine details within those properties that influence the byway; therefore, the immediate foreground width (300 feet) was applied. For those properties that are agricultural, they typically provide expansive views and have the potential for future development in which case general shape and scale are more relevant. Therefore, the foreground width (1/2 mile) was applied.

<sup>1</sup> Maguire, M., Myerson, D., and Strohmeier, S., *Conserving our Treasured Places: Managing Visual Quality on Scenic Byways*. America's Byways Resource Center

# CORRIDOR IMPRESSION SURVEY

Corridor Impression Surveys were provided to members of the community as well as the consultant design team at the onset of the project. Because of the corridor's length, the survey divided the corridor into twelve segments and provided an aerial map of the corridor for each segment (see appendix for sample). The traveler was asked to write down their first impressions of the corridor in the blank space provide on either side of the aerial map. When all segments were completed, the traveler was asked to evaluate the vividness and unity of the corridor. **Vividness** is defined as how memorable and striking the corridor is to the traveler, whereas **unity** is defined as how well the landscape and its resources blend together to form a single and complete visual experience. Included is a graphic summary of all of the comments provided as part of the corridor impression surveys. Comments in bold were made by community residents; the remainder were made by consultant team members. The number adjacent to the comment represents the number of times the same comment was made along the corridor.



Corridor Impressions  
Survey Example

The table below summarizes the overall quality based on vividness and unity. The number in parentheses represents the responses from residents only.

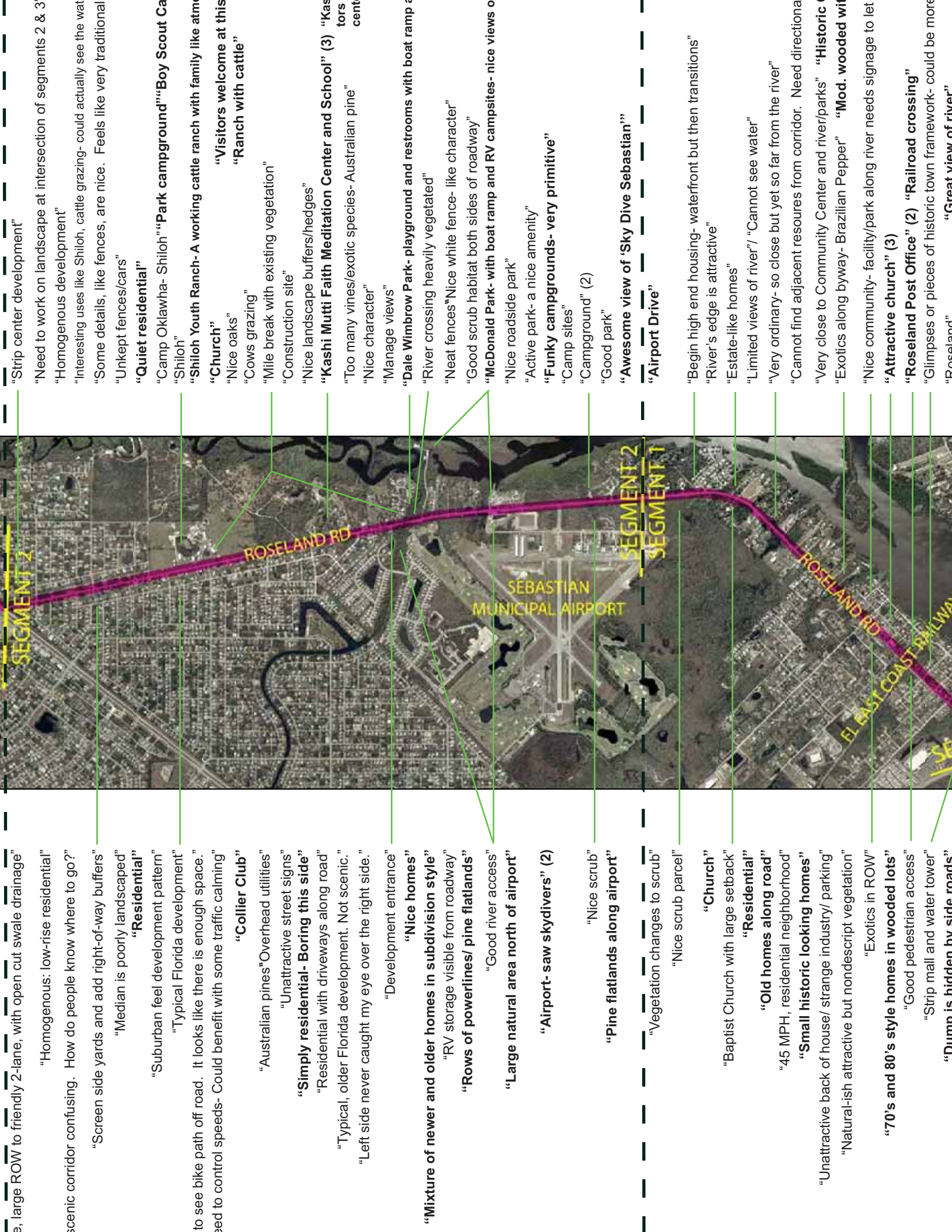
	Vividness	Unity
High	5 (3)	1 (1)
Medium	6 (3)	10 (5)
Low	1	1

Based on the overall quality evaluation, the results suggest that the vividness of the corridor extension is medium-high and its unity is medium. Therefore, it would be recommended that strategies related to scenic conservation be implemented to increase the vividness of the corridor and strategies related to providing cohesion within the corridor (e.g. wayfinding and interpretation, consistent landscape and architecture, et cetera) be implemented to increase the unity of the corridor.

## FIELD INVENTORY

In addition to the Corridor Impression Surveys, a field inventory was performed both by the consultant team as well as the Coalition. The two individual inventories are provided within the appendix, and a compiled summary of both inventories (starting from the Roseland Road/US-1 intersection) is provided herein. When available, the mileage provided is approximate to the nearest tenth, and the visibility of the identified feature is noted either as fully, partially, or not visible from the roadway. When applicable, the related intrinsic resource (i.e. historic, cultural, scenic, recreational, or natural) has been identified as well.





“Homogenous: low-rise residential”

“Screen side yards and add right-of-way buffers”

“Median is poorly landscaped”

“Residential”

“Suburban feel development pattern”

“Typical Florida development”

“to see bike path off road. It looks like there is enough space.”

“need to control speeds- Could benefit with some traffic calming”

“Collier Club”

“Australian pines”Overhead utilities”

“Unattractive street signs”

“Simply residential- Boring this side”

“Residential with driveways along road”

“Typical, older Florida development. Not scenic.”

“Left side never caught my eye over the right side.”

“Development entrance”

“Nice homes”

“Mixture of newer and older homes in subdivision style”

“RV storage visible from roadway”

“Rows of powerlines/ pine flatlands”

“Good river access”

“Large natural area north of airport”

“Airport- saw skydivers” (2)

“Nice scrub”

“Pine flatlands along airport”

“Vegetation changes to scrub”

“Nice scrub parcel”

“Church”

“Baptist Church with large setback”

“Residential”

“Old homes along road”

“45 MPH, residential neighborhood”

“Small historic looking homes”

“Unattractive back of house/ strange industry/ parking”

“Natural-ish attractive but nondescript vegetation”

“Exotics in ROW”

“70’s and 80’s style homes in wooded lots”

“Good pedestrian access”

“Strip mall and water tower”

“Dump is hidden by side roads”

“Strip center development”

“Need to work on landscape at intersection of segments 2 & 3”

“Homogenous development”

“Interesting uses like Shiloh, cattle grazing- could actually see the water”

“Some details, like fences, are nice. Feels like very traditional”

“Unkept fences/cars”

“Quiet residential”

“Camp Oklawaha- Shiloh”

“Shiloh”

“Shiloh Youth Ranch- A working cattle ranch with family like atmosphere”

“Church”

“Nice oaks”

“Cows grazing”

“Mile break with existing vegetation”

“Construction site”

“Nice landscape buffers/hedges”

“Kashi Mutti Faith Meditation Center and School” (3)

“Too many vines/exotic species- Australian pine”

“Nice character”

“Manage views”

“Dale Wimbrow Park- playground and restrooms with boat ramp and playground”

“River crossing heavily vegetated”

“Neat fences”Nice white fence- like character”

“Good scrub habitat both sides of roadway”

“McDonald Park- with boat ramp and RV campsites- nice views of water”

“Nice roadside park”

“Active park- a nice amenity”

“Funky campgrounds- very primitive”

“Camp sites”

“Campground” (2)

“Good park”

“Awesome view of ‘Sky Dive Sebastian’”

“Airport Drive”

“Begin high end housing- waterfront but then transitions”

“River’s edge is attractive”

“Estate-like homes”

“Limited views of river”/ “Cannot see water”

“Very ordinary- so close but yet so far from the river”

“Cannot find adjacent resources from corridor. Need directional signage”

“Very close to Community Center and river/parks”

“Historic”

“Exotics along byway- Brazilian Pepper”

“Mod. wooded with palm trees”

“Nice community- facility/park along river needs signage to let people know it’s there”

“Attractive church” (3)

“Roseland Post Office” (2)

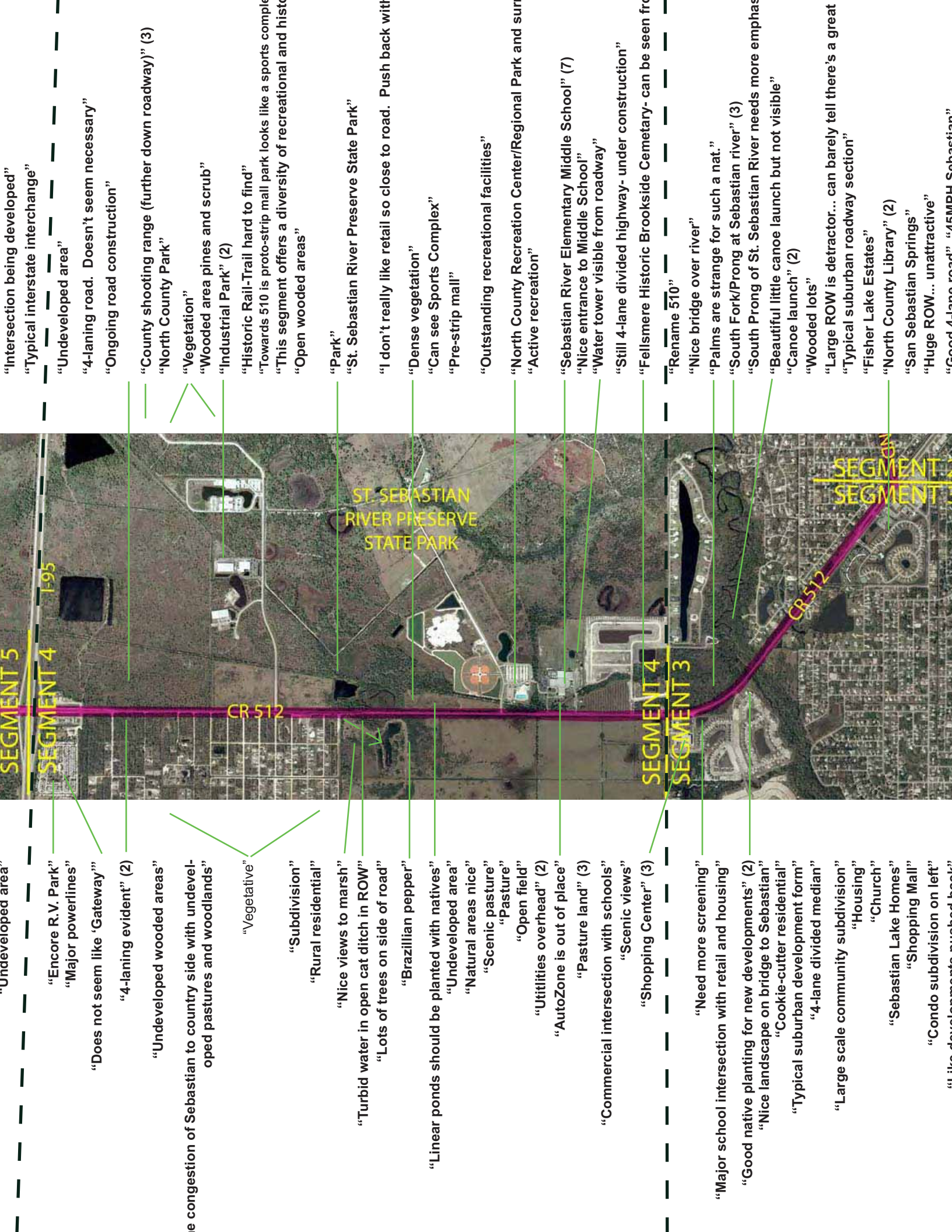
“Railroad crossing”

“Glimpses or pieces of historic town framework- could be more visible”

“Roseland”

“Great view of river”





“Undeveloped area”

“Encore R.V. Park”

“Major powerlines”

“Does not seem like ‘Gateway’”

“4-laning evident” (2)

“Undeveloped wooded areas”

“Congestion of Sebastian to country side with undeveloped pastures and woodlands”

“Vegetative”

“Subdivision”

“Rural residential”

“Nice views to marsh”

“Turbid water in open cat ditch in ROW”

“Lots of trees on side of road”

“Brazilian pepper”

“Linear ponds should be planted with natives”

“Undeveloped area”

“Natural areas nice”

“Scenic pasture”

“Pasture”

“Open field”

“Utilities overhead” (2)

“AutoZone is out of place”

“Pasture land” (3)

“Commercial intersection with schools”

“Scenic views”

“Shopping Center” (3)

“Need more screening”

“Major school intersection with retail and housing”

“Good native planting for new developments” (2)

“Nice landscape on bridge to Sebastian”

“Cookie-cutter residential”

“Typical suburban development form”

“4-lane divided median”

“Large scale community subdivision”

“Housing”

“Church”

“Sebastian Lake Homes”

“Shopping Mall”

“Condo subdivision on left”

“Like developments pushed back”

“Intersection being developed”

“Typical interstate interchange”

“Undeveloped area”

“4-laning road. Doesn’t seem necessary”

“Ongoing road construction”

“County shooting range (further down roadway)” (3)

“North County Park”

“Vegetation”

“Wooded area pines and scrub”

“Industrial Park” (2)

“Historic Rail-Trail hard to find”

“Towards 510 is proto-strip mall park looks like a sports complex”

“This segment offers a diversity of recreational and historical”

“Open wooded areas”

“Park”

“St. Sebastian River Preserve State Park”

“I don’t really like retail so close to road. Push back with”

“Dense vegetation”

“Can see Sports Complex”

“Pre-strip mall”

“Outstanding recreational facilities”

“North County Recreation Center/Regional Park and surrounding”

“Active recreation”

“Sebastian River Elementary Middle School” (7)

“Nice entrance to Middle School”

“Water tower visible from roadway”

“Still 4-lane divided highway- under construction”

“Fellsmere Historic Brookside Cemetary- can be seen from”

“Rename 510”

“Nice bridge over river”

“Palms are strange for such a nat.”

“South Fork/Prong at Sebastian river” (3)

“South Prong of St. Sebastian River needs more emphasis”

“Beautiful little canoe launch but not visible”

“Canoe launch” (2)

“Wooded lots”

“Large ROW is detractor... can barely tell there’s a great”

“Typical suburban roadway section”

“Fisher Lake Estates”

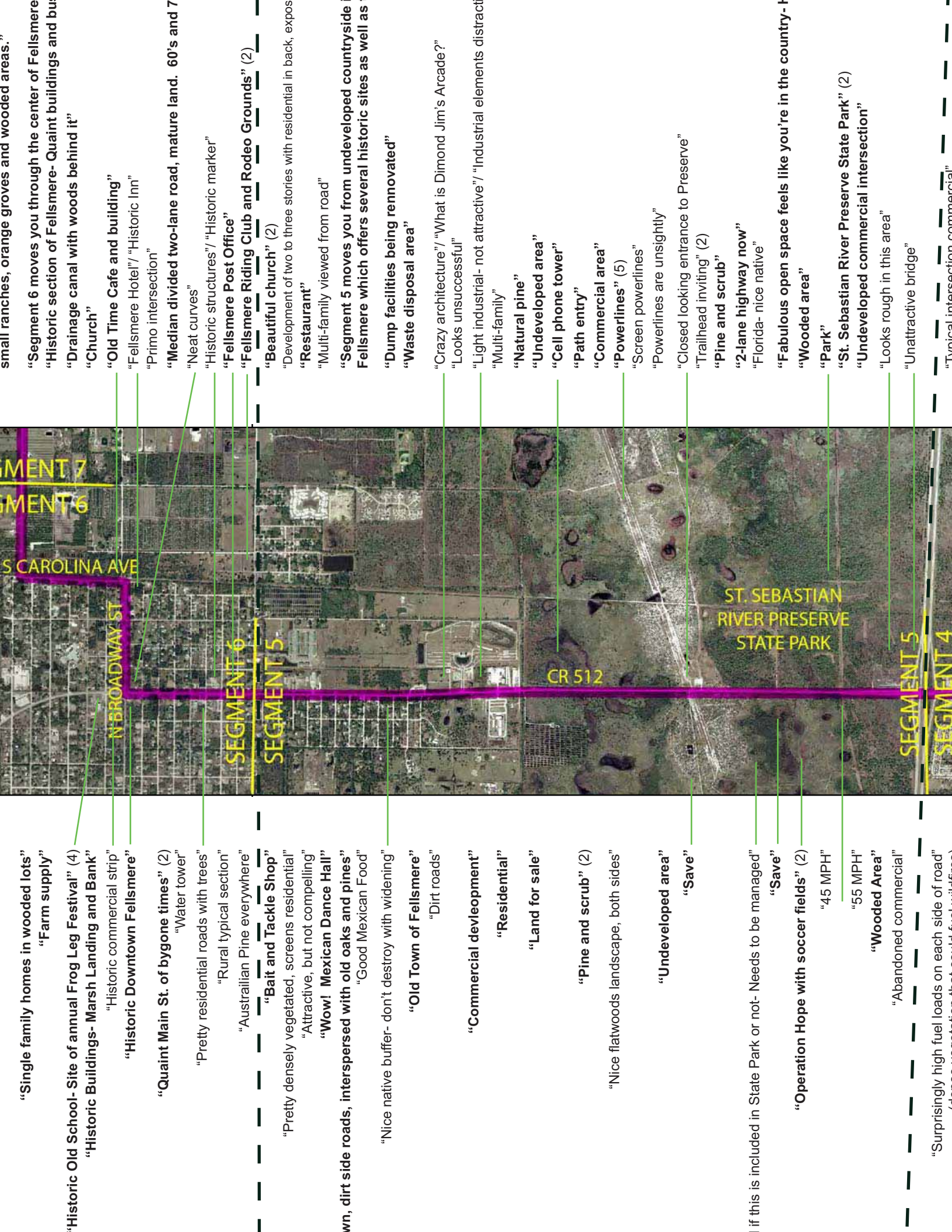
“North County Library” (2)

“San Sebastian Springs”

“Huge ROW... unattractive”

“Good 4-lane road” “45MPH Sebastian”





small ranches, orange groves and wooded areas.”

“Segment 6 moves you through the center of Fellsmere”

“Historic section of Fellsmere- Quaint buildings and bu

“Drainage canal with woods behind it”

“Church”

“Old Time Cafe and building”

“Fellsmere Hotel”/ “Historic Inn”

“Primo intersection”

“Median divided two-lane road, mature land. 60’s and 7

“Neat curves”

“Historic structures”/ “Historic marker”

“Fellsmere Post Office”

“Fellsmere Riding Club and Rodeo Grounds” (2)

“Beautiful church” (2)

“Development of two to three stories with residential in back, expos

“Restaurant”

“Multi-family viewed from road”

“Segment 5 moves you from undeveloped countryside

Fellsmere which offers several historic sites as well as

“Dump facilities being rennovated”

“Waste disposal area”

“Crazy architecture”/ “What is Dimond Jim’s Arcade?”

“Looks unsuccessful”

“Light industrial- not attractive”/ “Industrial elements distract

“Multi-family”

“Natural pine”

“Undeveloped area”

“Cell phone tower”

“Path entry”

“Commercial area”

“Powerlines” (5)

“Screen powerlines”

“Powerlines are unsightly”

“Closed looking entrance to Preserve”

“Trailhead inviting” (2)

“Pine and scrub”

“2-lane highway now”

“Florida- nice native”

“Fabulous open space feels like you’re in the country- h

“Wooded area”

“Park”

“St. Sebastian River Preserve State Park” (2)

“Undeveloped commercial intersection”

“Looks rough in this area”

“Unattractive bridge”

“Typical intersection commercial”

“Single family homes in wooded lots”

“Farm supply”

“Historic Old School- Site of annual Frog Leg Festival” (4)

“Historic Buildings- Marsh Landing and Bank”

“Historic commercial strip”

“Historic Downtown Fellsmere”

“Quaint Main St. of bygone times” (2)

“Water tower”

“Pretty residential roads with trees”

“Rural typical section”

“Australian Pine everywhere”

“Bait and Tackle Shop”

“Pretty densely vegetated, screens residential”

“Attractive, but not compelling”

“Wow! Mexican Dance Hall”

“Nice native buffer- don’t destroy with widening”

“Old Town of Fellsmere”

“Dirt roads”

“Commercial devleopment”

“Residential”

“Land for sale”

“Pine and scrub” (2)

“Nice flatwoods landscape, both sides”

“Undeveloped area”

“Save”

if this is included in State Park or not- Needs to be managed”

“Save”

“Operation Hope with soccer fields” (2)

“45 MPH”

“55 MPH”

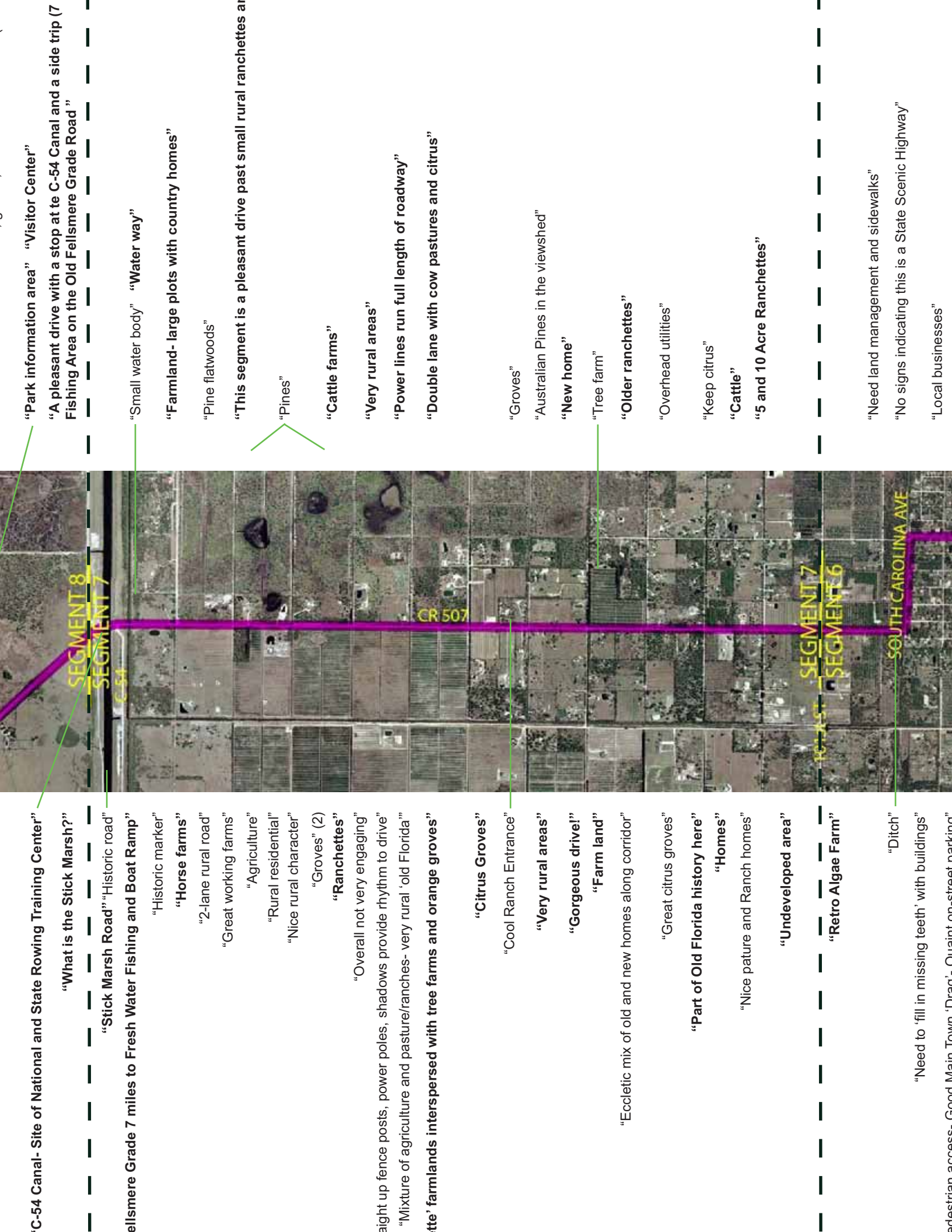
“Wooded Area”

“Abandoned commercial”

“Surprisingly high fuel loads on each side of road”

(also see next slide for more fuel load data)





"C-54 Canal- Site of National and State Rowing Training Center"

"What is the Stick Marsh?"

"Stick Marsh Road" "Historic road"

ellsmere Grade 7 miles to Fresh Water Fishing and Boat Ramp"

"Historic marker"

"Horse farms"

"2-lane rural road"

"Great working farms"

"Agriculture"

"Rural residential"

"Nice rural character"

"Groves" (2)

"Ranchettes"

"Overall not very engaging"

aight up fence posts, power poles, shadows provide rhythm to drive"

"Mixture of agriculture and pasture/ranches- very rural 'old Florida"

tte' farmlands interspersed with tree farms and orange groves"

"Citrus Groves"

"Cool Ranch Entrance"

"Very rural areas"

"Gorgeous drive!"

"Farm land"

"Eclectic mix of old and new homes along corridor"

"Great citrus groves"

"Part of Old Florida history here"

"Homes"

"Nice pature and Ranch homes"

"Undeveloped area"

"Retro Algae Farm"

"Ditch"

"Need to 'fill in missing teeth' with buildings"

destrian access- Good Main Town 'Drain'. Quaint on-street parking"

"Park information area" "Visitor Center"

"A pleasant drive with a stop at te C-54 Canal and a side trip (7 Fishing Area on the Old Fellsmere Grade Road "

"Small water body" "Water way"

"Farmland- large plots with country homes"

"Pine flatwoods"

"This segment is a pleasant drive past small rural ranchettes and a

"Pines"

"Cattle farms"

"Very rural areas"

"Power lines run full length of roadway"

"Double lane with cow pastures and citrus"

"Groves"

"Australian Pines in the viewshed"

"New home"

"Tree farm"

"Older ranchettes"

"Overhead utilities"

"Keep citrus"

"Cattle"

"5 and 10 Acre Ranchettes"

"Need land management and sidewalks"

"No signs indicating this is a State Scenic Highway"

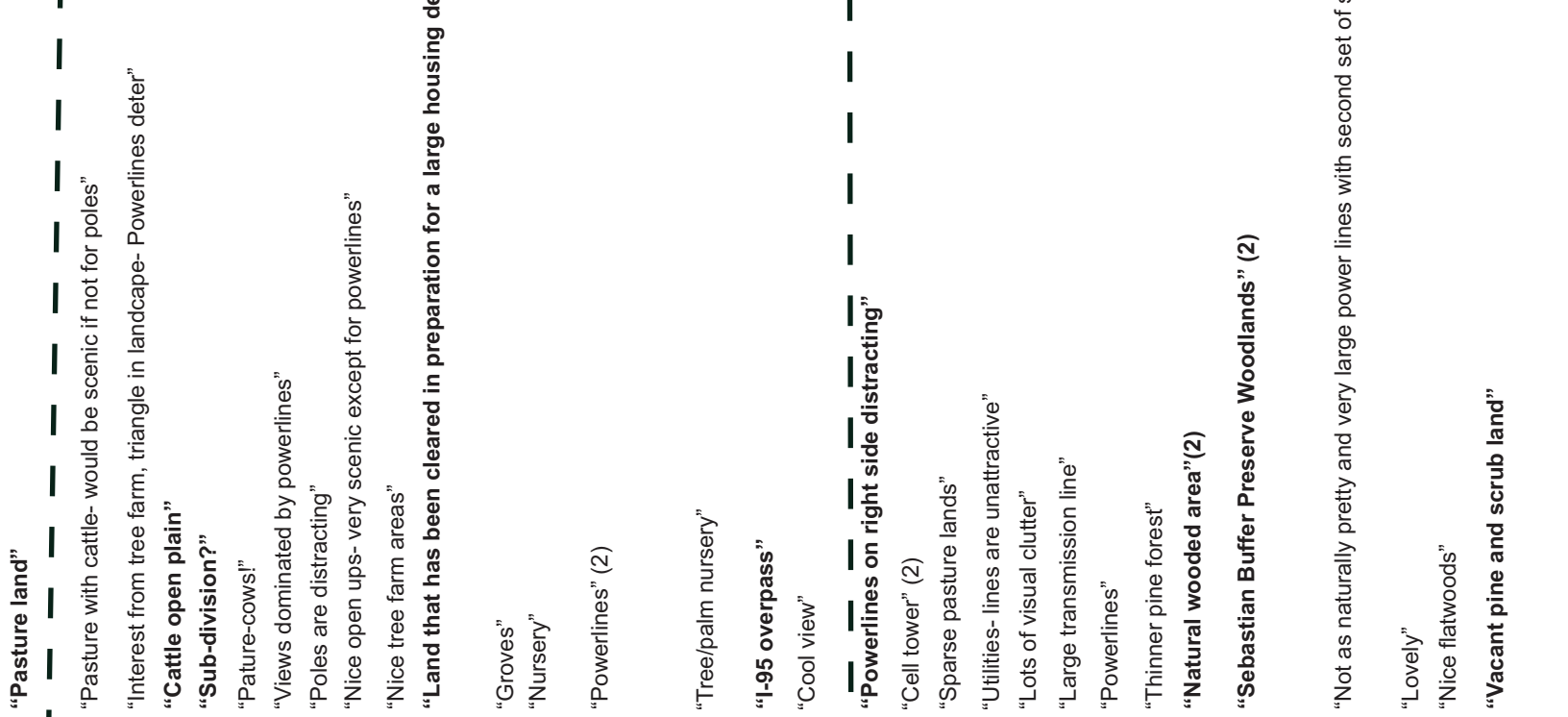
"Local businesses"



- Deer Run Community- Ranchettes and horse farms (Z)
- “Deer Run- upscale residential area”
- “New equestrian community”
- “Subdivision”
- “Horse country”
- “Community visually interrupts cohesiveness of landscape”
- “Ranchettes”
- “Good bird watching area for hawks”
- “Attractive fencing”
- “Great continuity... lack of stimuli is refreshing”
- “Pines line both sides of roadway”
- “Ranch and farm land- mainly vacant”
- “Small waterway along road”
- “Cattle ranches”
- “Forest”
- “Trails? Possible connection to an existing facility?”
- Large ROW with open cut drainage on both sides- Nice views
- “Wide right-of-way”
- “Natural wooded areas- pine trees”
- “Undeveloped area, plus some homes”
- “Palmetto prairie”
- “Pastureland”
- “Great pasture- lands marked with cypress domes”
- “Boat House- sculling teams”
- “How far does C-54 go?”
- “C-54 Canal”

- “This segment is a nice drive past woodlands and cow p
- “Wooded area”
- “Powerlines”
- “Very calm, continuity, peaceful”
- “Preserved pine and scrub”
- “Fast road”
- “Beautiful pine flatwoods”
- “Natural wooded areas”
- “No signage for Park”
- “Drainage ditches on both sides of road”
- “Great views”
- “Beautiful!”
- “Outstanding drive, very peaceful and scenic- wide open
- “This segment presents a tranquil drive in the countryside
- lands on the east and pasture lands on the west”
- “Very cool forest (pines, palmetto)”
- “State Park” (2)
- “Trailhead welcome station”
- “Park Building Information”
- “New Visitor’s Center- middle of nowhere”
- “Sebastian Buffer Preserve Visitor’s Center”
- “Huge berm”





“Natural wooded area”

“Undeveloped woodlands”

“Canal is large- not maintained with lots of pepper”

“Nice flatwoods”

“Foresty”

“12 storks nesting in tree!”

“Public land?”

“Canals along both sides of road. This side is better” (2)

“Some wet ditches-plants native”

“Long and straight”

“Water along road”

“Pine and scrub along entire length of road”

“Undeveloped area”

“Sand Mine Lake- site of proposed housing development” (2)

“Water body almost visible from roadway”

“Tall hedges”

“Environmentally Endangered Lands Program in Progress sign”

“Utility equipment”

“Nice flatwoods, recently managed- great views, lacks signage”

“Open, natural area”

“Pristine natural areas”

“Light forest nice but not excellent- thins out to Cabbage Palm”

“Undeveloped area”

“Vacant pine and scrub land”

“Undeveloped woodlands”

“Vistas”

“Ditches on side of road”

“Trailhead”

“Pasture land”

“Pasture with cattle- would be scenic if not for poles”

“Interest from tree farm, triangle in landscape- Powerlines deter”

“Cattle open plain”

“Sub-division?”

“Pasture-cows!”

“Views dominated by powerlines”

“Poles are distracting”

“Nice open ups- very scenic except for powerlines”

“Nice tree farm areas”

“Land that has been cleared in preparation for a large housing development”

“Groves”

“Nursery”

“Powerlines” (2)

“Tree/palm nursery”

“I-95 overpass”

“Cool view”

“Powerlines on right side distracting”

“Cell tower” (2)

“Sparse pasture lands”

“Utilities- lines are unattractive”

“Lots of visual clutter”

“Large transmission line”

“Powerlines”

“Thinner pine forest”

“Natural wooded area”(2)

“Sebastian Buffer Preserve Woodlands” (2)

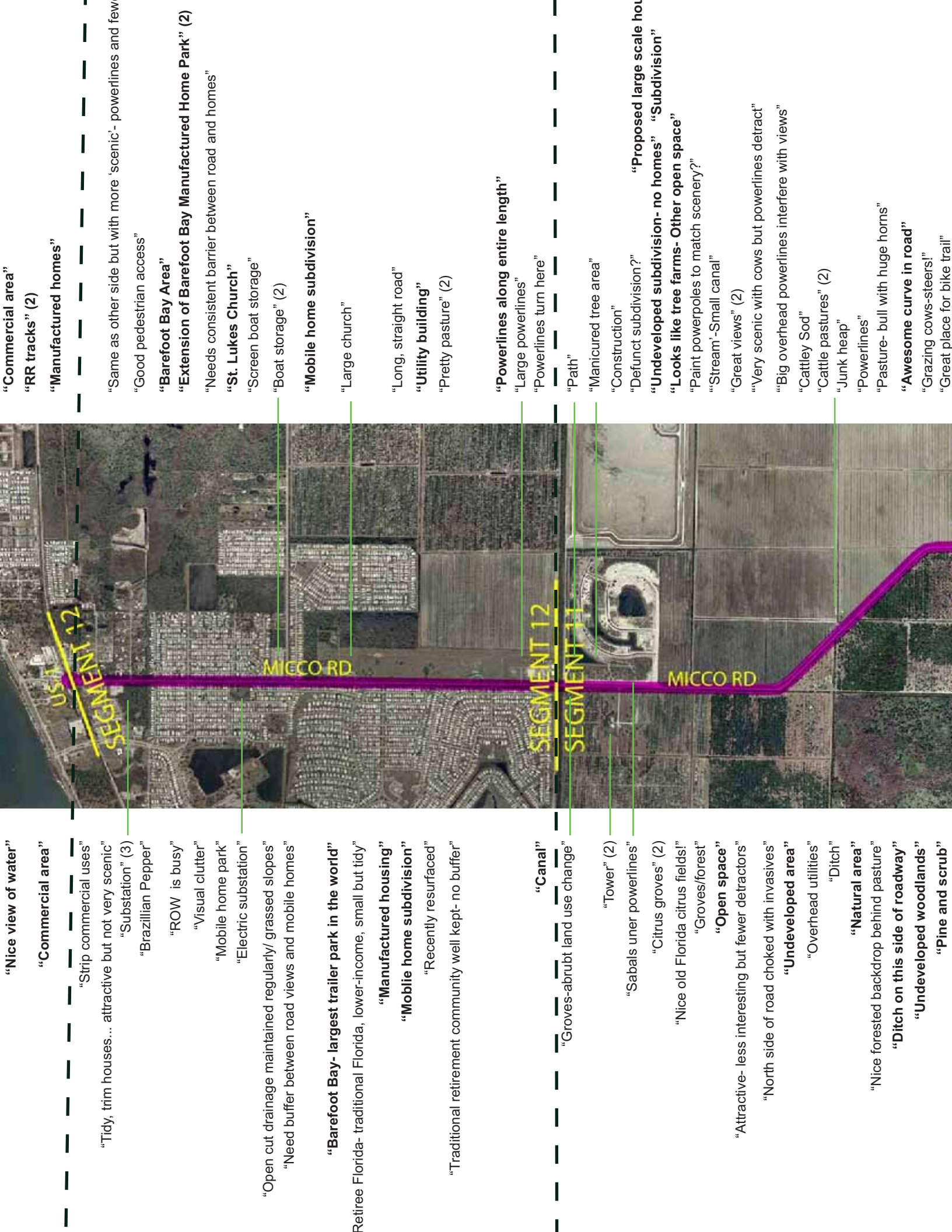
“Not as naturally pretty and very large power lines with second set of ditches”

“Lovely”

“Nice flatwoods”

“Vacant pine and scrub land”





- “Nice view of water”
- “Commercial area”
- “Strip commercial uses”
- “Tidy, trim houses... attractive but not very scenic”
- “Substation” (3)
- “Brazilian Pepper”
- “ROW is busy”
- “Visual clutter”
- “Mobile home park”
- “Electric substation”
- “Open cut drainage maintained regularly/ grassed slopes”
- “Need buffer between road views and mobile homes”
- “Barefoot Bay- largest trailer park in the world”
- Retiree Florida- traditional Florida, lower-income, small but tidy”
- “Manufactured housing”
- “Mobile home subdivision”
- “Recently resurfaced”
- “Traditional retirement community well kept- no buffer”
- “Canal”
- “Groves-abrupt land use change”
- “Tower” (2)
- “Sabals uner powerlines”
- “Citrus groves” (2)
- “Nice old Florida citrus fields!”
- “Groves/forest”
- “Open space”
- “Attractive- less interesting but fewer detractors”
- “North side of road choked with invasives”
- “Undeveloped area”
- “Overhead utilities”
- “Ditch”
- “Natural area”
- “Nice forested backdrop behind pasture”
- “Ditch on this side of roadway”
- “Undeveloped woodlands”
- “Pine and scrub”

- “Commercial area”
- “RR tracks” (2)
- “Manufactured homes”
- “Same as other side but with more ‘scenic’- powerlines and few”
- “Good pedestrian access”
- “Barefoot Bay Area”
- “Extension of Barefoot Bay Manufactured Home Park” (2)
- “Needs consistent barrier between road and homes”
- “St. Lukes Church”
- “Screen boat storage”
- “Boat storage” (2)
- “Mobile home subdivision”
- “Large church”
- “Long, straight road”
- “Utility building”
- “Pretty pasture” (2)
- “Powerlines along entire length”
- “Large powerlines”
- “Powerlines turn here”
- “Path”
- “Manicured tree area”
- “Construction”
- “Defunct subdivision?”
- “Proposed large scale housing”
- “Undeveloped subdivision- no homes”
- “Subdivision”
- “Looks like tree farms- Other open space”
- “Paint powerpoles to match scenery?”
- “Stream” -Small canal”
- “Great views” (2)
- “Very scenic with cows but powerlines detract”
- “Big overhead powerlines interfere with views”
- “Cattley Sod”
- “Cattle pastures” (2)
- “Junk heap”
- “Powerlines”
- “Pasture- bull with huge horns”
- “Awesome curve in road”
- “Grazing cows-steers!”
- “Great place for bike trail”



**Field Inventory Form - Summary**  
**Indian River Lagoon Scenic Byway**  
**Fellsmere Corridor Extension**  
**Starting Point: US 1 and Roseland Road**

**Survey Codes**

- ✓ Fully Visible from Roadway
- ✗ Partially Visible from Roadway
- \* Not Visible from Roadway, but Present

Feature	Mileage	Visible?	Side	Resource
Roseland Water Tower	0.1	✓	L	N/A
Wetlands	-	✓	R	N
Scrub Habitat	-	✓	B	N
Residential Streets with Homes	-	✓	B	N/A
Roseland Post Office	-	✓	R	N/A
Railroad Crossing	0.4	✓	B	H
Roseland Historic Community	0.6	✗	R	H
Roseland Community Center	0.6	✗	R	H
Roseland Community Park	0.7	✗	R	S/R
St. Sebastian River	0.7	✗	R	N/R/S
Scrub Frontage	1.7	✓	L	N
Sebastian Municipal Airport	1.9	*	L	R
City of Sebastian Conservation Land	1.9	*	L	N
Donald McDonald Campground	2.0	✓	L	R/N
Dale Wimbrow Park	2.5	✓	R	R/S
Collier Creek	-	✗	B	
Kashi Ashram	3.1	✓	R	C
Pine Flatwoods, Scrub, Wetlands	-	✓	R	N
Shiloh Youth Ranch	3.9	✓	R	C
Camp Ocklawaha	4.1	*	B	R
Sebastian Highlands - Residential Community	-	✗	R	N/A
Church, homes, and apartments	-	✓	L	N/A
North County Library	-	✓	L	N/A
Walking Trail - Part of Railroad Corridor	-	✗	R	R
St. Sebastian River South Fork Bridge Crossing	5.9	✗	L	N
Fellsmere Brookside Cemetary	6.2	✗	L	H
Sebastian Canoe Launch	6.2	*	R	R
Commercial Development	-	✓	-	N/A
Water Tower	6.4	✓	R	N/A
Pine Flatwoods	-	✓	B	N
Pasture Lands (zoned for commercial/retail)	-	✓	L	S
Sebastian River Middle School	-	✓	R	N/A
North County Park (incl. Kitching Switch)	6.9	✗	R	R/H
St. Sebastian River Preserve State Park	6.9	*	R	N/R
Airmasters RC Club	6.9	*	R	R
Residential Streets of Vero Lake Estates	-	✗	L	N/A
Indian River County Shooting Range	7.7	*	R	R
Light Industrial Complex	-	*	R	N/A
Pine Flatwoods	-	✓	R	N
Restaurants, Service Stations, Etc.	-	✓	B	N/A
Sebastian River State Park Trailhead	9.4	✓	R	R
Pine Flatwoods and Scrub	-	✓	B	N
Residential Streets, Small Businesses	-	✗	L	N/A
Guadalupe Center - Catholic	11.2	✓	R	C
Fellsmere Rodeo	11.3	*	R	R/C
Medical Clinic	-	✓	R	N/A
Residential Streets and Homes	-	✗	R	N/A
Fellsmere Post Office	-	✗	R	N/A
Fellsmere Community Bible Church	11.6	✓	R	H
Fellsmere Park (Veteran Dedications and Hist. Marker)	-	✓	R	H
Service Station	-	✓	L	N/A
Old Fellsmere School	11.7	✓	L	H
Little League Park	11.7	✓	L	R
Fellsmere Water Tower	11.7	✓	L	N/A
Marsh Landing	11.8	✓	L	H
Fellsmere Historic Church	11.8	✓	R	H
Fellsmere Community Center	11.9	✓	L	H



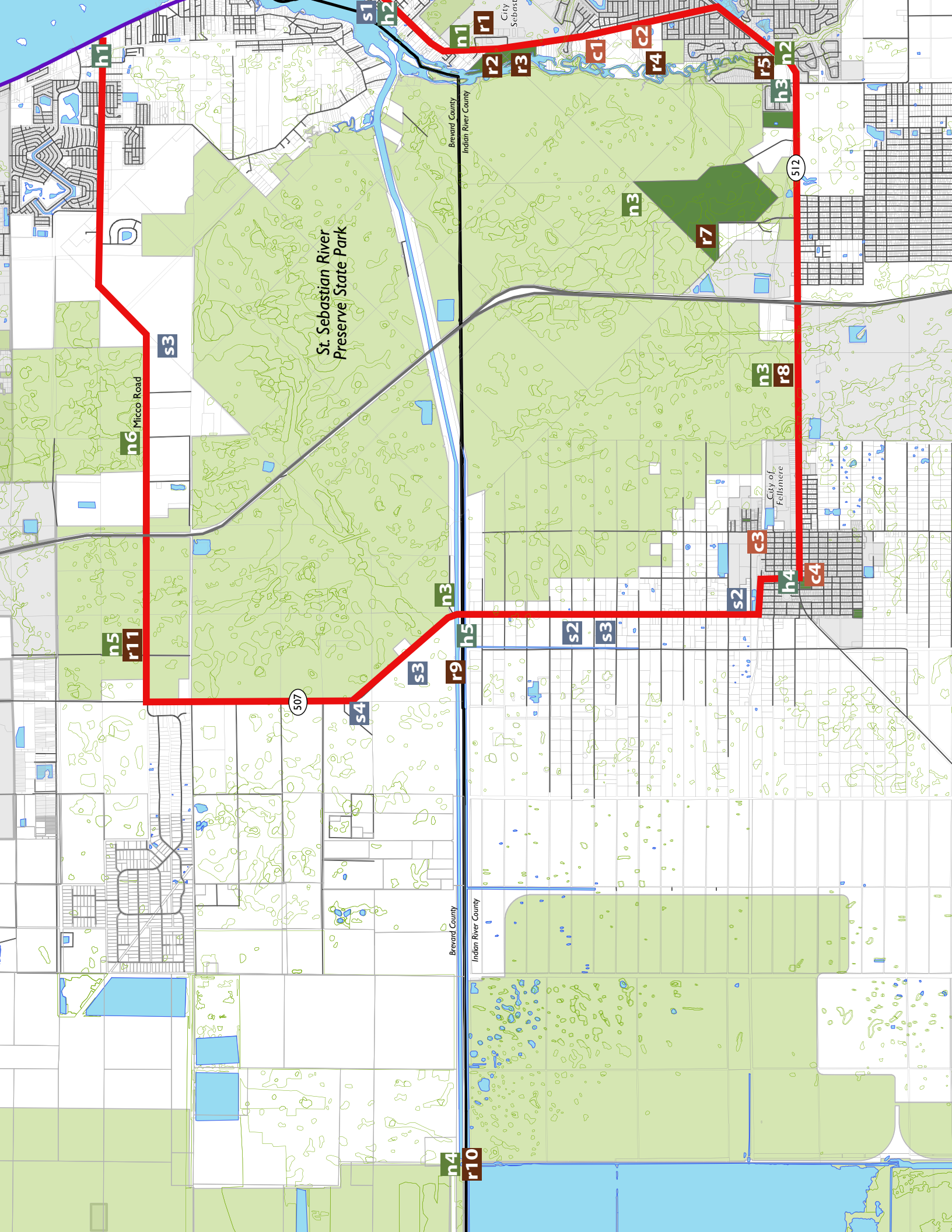
**Field Inventory Form - Summary**  
**Indian River Lagoon Scenic Byway**  
**Fellsmere Corridor Extension**  
**Starting Point: US 1 and Roseland Road**

**Survey Codes**

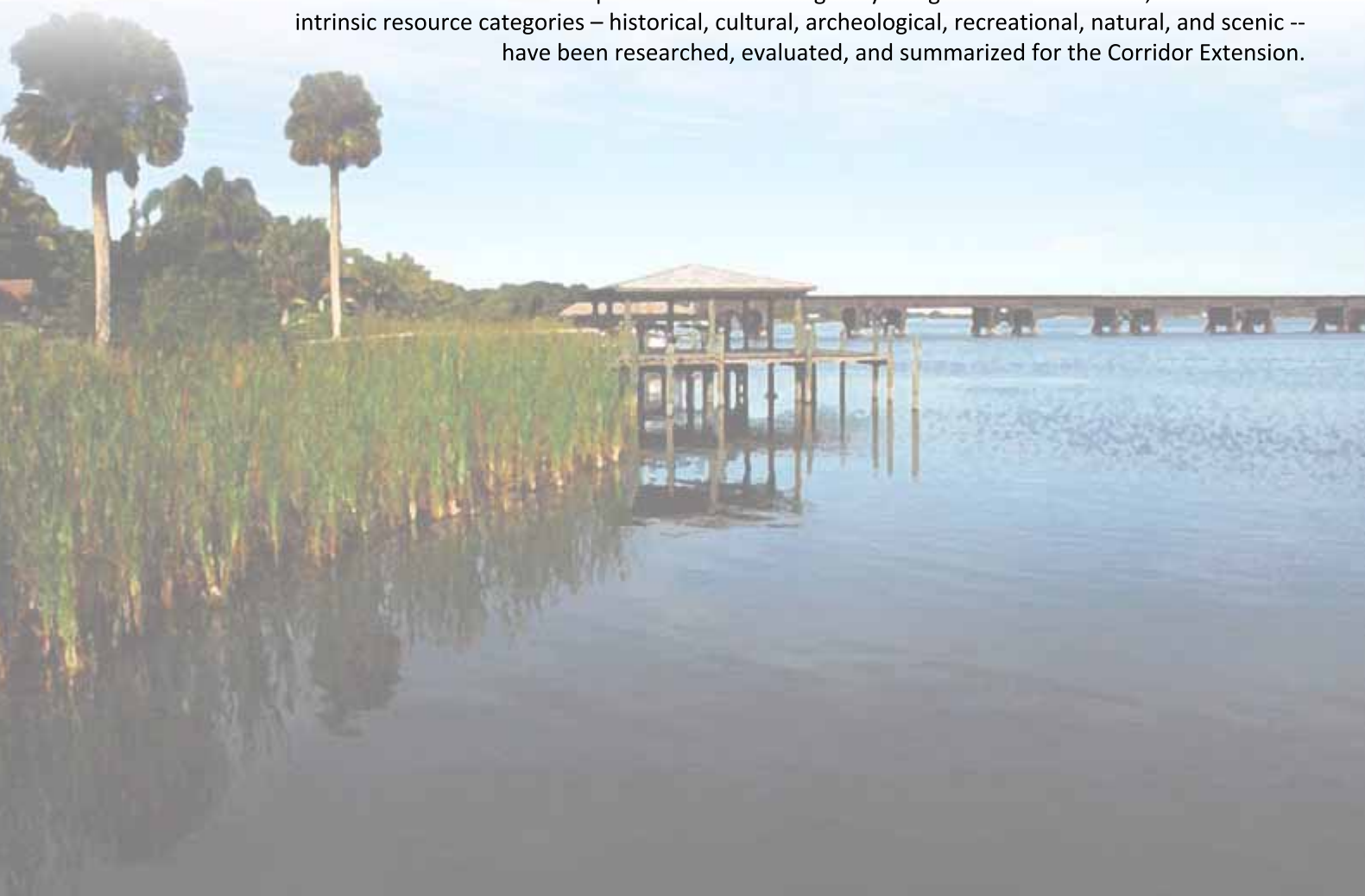
- ✓ Fully Visible from Roadway
- ✗ Partially Visible from Roadway
- \* Not Visible from Roadway, but Present

Feature	Mileage	Visible?	Side	Resource
<i>Lots of Trees</i>	-	✓	R	N/A
<i>Modern Fire Station</i>	-	✓	L	N/A
<i>Vacant Commercial Lots</i>	-	✓	L	N/A
<b>Fellsmere Inn - Historic B&amp;B</b>	12.1	✓	R	H
<b>Woman Suffrage Sign</b>	12.1	✓	L	H
<i>Vacant Commercial Lots</i>	-	✓	R	N/A
<i>Small Commercial Buildings</i>	-	✓	R	N/A
<i>Residential Streets and Homes</i>	-	✗	L	N/A
<i>Sublateral canal and roadbed of Trans-FL Railroad</i>	-	✗	R	N/A
<i>Abandoned portion of Trans-FL Railroad</i>	-	*	B	N/A
<b>Orange Grove</b>	13.8	✓	R	S
<b>Ranch</b>	14.3	✓	L	S
<b>Orange Grove</b>	14.6	✓	L	S
<i>Private Shooting Range</i>	15.6	✗	R	R
<b>C-54 Canal</b>	15.8	✓	B	R
<b>Fellsmere Grade Road</b>	15.9	✓	L	H
<b>Sebastian River HS Rowing Club</b>	15.9	✗	L	R
<b>Boat Ramp</b>	15.9	✗	L	R
<b>Stick Marsh</b>	15.9	*	L	R
<b>Conservation Land (SJRWMD)</b>	15.9	*	L	N/R
<b>St. Sebastian River Preserve State Park - GFB Trail</b>	16.0	✓	R	N/R
<b>Pasture</b>	16.6	✓	L	S
<b>Barn/Cattle Corral</b>	17.5	✓	L	S
<i>Deer Run Development with White Fence</i>	-	✗	L	S
<b>Micco Scrub Preserve</b>	20.2	✓	L	N/R
<b>Grant - EEL Conservation Land</b>	22.4	✓	L	N
<i>Pine Flatwoods with Small Oak Hammocks to Scrub Oaks, N Cypress Mulch (Henry Fischer), mining and land development (?)</i>	-	✗	L	-
<i>Hudson Tree Farm</i>	-	✓	R	N/A
<i>Sebastian Palm Tree Farm - Native Plant Nursery, oaks, Palmetto, Palms</i>	-	✓	R	N/A
<i>Scrub Oaks</i>	-	✓	L	N/S
<i>Pine Flatwoods with Palmettos</i>	-	✓	L	N/S
<i>Cypress Dome to SW</i>	-	✓	R	N/S
<i>Small Open Canal - Wading Birds - Herons</i>	-	✓	R	N/A
<b>Pasture</b>	23.2	✓	R	S
<i>Small Open Canal - Wading Birds - Herons, Kingfishers, etc.</i>	-	✓	B	N/A
<i>Few Native Trees, Clumps of Pepper Bushes</i>	-	✓	L	N/A
<i>Open Pasture (Fenced)</i>	-	✓	L	N/A
<b>Orange Grove</b>	24.9	✓	L	S
<i>Paladin Circle and Waterfront (?) Development</i>	-	✗	R	N/A
<i>N/S Lateral Canal &amp; Entrance to St Johns Retention Area for St. Sebastian "De-mucking" Project (?)</i>	-	✗	R	N/A
<i>Large Citrus Management Yard</i>	-	✓	R	N/A
<i>Cedar and Native Trees Mingled with Young Citrus</i>	-	✓	R	N/A
<i>South Side of Large Manufactured Home Park</i>	-	✓	L	N/A
<i>Small Businesses, Small Residential Lots, Manufactured Homes, RV Storage</i>	-	✗	R	N/A
<b>Railroad Crossing</b>	27.1	✓	B	H
<i>Small Businesses, Small Residential Lots, Manufactured Homes, RV Storage</i>	-	✗	B	N/A





The following summarizes the designation criteria for the Fellsmere Corridor Extension. The Corridor Extension satisfies all ten of the Universal Criteria required for all scenic highway designations. In addition, each of the six intrinsic resource categories – historical, cultural, archeological, recreational, natural, and scenic -- have been researched, evaluated, and summarized for the Corridor Extension.



## UNIVERSAL CRITERIA

Below is a listing and discussion of the ten Universal Criteria required for Florida State Highway Designation. The Fellsmere Corridor Extension meets all of the following Universal Criteria as described in the detail below:

### **U.C. #1 – Resource(s) must be visible from the roadway.**

The corridor provides access to a number of natural, recreational, historic, cultural, and scenic resources most of which are visible from the roadway. Those resources that are not visible are directly and solely accessible from the corridor route.

### **U.C. #2 – The corridor must “tell a story” that relates to its intrinsic resource(s).**

The corridor story is told in the Corridor Extension Story Section.



Babcock Street

### **U.C. #3 – The roadway must be a public road that safely accommodates two-wheel drive motor vehicles.**

The corridor extension is a paved public roadway that accommodates two-wheel drive motor vehicles. In addition, the proposed “backway spur” (Fellsmere Grade Road), which provides access to a number of natural and recreational resources, is an unpaved public roadway; however, it is well maintained and can accommodate two-wheel drive motor vehicles under most conditions.

### **U.C. #4 – The corridor must exhibit significant, exceptional, and distinctive features of the region it traverses.**

The area through which the corridor travels is regionally significant at both a state and national level. The area is the headwaters for the Indian River Lagoon, an estuary of national significance, and the St. Johns River, a National Heritage River. The natural and recreational resources found along this corridor are largely responsible for the protection of both of these nationally recognized water bodies.



Historic Fellsmere Grade Road

The corridor encompasses the St. Sebastian River Preserve State Park, and as a result, the Park is directly adjacent to and visible along one side of the corridor for the majority of its length. The land for the Park was acquired to protect various natural resources including the water quality of the St. Sebastian River and the Indian River Lagoon, making it a regionally significant resource. In addition, the Park spans two counties, is part of the Great Florida Birding Trail, and is home to seventy-four protected species including twelve state endangered species, and six federally endangered species. These protected and endangered species are evidence of the quality natural resources that make the St. Sebastian River Preserve State Park both exceptional and distinctive. Further, the roadway displays an exceptional view of the park’s well-managed pine flatwoods, a predominant natural community of the region.



In addition to the St. Sebastian River Preserve State Park, the corridor also provides access to a number of natural and recreational resources by way of the Fellsmere Grade Road, a

historically significant roadway that, in the 1920's, provided access across the state between Fellsmere and Kenansville. Visitors today can still travel this well-maintained, unpaved roadway which now provides access to the Fellsmere Grade Recreation Area, the main access point to over 100,000 acres of St Johns River Water Management District (SJRWMD) publicly managed land including the Blue Cypress Lake Conservation Area, Three Forks Marsh Conservation Area, T.M. Goodwin Waterfowl Management Area, and Broadmoor Marsh Area. The crown jewel of these lands is the Stick Marsh, a nationally recognized largemouth bass fishing destination. All of these public lands are accessed from the Fellsmere Grade Recreation Area and are part of the headwaters for the St. Johns River. More importantly, these areas comprise a majority of the Upper St. Johns River Basin Project, a joint-effort between the SJRWMD and the U.S. Army Corp of Engineers (ACOE) to restore the historic drainage patterns of both the St. Johns River and the Indian River Lagoon—one of the most extensive and ambitious wetland restoration projects in the world.



City of Fellsmere at sunset



Cattle are found on a number of properties along Babcock St

The Corridor also offers fine historic and cultural resources such as the historic City of Fellsmere and community of Roseland. The cultural landscape is further enriched by large tracts of agricultural lands that support both cattle and citrus. Together, these historic towns and agricultural areas provide the traveler a sense of “Old-Florida” that is representative of the area, but rapidly disappearing in the State.

#### References:

Stanbridge, Ruth M., *Special Places – First Field Guide*, 2005.  
St. Johns Water River Water Management District Website, *Upper St. Johns River Basin Project Details*. [www.sjrwmd.com/upperstjohnsriver/details.html](http://www.sjrwmd.com/upperstjohnsriver/details.html)  
St. Sebastian River Preserve State Park – Visitor Brochure

### **U.C. #5 – The roadway generally should be more than one mile in length and, if appropriate, provide access to the resource(s).**

The scenic highway extension is a loop off of the existing Indian River Lagoon National Scenic Byway that is approximately twenty-seven miles in length and provides access to the resources along it.

### **U.C. #6 - A majority of the corridor must exhibit scenic or heritage qualifying resource(s). For a Scenic classification, a majority of the corridor must exhibit natural, recreational, or scenic qualities. For a Heritage classification, a majority of the corridor must exhibit historic, archeological, or cultural qualities. For either classification, resources must be as continuous as possible throughout the corridor.**

While there are a number of historic and cultural qualities associated with the corridor, the majority of the corridor extension exhibits the qualities of a scenic classification. The

resources are located along a large majority of the corridor length; a detailed discussion of these resources can be found in the Resource Specific Criteria section.

**U.C. #7 – A Corridor Advocacy Group (CAG) must be organized to support the scenic highway designation.**

As this is an extension to an existing scenic highway, a Corridor Management Entity (the Coalition) has already been formed.

**U.C. #8 – A Community Participation Program must be developed and implemented.**

A Community Participation Program has been developed and is being implemented for the existing scenic highway. It will be amended as necessary to accommodate the corridor extension (see Community Participation Program Section).



Public Input Session

**U.C. #9 – Strong local support must be demonstrated.**

Letters of support from the local municipalities through which the corridor extension travels have been provided herein (See Local Support Section).

**U.C. #10 – A Corridor Management Plan (CMP) must be developed with the endorsement of local government(s) and a Corridor Management Entity (CME) created.**

A CMP and CME (the Coalition) have already been established as part of the existing scenic highway. The CMP will be updated to include this corridor extension with the information provided in this Application for Additional Corridor.

## RESOURCE SPECIFIC CRITERIA

In addition to satisfying the universal criteria above, the following describes the various resource specific criteria found along the byway. Map 11 graphically depicts the intrinsic historic, cultural, natural, recreational, and scenic resources found along the Corridor Extension.

## HISTORICAL RESOURCES

*“Historic resources embody the distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures. These historic resources symbolize an important era in Florida history and serve to educate viewers while providing an appreciation of the past.”*



Fellsmere Estates  
Corporation Building

The Florida State Site File indicates a number of historic structures, sites, and resource groups existing within the Corridor limits. Of these historic resources, there are three designated National Register Historic Properties (NRHP); twenty-six structures and six sites identified as eligible for NRHP designation; and four structures and one resource group potentially eligible for NRHP designation. In addition to these resources, dozens of historic sites and structures have yet to be evaluated for significance.

The first concentration of historic structures within the Corridor is in the unincorporated community of Roseland. Most of the structures are single family homes built between 1915 and 1940, and are in fair condition. About half have been determined to be eligible for the National Register. Others, such as the Roseland Community Building, give the area additional character though some have been significantly modified.



First Methodist Episcopal  
Church

A second concentration of historic structures is in and around the City of Fellsmere. Many of these structures are single-family homes, but some are historically significant structures such as the Marian Fell Library, the First Methodist Episcopal Church, and the Fellsmere Public School. All three are listed on the National Register. Additional buildings along the Corridor that are determined eligible for the National Register include the Fellsmere Inn, the State Bank of Fellsmere, and the Fellsmere Estates Corporation Building. The latter currently serves not only as an informal historical museum for the area, but is a popular gathering place in the City.

In addition to the structures in Roseland and Fellsmere, the Corridor contains a number of linear historic sites. One is the old rail bed from the Dinky Line, a train corridor that historically connected Sebastian to Fellsmere along present-day CR 510. Further north near the county line, the Fellsmere Grade Road is an historic roadway that follows the Fellsmere Main Canal—both of which are potentially eligible for listing in the National Register.

There are no historic resources in the Brevard County section of the Corridor.



## CULTURAL RESOURCES

*“Cultural resources are portions of the human environment that express aesthetics, traditions, values and customs. Traditions are usually associated with distinct groups of people and passed on from one generation to the next. Cultural resources may include crafts, music, arts, dance or drama, rituals, tribal or ethnic customs, festivals, languages, museums, foods, special events, vernacular architecture, physical or recognized legacies, non-resource based recreational activities, and customs practiced by people, in the past or present.”*

The Corridor exhibits a diverse group of cultural resources, both physical and non-physical. Like the original settlers to the area, many of groups of people continue to be attracted to the area because of the waters of the Indian River, the St Sebastian River, and the headwaters of the St Johns. The cultural resources of the Corridor are a direct reflection of how current residents and visitors are influencing the landscape.

Some of the most unusual cultural resources are along Roseland Road, where different education and retreat-like centers have been founded. Kashi Ashram is a residential spiritual community located on 80 acres that contains a number of shrines, temples, classrooms, and special housing for low-income seniors. The Ashram is open to the public for chanting, meditation, interfaith services, and yoga classes. The Shiloh Youth Ranch, a K-12 residential campus for youth, is located along the Extension.

Further west towards Fellsmere, there are some additional notable cultural resources. One is a classic small rodeo arena located on Willow Street. Other cultural resources in Fellsmere include Marsh Landing, the unofficial community center of the City, and a historical marker sharing the story of how Fellsmere was the first city in Florida to give women the right to vote.

The richest cultural resources, however, are the special events held throughout the year. Many are directly tied to water resources, such as the Fellsmere Frog Leg Festival and Goby Fest which celebrates a number of freshwater tropical fish found in the area. There are also numerous events held at the rodeo arena, such as the Junior Rodeo and Cracker Day Rodeo. A growing Hispanic community has also begun to sponsor unique events such as the Our Lady of Guadalupe Feast Day and the Bullfrog Bash.



Rodeo art along Babcock Street



Fun at the Fellsmere  
Frog Leg Festival

## ARCHAEOLOGICAL RESOURCES

*“Archeological resources embody the physical evidence or remains of known historic or prehistoric human life, activity or culture in Florida. For example, significant ruins, artifacts, inscriptions, structural or human remains may all be considered archeological resources. These resources differ from historical resources in that they may have existed before written records were kept in an area.”*



Dinky Line Interpretive Station

According to the Florida Master Site File, twenty-two (22) archaeological sites are present within the Corridor Extension. Because of the sensitive nature of archaeological sites and the desire to protect their integrity, their locations cannot be published. Known archaeological sites are roughly grouped together throughout the Corridor: along the St Sebastian River, in the St Sebastian River Preserve State Park, along CR 510, and in the Fellsmere Water Management Area.

Sites along the St Sebastian River are primarily middens, artifact scatter, and a mound from the Malabar I and Malabar II periods. There are also ruins of a 19th century homestead and a bridge nearby. Two sites are not eligible for the National Register, but the rest require further study.

Along CR 510, there are remains from the early twentieth century train line, the “Dinky Line”. There are also remains from an historic Cattle Pen that are eligible for listing in the National Register.

The St. Sebastian River Preserve State Park contains a number of archaeological sites, but all are from more recent history. The Site File notes the presence of nine sites, all related to late nineteenth and early twentieth century homesteads, including an old tram line and a lumber and turpentine camp.

The last cluster of archaeological sites is very diverse. Scattered throughout the Fellsmere Water Management Area to the west of the City, there are three recorded middens, one mound, and the ruins of the old Sugar Mill. The middens all date from different periods, from Prehistory to the Malabar I. Four sites have been determined to be eligible for the National Register.



## RECREATIONAL RESOURCES

*“Recreational resources provide either active or passive outdoor recreational activities directly dependent upon the natural elements of the landscape. These activities may include boating, saltwater and freshwater fishing, hiking, canoeing, camping (RV/Trailer and tent), biking, saltwater beach activities, wildlife viewing, horseback riding, driving, hunting and picnicking.”*

The Fellsmere Corridor Extension is an “Outdoorsman’s Paradise” that provides access to recreation on over 135,000 acres of public land and the St Sebastian River.

The focal point of the Corridor Extension is the St. Sebastian River which provides motorboating, kayaking/canoeing, fishing, and wildlife viewing opportunities. Public viewing access along the byway extension can be found at the Roseland Community Park and Dale Wimbrow Park. Public canoe and kayak launching can be accessed at Dale Wimbrow Park and the Sebastian Canoe Launch. Dale Wimbrow Park also provides motorboat access. Additionally, Donald McDonald Campground is an Indian River County campground that provides both viewing (boardwalk) and boat launching opportunities for campground visitors.



C-54 Canal Boat Ramp

Surrounding the St. Sebastian River is the St. Sebastian River Preserve State Park, a 22,000 acre State Park. The Park provides opportunities for hiking, bicycling, camping, horseback-riding, and wildlife viewing. It is also on the Great Florida Birding Trail and is home to both the red-cockaded woodpecker as well as the Florida scrub jay, both federally endangered species.

Another key feature of the Corridor Extension is the Fellsmere Grade Road, an historic unpaved road. In addition to being an historic resource, the Fellsmere Grade Road provides a unique back-road driving experience that leads to the Fellsmere Grade Recreation Area, which connects visitors to 100,000 acres of public land including the Blue Cypress Lake Conservation Area and Three Forks Marsh Conservation Area. Both of these SJRWMD owned lands are part of the headwaters to the St. Johns River, a National Heritage River, and provide recreational opportunities including hiking, biking, camping, fishing, wildlife viewing, and seasonal hunting. In addition, access is provided to birdwatching and hunting at the T.M. Goodwin Waterfowl Management Area and the Broadmoor Marsh Area. A highlight of the recreation area—and the Corridor Extension—is the Stick Marsh, a 6,500 acre man-made body of water that is one of the most popular largemouth bass fishing destinations in Florida.



Horseback riding at  
Micco Scrub Sanctuary

Adjacent to Fellsmere Grade Road is the C-54 Canal. The Canal offers boating and fishing recreation opportunities by providing boat launching access. In addition, the C-54 Canal is gaining national recognition as a rowing destination and currently holds the Governor’s Cup crew event in mid-march.

There are also opportunities for recreation in the Brevard County portion of the Corridor Extension, such as the 1,322-acre Micco Scrub Sanctuary, which provides facilities for hiking, bicycling, horseback-riding, and wildlife viewing.



In addition to the above natural areas, the byway area is home to the Indian River County Shooting Range which provides ranges for archery and a variety of guns as well as skeet shooting and sporting clays facilities. In addition, the Fellsmere Rodeo/Riding Club, is also found along the extension as well as the Sebastian Municipal Airport which provides opportunities for skydiving.



Sebastian Canoe Launch

## NATURAL RESOURCES

*“Natural resources occur naturally in the environment. Examples include wetlands, marshes, geological features, forests, landforms or topography, as well as water bodies and vegetation that are indigenous and characteristic of Florida and its differing regions. These resources should show minimal evidence of exotic vegetation and adverse human disruption.”*

Water is Florida’s most important natural resource and is central to our quality of life. The corridor extension completes the story of the Indian River Lagoon by demonstrating the relationship between the inland headwaters and their points of discharge, the Indian River Lagoon and St. Johns River, both nationally-recognized natural resources. The Corridor Extension is located within the Fellsmere Planning Unit of the Upper St. Johns River major hydrologic basin as defined by the SJRWMD. Historically, the land drained naturally to the east into the Sebastian River. Drainage was dramatically altered by the construction of numerous canal systems for urban and agricultural drainage. Thousands of acres of St. Johns River marsh floodplain were converted to agricultural land and their waters diverted, adding abnormal amounts of freshwater to the Indian River Lagoon.

Today, freshwater discharge enters the Indian River Lagoon as overland flow and as point discharges through several natural creeks and man-made canals, including the Fellsmere Canal and C-54. The C-54 was built on top of the west prong of the Sebastian River in 1968 as part of the old Upper St. Johns River Flood Control Project to convey excess floodwaters from the St. Johns River marsh to the Indian River Lagoon. Without the diversion canals, water would have discharged into the Indian River Lagoon only during major floods. As a result, the health of the Indian River Lagoon, one of four Florida estuaries in the National Estuary Program, has been negatively impacted affecting the health of this nationally recognized resource.

In an effort to protect the State’s exceptional natural resources found in the area, the SJRWMD developed the upper basin restoration project to reduce freshwater inflows to the river and lagoon and restore the natural levels of freshwater discharge. The upper basin project is a semi-structural system of water management areas (WMAs), marsh conservation areas (MCAs), and marsh restoration areas covering approximately 166,500 acres in Indian River and Brevard counties. The system is designed to reduce damage from floods, improve water quality, reduce freshwater discharges to the Indian River Lagoon, provide water supplies, and restore or enhance wetland habitat. Much of the restoration associated with this complex project is interpreted along the byway extension especially at the Fellsmere Water Management Area located at the terminus of Fellsmere Grade Road where the restoration of 10,000 acres of agricultural land to a mosaic of open water and marsh communities is underway.

In concert with the on-going restoration efforts associated with the upper basin hydrologic restoration, the St. Sebastian River Preserve State Park was acquired and is the largest upland property in public ownership in the Indian River County/South Brevard County region. The Fellsmere Corridor Extension encompasses this state park affording byway travelers access to the diverse assemblages of upland and wetland habitats. There are designated trailheads/entry points along the byway; two occur north of State Road 512 and another east of State Road 507 north of the C-54 canal.

The State Park is primarily comprised of open grassy forests of longleaf pine that were once



Stick Marsh

commonplace throughout Florida. The pine flatwoods form a backdrop for other biological communities, including cypress domes, scrubby flatwoods, sandhills, and a beautiful strand swamp. These habitats in the State Park (including the Fellsmere Trailhead Preserve) and

the adjacent Brevard County Micco Scrub parcel are home to many plants and animals, including over fifty protected species endemic to Florida including the Florida manatee, Florida scrub jay (*Aphelocoma coerulescens*), Florida sandhill crane (*Grus canadensis pratensis*), wood stork (*Mycteria americana*), various wading birds, red-cockaded woodpecker (*Picoides borealis*), gopher tortoise (*Gopherus polyphemus*), gopher frog (*Rana capito*), and the eastern indigo snake (*Drymarchon corais couperi*). In addition, fourteen (14) listed plant species have been identified on public lands along the byway extension.

In addition to the tremendous resource that the public lands surrounding the St. Sebastian River provide, the River itself is a natural resource of exceptional quality and significance.

Widely known for being an important stopover for Florida manatee (*Trichechus manatus latirostris*) in migration, the River may also be used for mating and calving of this endangered species. In addition, four notable species of fish have also been found in the river: slashcheek goby (*Gobionellus pseudofasciatus*), river goby (*Awaous tajasica*),

opossum pipefish (*Oostethus brachyurus lineatus*), and bigmouth sleeper (*Gobiomorus dormitor*). These fishes are among the few examples of tropical freshwater euryhaline species – species that tolerate wide ranges of salinity - found in North America. This river is thought to provide the only suitable habitat north of the Caribbean and Central America for these fish species because water temperatures are higher than in other freshwater tributaries of peninsular Florida. Currently, the Coastal Preserve Alliance of East Central Florida meets at the Preserve and sponsors events, including GobyFest, to raise funds to support the Park.



Gopher Tortoise



Goby Fest Advertisement



## SCENIC RESOURCES

*“Scenic resources may include a combination of natural and manmade features that give remarkable character to the visual landscape. These resources are striking in appearance and provide a pleasing and memorable experience for viewers.”*

The corridor extension displays a number of outstanding scenic resources including the St. Sebastian River, the various natural communities, and the agriculture of “Old Florida.”

There are a number of stops along the Corridor Extension where the St. Sebastian River can be viewed. Starting at Roseland Road and US-1, the first of these stops is at the Roseland Community Park in the historic community of Roseland. Here, the traveler can see the river at its widest along the corridor extension, the railroad bridge is visible, and a number of birds can be viewed including the American white pelican (*Pelecanus erythrorhynchos*).



The view from Roseland Community Park

As the traveler continues along the corridor extension, there are two additional stops on Roseland Road that allow for views of the St. Sebastian River. The first is Donald MacDonald Campground. At this campground, a boardwalk winds through the mangroves to a dock that provides a beautiful natural view of the river. Unfortunately, only campers and their visitors have access to this view of the river. A public stop for viewing the river is a short drive down the road at Dale Wimbro Park. Here, the park provides an expansive view that is easily accessible by all.



Enjoying the scenery at Dale Wimbro Park

The final two opportunities to view the river are on Fellsmere Road (CR-512): the Sebastian Canoe Launch and the St. Sebastian River Preserve State Park. Both of these stops provide views of the South Prong of the St. Sebastian River. At both of these access points, the river is much smaller and provide a different experience for the traveler since the water is fresher in this area, and the surrounding landscape reflects the change in water. Both views are not visible from the parking area and require a walk from the car.

In addition to the view of the river that the St. Sebastian River Preserve State Park provides, the drive into the Park off of Fellsmere Road is a scenic resource unto itself. Along this drive into the park, the traveler is exposed to former agricultural pasture and various natural vegetative communities. At the parking area utilized by those who wish to reach the river, one can view Florida scrub habitat and often easily view the Florida scrub jay, a bird endemic to the State of Florida. The Park also provides a number of spectacular views of the distinctive pine flatwoods natural vegetative community which are particularly dramatic along both Fellsmere Road and Babcock Road.

Another scenic resource along the corridor extension is the Fellsmere Grade Road. This unpaved roadway lined with sabal palms is a scenic resource itself and also provides access to another scenic resource, the Stick Marsh. From the Fellsmere Grade Recreation Area, the traveler is afforded the longest view possible over this expansive freshwater reservoir. In addition, the juxtaposition of sabal palms along the edges of the reservoir

and the wind blowing off the water provides a truly dramatic experience.

Finally, the corridor extension provides a number of scenic opportunities to view the agriculture of “Old Florida.” The ranches and citrus groves along both Babcock Road (CR-507) and Micco Road provide exceptional scenic resources displaying the cattle, citrus, agricultural structures, and expansive views that the Florida agricultural landscape is known.



The south fork of the  
St. Sebastian River



Agriculture along Micco Road

*"[The] vision states the community's broad aspirations for the corridor and is based on an ideal portrayal of what the corridor will become. The Corridor Vision is an important element of the entire corridor planning process because it defines the context of all subsequent courses of action...The goals, objectives and strategies are considered the building blocks used to construct the "final product" or implement the vision for the scenic corridor. Over time, the goals and objectives incrementally attain the vision by defining strategies that take the scenic corridor from a concept to reality."*

– Florida Scenic Highways Program Manual





## CORRIDOR VISION

The Coalition has developed the following vision for the Indian River Lagoon National Scenic Byway:

“The Indian River Lagoon National Scenic Byway promotes an environment where travelers are surrounded by a unique and diverse habitat with special places and breathtaking scenery that inspires a sense of calmness and creates unforgettable memories.”

The vision of this corridor extension can be accommodated by the above corridor vision and no amendments are necessary.

## GOALS, OBJECTIVES, AND STRATEGIES

In order to realize the vision above, the following goals, objectives, and strategies have been developed. These goals and objectives will be incorporated into the byway’s overall goals and objectives as part of the five-year corridor management plan update to be conducted next year.

### **Goal 1 – Protect and enhance the intrinsic resources of the byway.**

Objective 1.1 – Protect and enhance the byway’s natural resources.

Strategy 1.1.1 – Coordinate with public land owners along the byway to evaluate if the Scenic Byway designation can help leverage funding that enables them to achieve their land management goals, especially as they relate to natural land management within the viewshed of the roadway.

Strategy 1.1.2 – Coordinate with public land owners along the byway to organize volunteer efforts for enhancing natural lands (e.g. exotic plant removals, plant rescues, native plantings, etc.).

Strategy 1.1.3 – Compile various land acquisition plans (e.g. CARL, SOR, and EEL) within the region to identify opportunities to enhance current acquisition programs that maximize opportunities for visitors to experience the variety of natural resources available within the area.

Strategy 1.1.4 – Develop an exotic vegetation management plan within the byway corridor right-of-way.

Objective 1.2 – Protect and enhance the byway’s historic and cultural resources.

Strategy 1.2.1 – Enhance the Roseland Historic District’s visibility along the byway through appropriate gateway elements, interpretation, and streetscape treatments.



St. Sebastian River Preserve  
State Park



Exotic and invasive Australian  
Pines along Fellsmere Road



Fellsmere Community Building



Water conveyance  
canals along Micco Road



Transmission Lines along  
Micco Road

Strategy 1.2.3 – Review current status of historic structures along byway and target specific structures for pursuing local and/or national register status.

Strategy 1.2.4 – Coordinate with local municipalities and historical societies to leverage the byway's group support for obtaining grant funding for historic restoration projects.

Strategy 1.2.5 – Work with municipalities to develop incentives that encourage adaptive re-use of historic structures and promote preservation of historic structures, including a comprehensive plan for historic preservation in the City of Fellsmere.

Strategy 1.2.6 – Identify and integrate various historic and cultural resource assessments that have been performed for the byway area and identify additional resources for preservation and interpretation.

Objective 1.3 – Protect and enhance the byway's scenic resources

Strategy 1.3.1 – Perform a visual assessment of and develop a scenic conservation strategy for the byway corridor extension.

Strategy 1.3.2 – Work with municipalities to develop incentives that encourage scenic conservation within private development along the byway corridor.

Strategy 1.3.3 – Develop a landscape palette for byway improvements that reflects the historic landscape found within the area and provides continuity along the byway.

Strategy 1.3.4 – Work with municipalities to strengthen current sign ordinances to reduce visual clutter and promote cohesiveness along the byway extension.

Strategy 1.3.5 – Coordinate with Brevard County and local utility companies to developing solutions to reduce the visual impact of transmission lines and other utilities located along Micco Road.

Strategy 1.3.6 – Partner with Indian River County, Brevard County, and SJRWMD to develop strategies to enhance the water quality and aesthetics of the water conveyance canals along both Fellsmere Grade Road and Micco Road.

Objective 1.4 – Enhance the byway's recreational resources

Strategy 1.4.1 – Work with Brevard County to provide public access to Grant Flatwoods Sanctuary (Brevard EEL land north of Micco Road) that is currently closed to the public.

Strategy 1.4.2 – Identify opportunities within corridor limits to provide increased access to passive recreation experiences for those that have mobility issues.



Strategy 1.4.3 – Identify grant opportunities for recreational development and partner with local government agencies to target grant funding for improvements.

Strategy 1.4.4 – Work with local school crew teams to identify the improvements necessary to make C-54 Canal a nation-wide rowing destination and work with local governmental agencies to implement those improvements.

Objective 1.5 – Work with various governmental agencies to identify non-regulatory tools and incentives to protect and enhance intrinsic qualities along the byway corridor.



C-54 Canal

## **Goal 2 – Provide a high-quality experience for the byway user**

Objective 2.1 – Develop a Wayfinding Plan

Strategy 2.1.1 - Highlight resources that are accessed from the byway, but are not visually connected to the byway.

Strategy 2.1.2 – Highlight Fellsmere Grade Road as spur to additional recreation/conservation areas

Strategy 2.1.3 – Coordinate wayfinding plan with current wayfinding improvements in the area.

Objective 2.2 – Develop an Interpretive Plan that communicates the story of the byway’s resources.

Strategy 2.2.1 – Link extension story to overall corridor story.

Strategy 2.2.2 – Tell the story of regional watershed restoration efforts especially as it relates to improving the headwaters of both the St. Johns River and the Indian River.

Strategy 2.2.3 – Provide environmental education opportunities that highlight threatened and/or endangered species found in the region.

Strategy 2.2.4 – Highlight historic and cultural resources within the corridor.

Strategy 2.2.4 – Develop in-car interpretation system (e.g. podcast, cell-phone).

Objective 2.3 – Develop non-regulatory planning tools to provide guidance for public and private development along the byway.

Strategy 2.3.1 – Develop a landscape maintenance plan for best management practices of landscape within the corridor.

Strategy 2.3.2 - Develop an architectural pattern book for the byway that provides aesthetic guidance for new structures built along the byway (both public and private) so that future development along the byway compliments the established Old Florida character.



Fellsmere Inn





Scrub Jays at the St. Sebastian River Preserve State Park



Fellsmere Frog Leg Festival



Bullfrog Bash Rodeo Advertisement

Strategy 2.3.3 – Develop “Low-Impact Development” principals and strategies to encourage green development practices along the byway.

Objective 2.4 – Work with St. Sebastian River Preserve State Park to develop byway interpretation at the state park’s visitor center located on CR-507.

### Goal 3 – Leverage byway designation as a tool for economic development.

Objective 3.1 – Encourage compatible and complimentary land development uses for the byway corridor.

Strategy 3.1.1 – Work with municipalities to encourage development of various overnight accommodations (i.e. camping, bed and breakfasts, hotels, et cetera) along the byway.

Strategy 3.1.2 – Work with the City of Fellsmere to encourage continued development of a “Main Street” character for North Broadway Ave.

Objective 3.2 – Partner with local businesses to promote byway.

Strategy 3.2.1 – Encourage byway “welcome stops” with appropriate local tourist-related businesses that display interpretive information.

Strategy 3.2.2 – Develop promotional materials (such as byway placemats for restaurants) that local tourist-related businesses can use to encourage byway use.

Objective 3.3 – Promote recreational opportunities found within the byway extension.

Strategy 3.3.1 – Develop an Indian River Lagoon Scenic Byway birding marketing campaign that highlights the various birding “hot-spots” found along the entire Indian River Lagoon Scenic Byway (including the corridor extension).

Strategy 3.3.2 – Use byway marketing materials to highlight recreational events (e.g. Governor’s Cup – Collegiate Crew Event).

Strategy 3.3.3 – Work with Florida Fish and Wildlife Conservation Commission to identify opportunities to promote fishing and hunting opportunities within the byway extension area.

Strategy 3.3.4 – Identify special interest magazines (e.g. hunting, fishing, birding, et cetera) to publish related tourism articles regarding the byway extension.

Objective 3.4 – Develop a byway-led regional/state-wide event utilizing the recreational resources of the byway extension (e.g. adventure race, fishing tournament, rowing events, et cetera).

Objective 3.5 – Develop new or update existing

informational maps, brochures, and digital media to highlight resources and events within byway extension:

Strategy 1.1.4 – Highlight GobiFest and other natural resource based events.

Strategy 1.2.2 – Develop a walking tour for the historic structures within Roseland

Strategy 1.3.1 – Highlight local cultural festivals such as the Fellsmere Frog Leg Festival, Blues Festival, and the Fellsmere Rodeo.

#### **Goal 4 – Promote safe, multi-modal access to byway and its resources**

Objective 4.1 – Work with municipalities and metropolitan planning organizations (MPO) to incorporate byway into the comprehensive plan transportation element as well as the MPO's long-range transportation plans.

Objective 4.2 – Identify and integrate various greenway and trails plans and identify missing linkages to encourage appropriate multi-modal use of byway.

Objective 4.3 – Identify critical linkages in sidewalk network and work with municipalities to construct missing sidewalk links.

Objective 4.4 – Identify scenic pull-off locations along byway extension and work with local transportation departments to implement pull-offs.

#### **Goal 5 – Develop a strong grassroots support of the byway extension.**

Objective 5.1 – Provide byway information booths at local community events (i.e. Fellsmere Frog Leg Festival, Blues Festival, Gobi Fest, et cetera).

Objective 5.2 – Identify appropriate avenues within the byway extension area for advertising byway meetings.

Objective 5.3 – Occasionally hold monthly byway meeting within extension area.

Objective 5.4 – Develop partnerships with other like-minded organizations along byway extension.



## **PUBLIC MEETING**

**January 6, 2009 at 6:30 P.M.  
Fellsmere City Hall**

#### **PROJECT OVERVIEW**

The Indian River Lagoon Corridor Management Entity, a citizen-led group, and the Florida Department of Transportation are working in coordination to extend the limits of the Indian River Lagoon Scenic Byway in northern Indian River County and southern Brevard County.

The proposed corridor extension consists of a 34-mile loop beginning at the intersection of US 1 and Roseland Road. The corridor heads south along Roseland Road to CR 512. The corridor continues west on CR 512 to Fellsmere and then heads north on CR 507. The corridor continues east on Micco Road and terminates at the intersection of Micco Road and US 1.

As part of the application process, the Corridor Management Entity and Glatting Jackson (consultant) will hold a Public Meeting on January 6, 2009 beginning at 6:30 p.m. to provide information to the public regarding the project and to solicit public input.

#### **MEETING INFORMATION**

**Location:**  
Fellsmere City Hall  
City Council Chambers  
21 S. Cypress Street  
Fellsmere, Florida 32948

**Date and Time:**  
Tuesday, January 6th, 2009  
6:30 p.m. - 8:30 p.m.

#### **CONTACT INFORMATION**

**Dan Manley, RLA**  
Associate, Landscape Architect  
Glatting Jackson Kercher Anglin, Inc.  
120 N. Orange Avenue, Orlando, FL 32801  
Phone: 407.843.6552  
[dmanley@glatting.com](mailto:dmanley@glatting.com)



Indian River Lagoon Scenic Byway Corridor Extension  
Current Indian River Lagoon Scenic Byway

FUNDING IN PART BY FEDERAL HIGHWAY ADMINISTRATION

Public Meeting Advertisement

*"...the corridor must provide educational opportunities that relay a cohesive story or history regarding resources, features or events that occurred in the area and are, therefore, a part of 'Florida's Story.'"*

– Florida Scenic Highways Program Manual





## CORRIDOR EXTENSION STORY

The Fellsmere Corridor Extension provides the traveler with a glimpse of “Old Florida.” Situated in rural agricultural environs not far from the urbanized coast, visitors are treated to the environmental gems of the St. Sebastian River Preserve State Park and Fellsmere Trailhead Preserve, where the area’s distinctive natural communities sustain populations of threatened and endangered flora and fauna such as the Florida Scrub Jay, a bird endemic to the State of Florida. It’s also a place where historic “Old Florida” communities like the City of Fellsmere and the Town of Roseland still express their history through unique dining experiences and one-of-a-kind festivals celebrating the regions natural resources such as Goby Fest and the Fellsmere Frogleg Festival.

But the Fellsmere Corridor Extension does more than provide access to resources: it tells the story about the relationship between people and water in Florida. This relationship has run the gamut, from the first peoples utilizing the waterways for food and transportation to early twentieth century plans to tame the waterways by installing elaborate manmade drainage networks extensively altering the natural flow patterns. It is a story that illustrates a major theme of Florida’s history: the need to find the balance between responsible use of the land and protection and maintenance of the natural systems that are critical to our healthy environment.

Originally, the landscape of the Corridor Extension area was dotted with wetlands, and over time the water table rose to form ponds and lakes. These shallow bodies of water provided food and other resources to the Malabar people, who were probably the first people to settle in the area. The Malabar subsisted off of species such as bowfin, gar, turtles, and oysters; archaeological evidence indicates that these aquatic resources comprised about 80% of their diet.

Despite the presence of middens and other artifacts from early history, the area remained largely a wilderness area for centuries. Transportation to the region was limited until 1894, when Henry Flagler extended the rail line to the small cattle ranching community of Sebastian. The impact was almost immediate: with a rapid means of travel, agricultural products could reach markets north, and new settlers could easily access the region. Sebastian began to grow quickly afterwards, including the creation of the Roseland Inlet Company, which planned to open a canal to the Atlantic Ocean.



Fec Railroad Tracks

Just a few miles west at the headwaters of the St Johns River, the marshlands had remained largely untouched—in fact, an 1885 map uninvitingly labeled the area as “Unsurveyed Impassable Morass.” The St Johns Marsh was similar to the Everglades; white lily marsh interspersed with sawgrass as far as the eye could see. Frequent rainfall caused the headwaters to back up over the marshes, and anyone brave enough to extend their groves or fields to the area encountered consistent flooding.

In the early 1900s, a great period of land reclamation in Florida was beginning, largely because of great political will and the desire to attract more settlers to South Florida. Flagler’s Railroad succeeded at bringing people to the peninsula, but development was pinched within a narrow strip of developable land between the Coastal Ridge and the Lagoon. The intent of the reclamation projects was to open up thousands of acres west of the Coastal Ridge to agriculture. To achieve this, the state created a Board of Drainage to oversee twenty districts. The program largely succeeded in its task: over 1,441,000 acres of wetlands had been drained statewide by 1919.

One such drainage project occurred in the Corridor at the town of Fellsmere. A world traveler and engineer, E. Nelson Fell started Fellsmere Farms at present-day Fellsmere. This project would evolve into the largest privately-funded reclamation project in the

state. The company purchased 118,000 marshy acres with the intent to drain and sell as 10-, 20-, or 40-acre parcels to settlers and investors. To drain the land, a complex system of canals was built, including the present-day Fellsmere Canal. When completed, the Canal was 122 feet wide, 18 feet deep, and ran 8 miles long to reach the Indian River Lagoon. The spoil from the Canal construction was used to construct the Fellsmere Grade Road. Linkages were further improved in 1912 when a rail link to Sebastian—later called “The Dinky Line”—was built.

In 1911, the Fellsmere Farms company created a town plan complete with street names, parks, and even a charter that gave both men and women voting privileges, a first for a municipality south of the Mason-Dixon line. By 1915, Fellsmere became the second largest town in the county after Fort Pierce, and boasted its own newspaper, library, post office, bank school, church, and playhouse. The population boom, however, was short-lived: a massive flood later that year caused the drainage system to collapse, and prompted settlers to seek higher ground elsewhere. Growth was further hampered by the coming of World War I and bad publicity over a land draining scandal in the Everglades.

Although the original company of Fellsmere Farms folded, it was later reorganized in 1918 as the Fellsmere Company. After a failed experiment exporting muck, the town experienced its first major success by growing sugarcane. Ultimately the Fellsmere Sugar Company became so powerful that it took over the management of the drainage district and built a refinery. The market for sugar was strong enough to keep the town afloat during the Depression, and continued to be a major economic force in the area until 1965 when the sugar quota was shifted to Okeelanta.

In addition the market for sugar, the residents of Fellsmere were also supplemented by the market for frog legs in New York. Records indicate that frog legs were packed in 100 pound barrels and 20 pound navy kegs, iced down, and sent by railroad to Number 12 Fulton Market in New York City. Hunters were able to make a decent living for the year using pole boats that would yield 40-50 pounds a night. This catch increased threefold when the frog hunters began building their own airboats. The frog population and the market declined in the late 1950s but their abundance is still celebrated annually at the Fellsmere festival named in their honor.

Although the drainage of the St Johns River headwaters enabled a great deal of settlement and agriculture along the Corridor, the ecological effects have been less positive. An estimated 65% of the marshes and swamps that once fed the St Johns River have disappeared since the early 1900s, which has caused segmentation of the floodplain, remnant marsh patches, the loss of water storage capacity, and increased flooding. The drainage projects also altered wildlife habitat, and led to a marked decline in waterfowl and wading birds. Today, the SJRWMD and the ACOE are leading the \$200 million dollar Upper Basin project to restore 150,000 acres back to freshwater marshes. The Upper Basin Project aims to balance environmental needs with the urban needs, such as reliable flood



C-54 Canal



Historical marker in Fellsmere

protection. A major component of this project is the Fellsmere Water Management Area, which lies partially within the limits of the Extension and provides exceptional recreation opportunities in addition to ecological benefits. Closer to the Indian River Lagoon, the natural character of the Corridor Extension is dominated by the St Sebastian River Preserve State Park. Previously home to large cattle ranches, the State of Florida began to purchase large pieces of land in 1995 to protect the watershed of the St. Sebastian River and the Indian River Lagoon. The Preserve covers 22,000 acres—about one third of the watershed of the St Sebastian—and provides habitat to rare and protected species.

Today the Extension is an example of people and water finding a balance: the hydrologic health of the St Johns River headwaters and the St Sebastian River is gradually improving, and people still utilize the natural resources—though this time in less impactful ways. Now the byway is an outdoorsman's paradise offering spectacular recreational opportunities that draw enthusiasts from around the State of Florida and beyond. In addition to providing exceptional freshwater and estuarine fishing opportunities, the corridor also boasts exceptional hiking, hunting, birding, camping, equestrian, kayaking, and recreational driving that celebrate Florida's natural resources and provide a diverse array of experiences for a variety of travelers.

Above all, the Fellsmere Corridor Extension is the story of Florida: the story of people and water, and striking a balance between the two. The byway extension complements the existing byway by recognizing the inextricable link between the inland headwaters and their ultimate point of discharge into the Indian River Lagoon, a nationally significant estuary, and our state's only designated National Heritage River, the St. Johns. Restoration projects approaching the magnitude of Everglades's restoration occur along the extension providing a unique interpretive opportunity that demonstrates a greater understanding of the effect that human development has on the land, and the area's desire to be good land stewards. By experiencing these places that the byway provides access to, the traveler is made more aware of the connection between people and Florida's fragile hydrologic system.



Stick Marsh



*"A Community Participation Program (CPP) is an outreach program designed to heighten awareness, build consensus and foster public involvement in support of the corridor."*

– Florida Scenic Highways Program Manual



# COMMUNITY PARTICIPATION PROGRAM

The goal of the Community Participation Program (CPP) is to “promote community awareness, build consensus, and foster continued public involvement and support of the corridor.” To achieve this, the CPP for the Fellsmere Extension should be fully integrated into the processes established by the Indian River Lagoon National Scenic Byway. In addition, it is recommended that a Fellsmere Extension Sub-Committee be established as part of the Coalition, and whenever possible, it is also recommended that the meetings of the Coalition rotate among different locations along the entire Indian River Lagoon National Scenic Byway including the Fellsmere Corridor Extension.

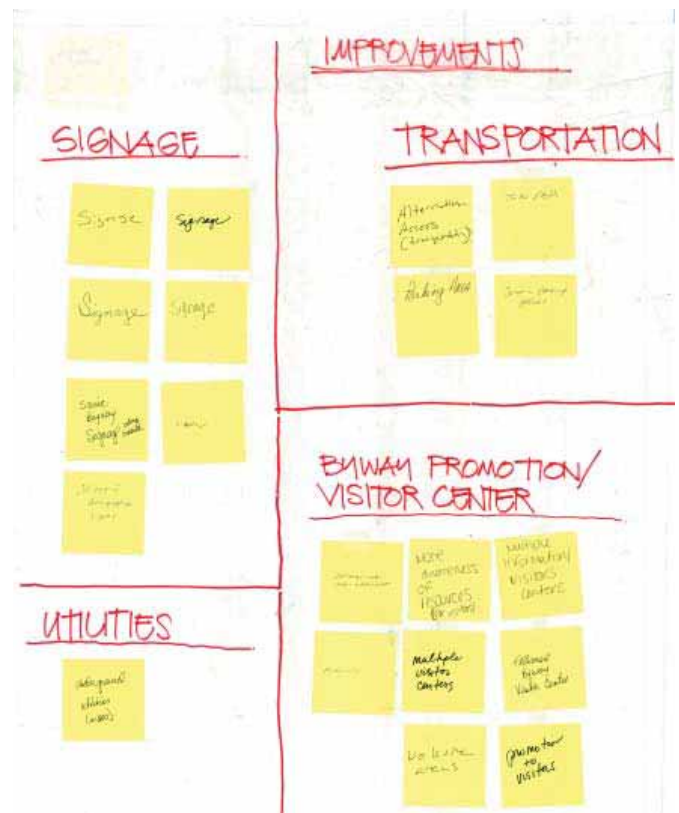
As part of the Application for Additional Corridor, a public meeting was held at the City of Fellsmere Council Chambers. A brief overview of the Florida Scenic Highways Program was presented as well as an overview of the Corridor Extension under consideration. As part of that meeting, the public was asked to provide input by commenting on those things that make the area unique and those things people would like to see improved as part of the scenic byway designation. In addition, the preliminary corridor limits were presented and those in attendance were asked to provide comment.



Input Session for Meeting Attendees

Continued community involvement is needed. Following designation of the Fellsmere Extension, the public should play an important role in the development of the Corridor Management Plan Five-Year Update and should be consulted at the beginning of the process and at least one point during the development of the update to ensure consensus and support. Meeting notifications should be placed at businesses along the corridor, in local newspapers, and on the websites of the Indian River Lagoon National Scenic Byway, the City of Sebastian, the City of Fellsmere, Indian River County, and Brevard County. Official notes should be recorded from each meeting and be made available within the following two weeks on the Scenic Highway website. The Coalition should target specific groups to engage in the process including local land and business owners along the Corridor as well as specific interest groups such as local Audubon Society chapters and historic preservation groups. In addition, the Coalition should determine strategic locations for advertising including physical structures (i.e. businesses and government buildings) as well as various print and digital media to advertise all meetings including regularly schedule Coalition meetings.

Awareness of the Corridor should be accomplished not only through public engagement at meetings, but also informally at special events (such as the Fellsmere Frogleg Festival and Goby Fest), where Coalition-sponsored informational booths could be set up to promote the byway and receive feedback from residents and business-owners. In addition, the Coalition should develop relationships with other special interest group and hold joint meetings and/or present at their meetings (and vice-versa) to provide relevant information about the byway to those like-minded organizations.



Input from public regarding desired byway extension improvements

The Coalition has obtained a number of resolutions or letters of support related to the support of this corridor extension, and these documents are contained herein.





*“Protection and preservation of a corridor’s intrinsic resources are critical to both the designation and the long term viability of the scenic corridor.”*

– Florida Scenic Highways Program Manual

The following section outlines the protection techniques available for the corridor extension and the scenic highway as a whole.



## PROTECTION TECHNIQUES

The long-term success of the Fellsmere Extension Corridor is dependent upon the protection techniques put in place today. These techniques must strike a balance between respecting private property rights and preserving the natural and cultural character of the byway. The current Corridor Management Plan provides a listing of agencies and organizations that could be partners in protecting the resources of the corridor.

In addition to the partners identified in the Corridor Management Plan, there are a number of non-regulatory strategies and initiatives that the Coalition can undertake related to education and voluntary measures<sup>1</sup> that will help to protect the resources found along the byway. **Education initiatives** can include providing planning documents to local developers such as architectural pattern books and landscape maintenance manuals that help convey the desired character of the Byway. **Voluntary measures** can include service projects related to exotic vegetation removal. Finally, **incentives** should be explored that provide incentive-based development review, the establishment of local grant programs, or tax incentives related to protection and enhancement<sup>1</sup>.

Should individual local governments desire to include additional protection measures within their comprehensive plans and local ordinances, the following strategies and techniques would be appropriate for use in protecting the Fellsmere Extension.

### Local Government Comprehensive Plans

For all Florida Scenic Highways, the local **Comprehensive Plan** is a primary tool to protect the Corridor's character and intrinsic resources not only through the Plans' goals, objectives and policies, but also through guiding land use decisions that affect the Corridor. Minimally, the Fellsmere Extension vision, boundaries, goals, objectives and strategies should be adopted into the Comprehensive Plans of the City of Sebastian, the City of Fellsmere, Indian River County, and Brevard County. Protection of the corridor can also be bolstered by its inclusion in the communities' Vision and various Plan Elements such as the Future Land Use, Transportation, Conservation, Recreation and Open Space Elements.

### Zoning and Land Development Regulations

Although Scenic Highways can be implemented through Land Development Regulations, an alternative approach to achieving the Corridor vision is through incentive zoning. Unlike regulations, **incentive zoning** can offer developers benefits such as increased density or intensity in return for complying with the Corridor Vision, such as providing a vegetative buffer between the roadway and the new development or using a clustered development pattern. **Cluster zoning** in particular is a very useful technique, particularly in rural corridors. The technique clusters allowable units into a portion of the site leaving the rest of the site in open space; this open space not only helps to maintain the visual quality of the Corridor, but may also perform important environmental functions that help maintain the health of the St Johns River and St Sebastian River watersheds.

Currently, all four local governments along the byway extension have **signage regulations** in place. It should be noted that while a designated scenic byway mandates "effective control" over signs pursuant to Chapter 479 of the Florida Statutes which implements the Federal Highway Beautification Act (FBHA), the roadways located on the extension are not a part of the Interstate system or



<Cluster Zoning Pic>

Caption Placeholder Text

the Federal-aid primary highway system. As a result, the above mandate does not apply and the Florida Department of Transportation does not provide signage review related to the regulation of outdoor advertising (i.e. billboards). Therefore, if not already in place, it is recommended that all four local governments consider the prohibition of billboards along the Corridor Extension as outlined in Chapter 479 of the Florida Statutes.

Should a local government desire further protection, an **overlay zoning district** could be established to preserve an area's unique character. For example, the City of Fellsmere has already established an overlay district for CR-512.

### Public Agreements

An **interlocal agreement** between government entities could also be pursued to promote a coordinated approach to protecting the Corridor. Another strategy that the Coalition should employ is to work with existing public entities that own land within the corridor extension to incorporate byway goals into their land management objectives on a voluntary basis<sup>1</sup>.

### Acquisition

The most dependable way to protect the character of the Corridor is through acquisition techniques. Although much of the land within the Corridor limits is under public ownership, some intrinsic resources may be privately-owned. Fee simple acquisition may not be necessary, and communities can pursue **scenic or conservation easements** over resources that are currently unprotected.

In order to identify the most beneficial protection techniques that are specific for the area, it is recommended that a visual assessment of the Extension be performed, and a strategic plan for scenic conservation be developed that identifies and prioritizes the key issues and develops specific strategies to resolve those issues.<sup>1</sup> *Conserving Our Treasured Places: Managing Visual Quality on Scenic Byways* is an excellent resource for strategic scenic conservation planning.



Caption Placeholder Text

<sup>1</sup> Maguire, M., Myerson, D., and Strohmeier, S., *Conserving our Treasured Places: Managing Visual Quality on Scenic Byways*. America's Byways Resource Center



The Funding and Promotion section of the Application for Additional Corridor provides a listing of potential sources of funds as well as documents potential promotional and marketing techniques that could be employed by the Coalition to promote the Corridor Extension as well as the Byway as a whole.



## FUNDING AND PROMOTION

In addition to the local government, state government, federal government, and private sources of funding enumerated in the Indian River Lagoon Corridor Management Plan, the following programs may provide a source of funding for the Fellsmere Extension:

### Federal Government:

National Scenic Byways Grants and Transportation Enhancement Funds for the implementation of the Corridor Management Plan

Rivers, Trails and Conservation Assistance from the National Park Service for further preservation of the St Sebastian River.

The U.S. Department of Agriculture's Farmland Protection Program to assist with potential acquisitions of conservation easements for agricultural land.

The Transportation and Community and System Preservation (TCSP) Program..

TEA-21 Sport Fish Restoration Program.



Cattle corral on Babcock Street

### State Government:

Florida Highway Beautification Council Grant Program for general beautification projects to be identified in the Corridor Management Plan.

Rural Development Program to help stimulate the local economy of the Corridor's rural area.

Historic Preservation Grants to preserve the historic resources of the community of Roseland and the City of Fellsmere.

Historic Special Categories Grants to pursue historic building renovations in the City of Fellsmere and to enhance historic exhibits along the Corridor

Cultural Grants Program to aid Corridor non-profits in the enrichment and diversification of cultural programming.

Coastal Management Grants Program to assist in the protection of the St Sebastian River watershed.

Florida Main Street Program may be utilized in the future to assist with the development of Fellsmere's commercial core that is associated with the Corridor.

Florida Small Cities Community Development Block Grant – Commercial Revitalization may be utilized in the future to assist with the development of Fellsmere's commercial core that is associated with the Corridor.

Florida Communities Trust (FCT) Land Acquisition Grants, Loans and Matching Grants for the further development of resource-based, passive recreation along the Corridor.

Florida Recreation and Development Assistance Grant Program to improve and enhance recreation opportunities along the Corridor.

Florida Land and Water Conservation Trust Fund to improve watershed quality and conservation along the Corridor.

Florida Boating Improvement Program to enhance boating opportunities along the St. Sebastian River, the Stick Marsh, and the Canal.

Advertising Match Grant to promote the resources and experiences of the Fellsmere Extension

Ecotourism/Heritage Tourism Grant Program for marketing and development of promotional materials.



Sebastian Canoe Launch funded in part by FRDAP Grant

General promotional techniques should include a cohesive system of wayfinding signage and interpretation throughout the Corridor; brochures highlighting the intrinsic resources of the Corridor; custom maps of the Corridor available to businesses (e.g. maps as placemats for local restaurants); and an increase of in exposure at special events that are related to the Corridor's resources.

In addition, it is recommended that the Coalition develop some methods for measuring the success of the Corridor Extension (and ultimately the entire byway) over time as corridor improvements and promotional techniques are employed. Such methods could include a Corridor Experience Survey that is available at various points along the byway, measuring the changes over time of gasoline sales along the byway, and reviewing existing data (e.g. Census employment data or bank deposits by businesses).

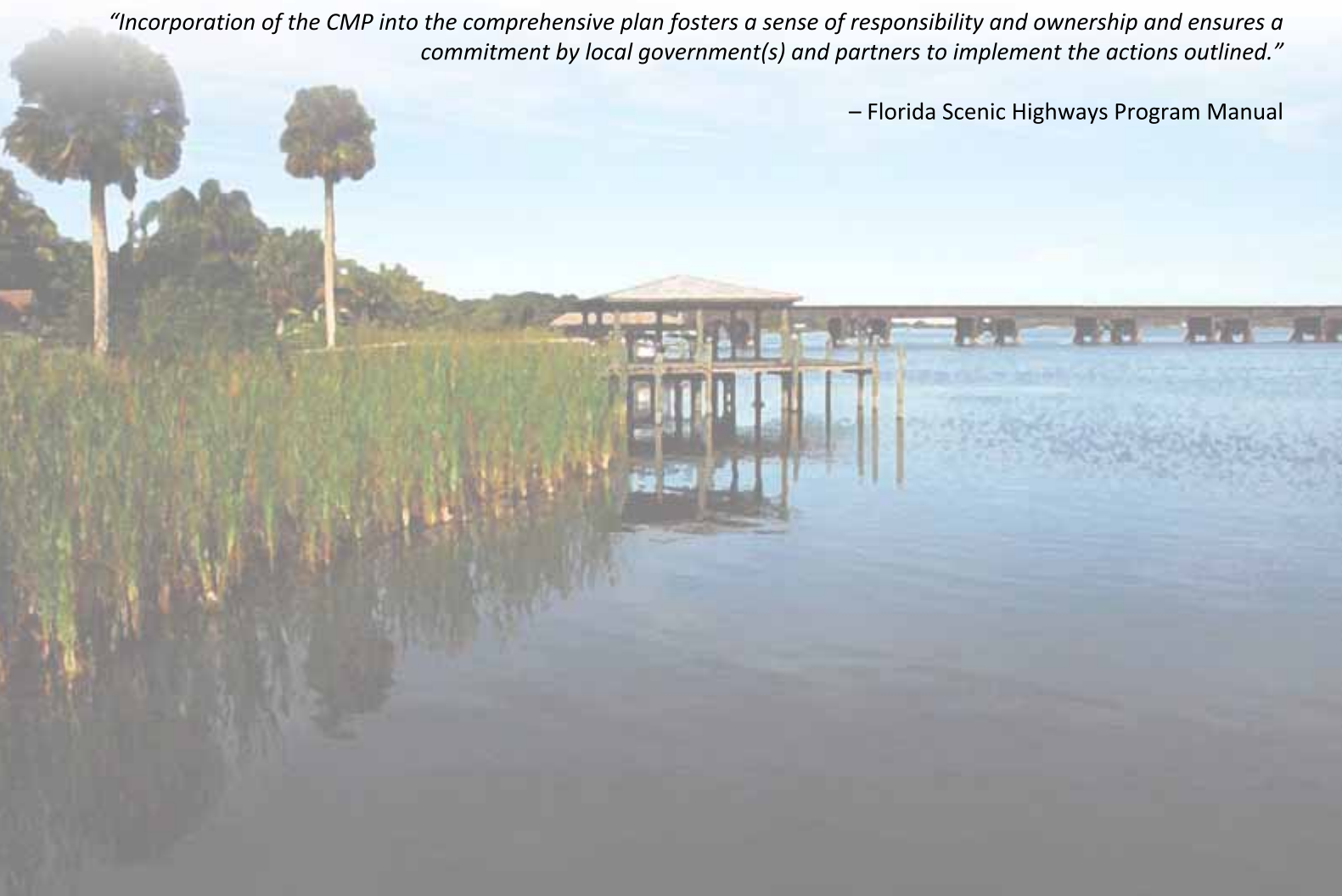
Ultimately, the above funding and promotion recommendations will need to be addressed and incorporated into the overall funding and promotion of the Indian River Lagoon National Scenic Byway by the Public Relations, Funding and Promotion Committee.



The Relationship to the Comprehensive Plan section provides a general overview of the current local governments' comprehensive plans as they relate to the existing byway and corridor extension and makes recommendations for updates to the individual plans.

*"Incorporation of the CMP into the comprehensive plan fosters a sense of responsibility and ownership and ensures a commitment by local government(s) and partners to implement the actions outlined."*

– Florida Scenic Highways Program Manual



## RELATIONSHIP TO THE COMPREHENSIVE PLAN

The proposed Corridor Extension lies within four local jurisdictions: Brevard County, Indian River County, the City of Sebastian, and the City of Fellsmere. In order to implement the Corridor Extension's goals and objectives, the Coalition will need to work with the planning staff of all four jurisdictions to update and amend Comprehensive Plans as needed. At a minimum, the following three items will need to be incorporated into the local government comprehensive plans:

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

### **Brevard County Comprehensive Plan**

The Brevard County Comprehensive Plan already includes policies referring to the Indian River Lagoon Scenic Byway; specifically, Objective 9 of the Transportation Element states that "Brevard County shall take actions necessary to establish and maintain a roadway network that enhances the social and natural environment while minimizing any potential negative impacts."

Policy 9.1 then goes on to list designated scenic roadways within the County, including the existing Indian River Lagoon Scenic Byway. Should the County wish to strengthen protection of the scenic and natural attributes of its portion of the Corridor Extension, amendments may be considered to the Conservation, Parks and Open Space, Historic Preservation, and Land Use Elements.

The Coalition should work with the Brevard County Planning Department to amend the Comprehensive Plan to include any revisions related to the Corridor Extension.

### **Indian River County Comprehensive Plan**

Though the Indian River Lagoon Scenic Byway traverses the length of the County, the Indian River County Comprehensive Plan does not currently refer to the existing Byway, other than to identify State Route A1A and US 1 as major north-south roadways. The Plan also identifies CR 512 as a major east-west connection between Sebastian and Fellsmere.

The Transportation Element does note on page 17 that the County has designated certain roads or road portions as scenic and historic roads: the Jungle Trail; Old Winter Beach Road; Quay Dock Road; Fellsmere Grade; and Gifford Dock Road. Later in the Element, under Objective 7: Land Use Compatibility, states Policy 7.5 where,

"The county hereby designates as historic and scenic roads the following:

- ° Jungle Trail ° Old Winter Beach Road
- ° Fellsmere Grade ° Quay Dock Road
- ° Gifford Dock Road

The county will prepare, adopt, and implement management plans for each of these roads in order to protect and enhance their scenic/historic character."

It is recommended that the County amend its Transportation Element to include the Indian River Lagoon Scenic Byway (with the Fellsmere Corridor Extension) and note that it will coordinate with Brevard County, the City of Sebastian, the City of Fellsmere, and the Coalition to implement the Corridor Management Plan.

### **City of Sebastian Comprehensive Plan**

The current Comprehensive Plan for the City of Sebastian was developed prior to the designation of the existing Indian River Lagoon National Scenic Byway (9/21/99). The City is currently in the process of drafting an update to the Comprehensive Plan. In the existing Comprehensive Plan, the City has established goals, objectives, and policies related to providing multi-modal transportation (Obj 2-1.1); the protection of neighborhood integrity, natural resources, aesthetics (Obj 2-1.5); and facilities for bicycle and pedestrian ways (Obj. 2-1.10).

### **City of Fellsmere Comprehensive Plan**

The City of Fellsmere Comprehensive Plan currently does not have any goals, objectives, or policies relating to scenic byways. The Plan will need to be amended to include policy in the Transportation Element about the proposed Corridor Extension, and ensure that its future roadway and land use development plans are in line with the Corridor vision and goals. Should the City of Fellsmere wish to integrate any of the byway goals (from either the existing or proposed extension) into its Comprehensive Plan, amendments may need to be considered for the Conservation, Recreation and Open Space, and Land Use Elements. The City may also want to consider adding a Historic Preservation Element.



The following Appendix contains miscellaneous information obtained or disseminated during the development of the Application for Additional Corridor.





**atlanta**

1389 peachtree st. ne, ste 310  
atlanta, ga 30309  
404-541-6552

**denver**

1523 18th st., ste 101  
denver, co 80202  
303-524-3090

**orlando**

120 n orange ave.  
orlando, fl 32801  
407-843-6552

**west palm beach**

222 clematis st., ste 200  
west palm beach, fl 33401  
561-659-6552