



DESIGNATION APPLICATION

# The Ridge Scenic Highway

---

February 2005



# The Ridge Scenic Highway Corridor Advocacy Group

Frostproof · Hillcrest Heights · Babson Park · Village of Highland Park · Lake Wales · Lake of the Hills · Dundee · Lake Hamilton · Haines City

## Board

Mimi Hardman  
*Chair*

Ted Nelson  
*Vice-Chair*

Becky Wynkoop  
*Secretary*

Curtis Knowles  
*Treasurer*

## Executive Committee

Johanna Buscher  
Heather McKinley  
Denning Cowles  
Irene Johnson

June 15, 2004

Ms. Lori Carlton  
Community Liaison  
Florida Department of Transportation  
P.O. Box 1249  
Bartow, FL 33831-1249

Dear Lori,

On behalf of the Ridge Scenic Highway Corridor Advocacy Group, I am pleased to submit to you the Designation Application with the Corridor Management Plan for the Ridge Scenic Highway. As you are well aware, this is a product of a dedicated group of more than 50 citizens and organizations. We thank the Department for its financial support of our administrative consultant, Glatting Jackson.

Our Eligibility Application documented the depth and breadth of intrinsic resources of the Ridge Scenic Highway. The region's unique ecology, rolling hills, and scenic citrus vistas are unparalleled in Florida and represent a characteristic chapter of the Florida Story. This Designation Application outlines innovative and ambitious approaches to preserve and enhance those resources.

I would like to thank you and your associates again for all your support and encouragement during the Eligibility and Designation phases. We look forward to the Implementation phase of the program and getting to work on the bold Action Plan that will protect and enhance the character and resources of the Ridge. Please contact me if you or the Scenic Highway Advisory Committee has any questions.

Sincerely,

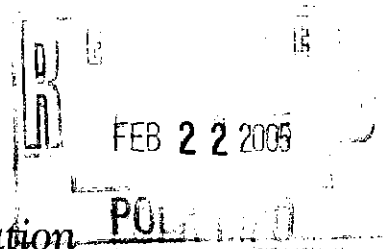
Mimi Reid-Hardman

Chair, Ridge Scenic Highway Corridor Advocacy Group  
Lake Wales Depot Museum and Cultural Center, 863-678-4209





## Florida Department of Transportation



JEB BUSH  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JOSÉ ABREU  
SECRETARY

February 16, 2005

Mimi Reid Hardman, Chairperson  
The Ridge Scenic Highway Corridor Management Entity  
300 Lakeshore Boulevard  
Lake Wales, Florida 33853

**Subject: Designation of The Ridge Scenic Highway as a Florida Scenic Highway**

Dear Madam Chairperson:

After careful consideration of the recommendation from the Scenic Highways Advisory Committee, I concur that The Ridge Scenic Highway has met the requirements of the Florida Scenic Highways Program necessary for *designation* as a Florida Scenic Highway. The Ridge Scenic Highway is a 38.7-mile section of State Road 17, located in Polk County, beginning at US 27 and extending north to US 17/92 in Haines City.

The Ridge Scenic Highway Designation Application demonstrates that the corridor meets the requirements as a Scenic Highway under the Scenic Corridor classification. Scenic corridors are designated Scenic Highways based on their natural, recreational, and/or scenic value to the State of Florida.

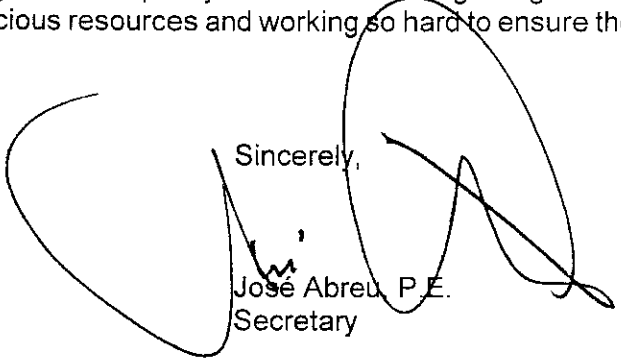
The Ridge Scenic Highway Corridor Advocacy Group (CAG) working closely with the City of Frostproof, Haines City, the Town of Dundee, the City of Hillcrest Heights, the Polk Transportation Planning Organization, the Town of Lake Hamilton, the City of Lake Wales, Polk County, private citizens, and public entities can preserve and sustain important resources for future generations to enjoy. The Ridge Scenic Highway Corridor Management Entity (CME) will educate the traveling public by "telling a story" about the beauty and uniqueness of The Ridge Scenic Highway corridor and its contributions to the quality of life in the State of Florida.

You will be receiving a list of recommendations arising from the Scenic Highway Advisory Committee's review of your Designation Application from the Florida Department of Transportation's District Five Office. Please address these recommendations in the Corridor Management Plan. The Florida Scenic Highways Program personnel look forward to assisting you in your future endeavors.

Ms. Mimi Reid Hardman  
February 16, 2005  
Page 2

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

Sincerely,



José Abreu, P.E.  
Secretary

JA:mb

cc: Distribution List



## **Distribution List:**

Honorable Andrew Bryan, Mayor, City of Hillcrest Heights  
Honorable Randy Martin, Mayor, Town of Lake Hamilton  
Honorable Earl Sehi, Mayor, City of Highland Park  
Honorable Ted Nelson, CAG Vice Chairman, City of Frostproof – City Commissioner  
Mr. Jim Gallagher, Town Manager, Town of Dundee  
Mr. Jeffrey Brown, City Manager, City of Frostproof  
Mr. Tony Otte, City Manager, City of Lake Wales  
Ms. Ann Toney-Deal, City Manager, City of Haines City  
Mr. Thomas Deardorff, Transportation Planning Manager, Polk County  
Transportation Planning Organization  
Mr. Eric Peterson, Principal Planner, Polk County Planning Division  
Mr. Curtis Knowles, CAG Treasurer, City Planner-Haines City  
Ms. Lynee Rodriguez, Senior Planner, Central Florida Regional Planning Council  
Ms. Margaret Swanson, Planning Director, City of Lake Wales  
Mr. Quen Wilson, Planning Manager, Polk County Planning Division  
Ms. Becky Wynkoop, CAG Secretary  
Ms. Lynne Marie Whately, Carter & Burgess, Inc.  
Mr. Andrew Nicol, Carter & Burgess, Inc.  
Mr. Shawn Hartzer, Department of Agriculture, Division of Forestry  
Mr. Terry Gilbert, Florida Fish and Wildlife Conservation Commission  
Mr. Walter Marder, Florida Department of State, Division of Historical Resources  
Ms. Pat Evans, Department of Environmental Protection  
Ms. Kerri Post, Visit Florida  
Mr. Brian Telfair, Federal Highway Administration  
Ms. Diane Quigley, Department of Community Affairs  
Mr. Jeff D'Amore, Office Manager, Tracker Maps, Inc.  
Mr. Kevin Lindeman, Production Manager, Universal Maps  
Mr. Frank Valentine, Dolph Map Company, Inc.  
Rand McNally Maps, c/o Consumer Response  
[www.Mapblast.com](http://www.Mapblast.com)  
[www.Mapquest.com](http://www.Mapquest.com)  
Mr. Stanley M. Cann, District Secretary, District 1  
Ms. Ysela Llort, Assistant Secretary for Intermodal Systems Development  
Mr. Kevin Thibault, Assistant Secretary for Transportation Policy  
Ms. Susan King, Scenic Highways Coordinator, District 1  
Ms. Lori Carlton, Community Liaison, District 1  
Mr. Michael J. Williams, Director of Planning and Production, District 1  
Mr. Dick Combs, Planning and Environmental Management Engineer, District 1  
Mr. Thomas E. Small, Right-of-Way Manager, District 1  
Mr. Ben Walker, Planning Manager, District 1  
Ms. Cindy Clemmons Adelante, Public Information Officer, District 1  
Ms. Carolyn H. Ismart, Manager Environmental Management Office  
Mr. Ken Towcimak, Director, Office of Right-of-Way  
Ms. Juanice Hagan, Assistant Director, Office of Right-of-Way  
Mr. Huey Whitehead, Maps and Publications, FDOT Central Office  
Mr. Alan Shopmyer, Survey and Mapping Office  
Mr. Dick Kane, PIO Director  
Mr. Bob Crim, State Environmental Development Engineer  
Mr. Mariano Berrios, State Scenic Highways Coordinator



# Designation Application

## Florida Scenic Highways Program

Level of designation the Applicant is seeking	
<input checked="" type="checkbox"/>	Florida Scenic Highway
<input type="checkbox"/>	National Scenic Byway
<input type="checkbox"/>	All-American Road

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

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

**State Road Number:** State Road 17      **Local Road Name:** Scenic Highway

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

**The Ridge Scenic Highway**

Date of Eligibility - Provide the date of the Letter of Eligibility. April 30, 2004

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

Mimi Reid-Hardman

CAG Chairperson

325 S. Scenic Highway Lake Wales, FL 33853  
Address

(863) 676-4209  
Phone Number

Corridor Management Entity

Mimi Reid-Hardman

CME Chairperson or Equivalent

325 S. Scenic Highway Lake Wales, FL 33853  
Address

(863) 676-4209  
Phone Number

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

X Mimi Reid-Hardman

Date 06/15/04

Corridor Advocacy Group Chairperson

X Mimi Reid-Hardman

Date 06/15/04

Corridor Management Entity Chairperson

X Rich Gomb

Date 6-22-04

Local General Purpose Government Representative

X Paul R. Myers

Date 7-2-04

Metropolitan Planning Organization

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



# Designation Application

## Florida Scenic Highways Program

Level of designation  
The Applicant is seeking  
☒ Florida Scenic Highway  
☐ National Scenic Byway  
☐ All-American Road

X Thomas M. Peterson  
Local General Purpose Government Representative  
City of Frostproof

Date 05-17-2004

X Andrew E. Bryan  
Local General Purpose Government Representative  
Town of Hillcrest Heights

Date 6-8-04

X Earl Schie  
Local General Purpose Government Representative  
Village of Highland Park

Date 6/8/04

X Clifford L. Longis  
Local General Purpose Government Representative  
City of Lake Wales

Date 6/7/04

X Ken J. Kell  
Local General Purpose Government Representative  
Town of Dundee

Date 6-10-04

X [Signature]  
Local General Purpose Government Representative  
Town of Lake Hamilton

Date 6/9/04

X "Roy" Tyler  
Local General Purpose Government Representative  
City of Haines City

Date 6-10-04



## Corridor Advocacy Group Membership List

### *Officers*

Chairperson  
Mimi Reid-Hardman  
300 Lakeshore Blvd  
Lake Wales, FL 33853  
(863) 678-4209

Vice-Chairperson  
Ted Nelson, City Commissioner  
City of Frostproof  
501 W Seventh Street  
Frostproof, FL 33843  
(863) 635-3933

Secretary  
Becky Wynkoop  
1210 Bryn Mawr Ave  
Lake Wales, FL 33845  
(863) 419-3229

Treasurer  
Curtis Knowles, City Planner  
P.O. Box 1507  
Haines City, FL 33845  
(863) 419-4854

### *Executive Committee*

Johanna Buscher  
536 South Lake Starr Blvd  
Lake Wales, FL 33898  
(863) 676-4854

Heather McKinley  
211 South Lake Starr Road  
Lake Wales, FL 33898  
(863) 676-7035

Deming Cowles, City Commissioner  
Town of Hillcrest Heights  
31 Oak Street  
Babson Park, FL 33827  
(863) 638-1189

Irene Johnson  
526 Greenway Drive  
Lake Wales, FL 33893  
(863) 678-1969



*Chairperson Mimi Reid-Hardman and Vice-Chairperson Ted Nelson*

# DESIGNATION APPLICATION FORM

## General Membership

Prefix	First Name	Last Name	Position	Company Name	Address	City	State	Postal Code	Work Phone
Mr.	Skip	Addison			222 Steedly Ave	Lake Wales	FL	33853	(863) 676-0166
	Mary & Larry	Beery			601 S Lake Starr Blvd	Lake Wales	FL	33898	(863) 676-4247
Mr.	Larry	Blackwelder		Hillcrest Heights	P.O. Box 129	Babson Park	FL	33827-0129	(863) 638-2732
Ms.	Peg	Boling			343 S Lake Starr Blvd	Lake Wales	FL	33898	(863) 676-6397
Mr.	William	Guess	Interim Manager	Town of Dundee	P. O. Box 1000	Dundee	FL	33838-1000	(863) 419-3100
Mr.	Jeffrey	Brown	Manager	City of Frostproof	P. O. Box 308	Frostproof	FL	33843-0308	(863) 635-7855
The Honorable	Andrew	Bryan	Mayor	Town of Hillcrest Heights	P. O. Box 129	Babson Park	FL	33827-0129	(863) 638-2732
Mr.	Bob	Burt		Dundee	P. O. Box 607	Dundee	FL	33838-0607	(863) 439-7077
Ms.	Johanna	Buscher	Secretary	Lake of the Hills	536 S Lake Starr Blvd	Lake Wales	FL	33898-7663	(863) 676-4854
Ms.	Lori	Carlton	Community Liaison	Florida Department of Transportation	P. O. Box 1249	Bartow	FL	33831-1249	(863) 519-2358
Ms.	Erica	Chambers		Lake Wales Depot Museum and Cultural Center	300 Lakeshore Blvd	Lake Wales	FL	33853	(863) 678-4209
Mr.	Vaughn	Cofe		Babson Park Visioning Group	218 Mountain Drive	Babson Park	FL	33827	(863) 638-1667
Ms.	Susan	Conner	Attorney	Mountain Lake Estates	P. O. Box 832	Lake Wales	FL	33859-0832	(863) 676-6301
The Honorable	Deming	Cowles	Commissioner	Hillcrest Heights	31 Oak Street	Babson Park	FL	33827	(863) 638-1189
Mr.	Thomas	Deardorff	Transportation Planning Manager	Polk Transportation Planning Organization	Drawer TSO5 - P. O. Box 9005	Bartow	FL	33831-9005	(863) 534-6454

# DESIGNATION APPLICATION FORM

Prefix	First Name	Last Name	Position	Company Name	Address	City	State	Postal Code	Work Phone
Mr.	John	Delcamp	General Manager	Mountain Lake Corporation	2300 N Scenic Highway	Lake Wales	FL	33853	(863) 676-3494
Dr.	Joan	Dick, Ph.D.		Lake of the Hills/Lake Wales	300 Chalet Suzanne Road	Lake Wales	FL	33859	(863) 676-4665
Ms.	Barbara	Else		Lake Wales Historical Society	618 S. Lake Shore Boulevard	Lake Wales	FL	33898	(863) 676-5317
Mr.	Greg	Esteve		Transportation Planning Organization CAC	3655 N Scenic Highway	Lake Wales	FL	33853	(863)676-8105
Mr.	Bob	Farewell		Chalet Suzanne	3900 Chalet Suzanne Road	Lake Wales	FL	33859	(863) 676-6311
Dr.	Paul	Fellers			1010 Ave X NE	Winter Haven	FL	33881	(863) 293-0486
Ms.	June	Felt	Director	Frostproof Historic Museum	131 Seminole Road	Babson Park	FL	33827	(863) 638-1225
Ms.	Kathe	Galloway			843 S Lake Starr Blvd	Lake Wales	FL	33898	(863) 676-4752
Ms.	DeLores	Garrett		South Starr Hills	502 South Starr Ridge Dr	Lake Wales	FL	33899	863-676-7886
Mr.	Richard	Greenwood		Haines City	502 Hinson	Haines City	FL	33845	(863) 419-3230
Ms.	Mimi	Hardman		Lake Wales Depot Museum and Cultural Center	300 Lakeshore Blvd	Lake Wales	FL	33853	(863) 676-2457 (h) (863) 678-4209 (w)
Mr.	Reid	Hardman		E Co Consultants	1065 Sunset Drive	Lake Wales	FL	33853	(863) 676-1251
Mr.	Francis	Hart	President	Lake of the Hills	405 Lake Starr Blvd	Lake Wales	FL	33898	(863) 676-8002
Mr.	Gordon	Henderson	President	Mountain Lake Estates	P. O. Box 832	Lake Wales	FL	33859-0832	(863) 676-6301
Ms.	Vita	Hinshaw		Chalet Suzanne	3800 Chalet Suzanne Road	Lake Wales	FL	33859	(863) 676-6011
Mr.	Eric	Hinshaw		Chalet Suzanne	1443 S. Lake Roy	Winter Haven	FL	33884	(863) 326-1157



# DESIGNATION APPLICATION FORM

Prefix	First Name	Last Name	Position	Company Name	Address	City	State	Postal Code	Work Phone
Ms.	Denise	Hinshaw		Chalet Suzanne	3800 Chalet Suzanne Road	Lake Wales	FL	33859	(863) 676-6011
Ms.	Christina	Hummel	Senior Planner	Powell, Fragala & Associates, Inc.	P.O. Box 6467, 5150 South Florida Avenue	Lakeland	FL	33807-6467	(863) 644-0951
Ms.	Irene	Johnson			526 Greenway Drive	Lake Wales	FL	33898	(863) 678-1969
Ms.	Margaret	Kampsen		Historic Dundee Depot Museum	P.O. Box 282	Dundee	FL	33838	(863) 439-1312
Mr.	Curtis	Knowles	City Planner	City of Haines City	P. O. Box 1507	Haines City	FL	33845-1507	(863) 419-5244 (863) 419-3229
Mr.	Ryan	Kordek	Transportation Planner	Polk Transportation Planning Organization	Drawer TSO5-P.O. Box 905	Bartow	FL	33831-9005	(863) 534-6558
Mr.	Conrad	Lantz		South Starr Hills	501 South Starr Ridge Dr	Lake Wales	FL	33898	863-676-7885
Ms.	Kathleen	Latimer		Town of Lake Hamilton	P.O. Box 126	Lake Hamilton	FL	33851-0126	(863) 439-1910
The Honorable	Randy	Martin	Mayor	Town of Lake Hamilton	P. O. Box 126	Lake Hamilton	FL	33851-0126	(863) 439-1910
Ms.	Tricia	Martin	Community Relations Director	The Nature Conservancy, Lake Wales Ridge Program	155 Pfundstein Road P. O Box 630	Babson Park	FL	33827	(863) 635-7506
Mr.	Bob	Martin	Treasurer	Mountain Lake Corporation	2300 N Scenic Highway	Lake Wales	FL	33853	(863) 676-3494
Mrs.	Heather	McKinley		Lake of the Hills	211 S Lake Starr Blvd	Lake Wales	FL	33898	(863) 676-7035
Ms.	Mary	Miller			P. O. Box 428	Frostproof	FL	33843-0428	(863) 635-4668
Ms.	Helen	Morrison		Babson Park Visioning Group	1351 Hollister Road	Babson Park	FL	33827	(863) 638-1624
Mr.	Ken	Morrison		Babson Park Visioning Group	PO Box 94	Balsam	NC	28707-0094	

# DESIGNATION APPLICATION FORM

Prefix	First Name	Last Name	Position	Company Name	Address	City	State	Postal Code	Work Phone
Ms.	Jennifer	Nanek		The Depot Museum	325 S. Scenic Highway	Lake Wales	FL	33898	(863) 678-4209
The Honorable	Ted	Nelson	Councilman	City of Frostproof	501 West Seventh Street	Frostproof	FL	33843-2419	(863) 635-3933
Ms.	Lita	O'Neill	Environmental Lands Operations Specialist	Polk County Natural Resources Division	P.O. Box 9005 Drawer ES-02	Bartow	FL	33832	(863) 534-7377
Mr.	Tony	Otte	Manager	City of Lake Wales	P. O. Box 1320	Lake Wales	FL	33859-1320	(863) 678-4182
Mr.	Erik	Peterson	Principal Planner	Polk County Planning Division	Drawer CS-06, PO Box 9006	Bartow	FL	33831-9006	(863) 534-6084
Ms.	Karen	Pickles			666 Lorraine Circle	Lake Wales	FL	33853	(863) 676-2959
Mr.	Jonny	Powell		Polk County Historical Society	1854 Canal Road	Lake Wales	FL	33853	(863) 439-5743
Ms.	Lynee	Rodriguez	Senior Planner	Central Florida Regional Planning Council	P. O. Box 2089	Bartow	FL	33831-2089	(863) 534-7130 Ext. 106
Mr.	Bob	Sarno		Cypresswood/Winter Haven Coalition	2996 Plantation Road	Winter Haven	FL	33884	(863) 324-0638
Ms.	Martha	Sehi		Highland Park LW	1337 Highland Park Drive	Lake Wales	FL	33898	(863) 676-1840
The Honorable	Earl	Sehi	Mayor	City of Highland Park	1337 Highland Park Drive	Lake Wales	FL	33898	(863) 676-1840
Ms.	Gaye	Sharpe	Environmental Lands Coordinator	Polk County Natural Resources and Drainage	P.O. Box 9005 Drawer ES-02	Bartow	FL	33831-9--5	(863) 534-7377
Ms.	Jeanne	Sisco			4030 N Scenic Highway	Lake Wales	FL	33898	(863) 676-2924
Ms.	Dawn	Spieth		Ridge Audubon Center	200 N. Crooker Lake Drive	Babson Park	FL	33827-0148	(863) 638-135
Mr.	J. William	Strange, P.E.		Dundee					
Mr.	Bob	Sullivan	President	Historic Bok Tower Sanctuary	1151 Tower Blvd	Lake Wales	FL	33853	(863) 676-1408

# DESIGNATION APPLICATION FORM

Prefix	First Name	Last Name	Position	Company Name	Address	City	State	Postal Code	Work Phone
Ms.	Margaret	Swanson	Planning Director	City of Lake Wales	201 Central Avenue W., P.O. Box 1320	Lake Wales	FL	33859-1320	(863) 678-4191
Ms.	Ann	Toney-Deal	Manager	City of Haines City	P. O. Box 1507	Haines City	FL	33845-1507	(863) 421-3650
Ms.	Cindy	Turner	Marketing Director	Historic Bok Tower Sanctuary	1151 Tower Blvd	Lake Wales	FL	33853	(863) 676-1408
Ms.	Nancy	Way	Secretary	Bi-Partisans	13 Rosalie Oaks Boulevard	Lake Wales	FL	33898	(863) 696-2230
Mr.	John	Webb			38217 Highway 27	Davenport	FL	33837	
Ms.	Susan	Welborn		Babson Park Vision Group	361 Lake Avenue	Babson Park	FL	33827	(863) 638-7308
Ms.	Quen	Wilson	Planning Manager	Polk County Planning Division	Drawer CS-06, PO Box 9005	Bartow	FL	33831-9005	(863) 534-6084
Ms.	Becky	Wynkoop		Lake of the Hills/Lake Wales	1210 Bryn Main Ave	Lake Wales	FL	33853	(863) 676-8731



## Table of Contents

<b>Endorsement by the Florida Department of Transportation Secretary .....</b>	<b>ii</b>
<b>Designation Application Form.....</b>	<b>iii</b>
Corridor Advocacy Group Membership List.....	v
Officers.....	v
Executive Committee .....	v
General Membership .....	vi
<b>Letter of Eligibility.....</b>	<b>xi</b>
<b>Table of Contents .....</b>	<b>xii</b>
Tables of Exhibits.....	xv
<b>Executive Summary .....</b>	<b>1</b>
The Corridor .....	1
The Scenic Highway Designation Process .....	1
The Corridor Management Plan .....	1
<b>1 Ridge Scenic Highway Vision and Concept Plan .....</b>	<b>4</b>
Corridor Vision.....	4
Goals Objectives and Strategies .....	4
Community Participation Program .....	4
Resource Protection, Maintenance, Preservation and Enhancement.....	4
Transportation and Safety .....	5
Education and Corridor Story .....	5
Sustainable Agriculture and Ecotourism.....	6
Administration.....	6
Concept Plan.....	6
<b>2 Action Plan.....</b>	<b>16</b>
Summary of Short Term Action Items .....	16
Descriptions of Short Term Action Items.....	17
Bylaws.....	18
Byway Designation .....	18
Education/Awareness/Community Participation .....	18
Environmental/Land Use.....	19
Fundraising/Grants .....	23
Historian .....	23
Hospitality .....	23
Membership.....	23
Nominating.....	24
Projects .....	25
Publicity .....	29
Telephone.....	31
Long Term Action Items .....	32
<b>3 Community Participation Program.....</b>	<b>34</b>
Community Support and Participation .....	34
Education and Corridor Story .....	34
Administration .....	35
Promotional Techniques .....	35
<b>4 Local Support .....</b>	<b>36</b>

Letters of Support .....	36
Groups and Organizations Involved in Preparing the Corridor Management Plan .....	36
Resolutions .....	37
Newspaper Articles.....	37
Surveys .....	37
Design Workshop .....	40
<b>5 Partnerships.....</b>	<b>41</b>
Government Agencies .....	41
Community Groups and Institutions.....	41
Local Businesses.....	42
<b>6 Corridor Management Entity .....</b>	<b>44</b>
Purpose .....	44
Bylaws for the Ridge Scenic Highway Corridor Management Entity.....	44
<b>7 Background Conditions Analysis.....</b>	<b>53</b>
Corridor Limits .....	53
Roadway and Right-Of-Way Description .....	53
Right-of-Way .....	53
Maintenance .....	53
Existing Land Use and Zoning .....	56
Unincorporated Polk County.....	56
City of Frostproof.....	56
Town of Hillcrest Heights .....	56
Village of Highland Park.....	56
City of Lake Wales.....	56
Town of Dundee.....	57
Town of Lake Hamilton .....	57
City of Haines City.....	57
Opportunities and Constraints .....	57
Future Land Use .....	66
Unincorporated Polk County.....	66
City of Frostproof.....	66
Town of Hillcrest Heights .....	66
Village of Highland Park.....	67
City of Lake Wales.....	67
Town of Dundee.....	67
City of Haines City.....	67
Opportunities and Constraints .....	67
Signage .....	74
Unincorporated Polk County.....	74
City of Frostproof.....	74
Town of Hillcrest Heights .....	74
Village of Highland Park.....	75
City of Lake Wales.....	75
Town of Dundee.....	76
Town of Lake Hamilton .....	76
City of Haines City.....	76
Opportunities and Constraints .....	77
Safety Issues .....	77
Opportunities and Constraints .....	78

Traffic Volumes/User Types .....	81
Opportunities and Constraints .....	81
Levels of Service .....	81
Opportunities and Constraints .....	81
Transportation Planning .....	85
Multi-Use Trails Master Plan .....	85
Local Governments .....	86
Opportunities and Constraints .....	86
Roadway Improvements .....	86
Opportunities and Constraints .....	86
Protection Techniques .....	86
Environmental Protection .....	86
Private Land Acquisition .....	89
Historic Preservation Areas .....	89
Opportunities and Constraints .....	90
Environmental Conditions – The Unique Lake Wales Ridge .....	90
Lands Identified as Naturally Significant .....	92
Other Programs .....	95
<b>8 Intrinsic Resource and Designation Criteria .....</b>	<b>96</b>
Universal Criteria 1: Resources Must be Visible from the Roadway .....	96
Universal Criteria 2: The Corridor Must “Tell a Story” that Relates to Its Intrinsic Resources. ....	96
Universal Criteria 3: Must be a Public Road that Safely Accommodates Two-Wheel Drive Automobiles. ....	96
Universal Criteria 4: Corridor Must Exhibit Significant, Exceptional, and Distinctive Features of the Region it Traverses. ....	96
Archeological Resources .....	96
Historic Resources .....	97
Cultural Resources .....	104
Recreational Resources .....	111
Natural Resources .....	117
Scenic Resources .....	120
Universal Criteria 5: Roadway Must be at Least One Mile in Length and, if Appropriate, Provide Access to the Resources. ....	129
Universal Criteria 6: A Majority of the Corridor Must Exhibit the Qualifying Resources. These Resources Should be as Continuous as Possible, for the Present and Future. ....	129
Universal Criteria 7: A Corridor Advisory Group Must be Organized to Support the Scenic Highway Designation. ....	129
Universal Criteria 8: A Community Participation Program Must be Developed and Implemented. ...	129
Universal Criteria 9: Strong Local Support Must be Demonstrated. ....	129
Universal Criteria 10: A Corridor Management Plan Must be Developed with the Endorsement of the Local Government. ....	129
<b>9 Corridor’s Story .....</b>	<b>131</b>
Natural Setting along the Corridor .....	131
Early Residents along the Corridor .....	132
Early Industries of the Corridor .....	132
The Early Nineteenth Century - Polk County and Township Established along the Corridor .....	133
The Corridor and the Railroad .....	133
The Good Roads Movement and Construction of the Scenic Highway .....	135
The Florida Land Boom and Bust .....	136
Unique Attractions Develop along the Corridor .....	136



Historic Preservation Takes Root along the Corridor.....	138
Environmental Preservation – Public and Private Partnerships Preserving Unique Habitats along the Corridor .....	139
Attractions that Teach and Entertain .....	140
Works Cited.....	141
<b>10 Protection Techniques.....</b>	<b>142</b>
<b>11 Funding .....</b>	<b>143</b>
Partnerships .....	143
Local Funding Sources .....	143
Pay as You Go.....	143
Borrowing .....	144
State and Federal Funding Sources.....	145
General .....	145
Economic Development .....	145
Education.....	147
Conservation and Recreation .....	148
Historical and Cultural .....	151
Balanced Transportation System.....	153
Conservation Funding.....	155
Additional Funding.....	157
<b>12 Comprehensive Plan Relationship .....</b>	<b>158</b>
Existing Goals and Objectives that Support CME Goals and Strategies.....	158
Polk County.....	158
City of Frostproof.....	161
Town of Hillcrest Heights .....	162
Village of Highland Park.....	162
City of Lake Wales.....	163
Town of Dundee.....	165
Town of Lake Hamilton .....	166
City of Haines City.....	167
Local Government Policies that Directly Reference the Ridge Scenic Highway.....	169
<b>13 Definitions .....</b>	<b>170</b>

## Tables of Exhibits

Figure 1: Corridor Location .....	54
Figure 2: Corridor Limits .....	55
Figure 3: Polk County Existing Land Use .....	58
Figure 4: City of Frostproof Existing Land Use .....	59
Figure 5: Town of Hillcrest Heights Existing Zoning .....	60
Figure 6: Village of Highland Park Zoning Map .....	61
Figure 7: City of Lake Wales Zoning Map .....	62
Figure 8: Town of Dundee Existing Land Use Map.....	63
Figure 9: Town of Lake Hamilton Zoning Map .....	64
Figure 10: City of Haines City Existing Land Use Map.....	65
Figure 11: Polk County Future Land Use .....	68
Figure 12: City of Frostproof Future Land Use .....	69
Figure 13: Village of Highland Park Future Land Use.....	70
Figure 14: City of Lake Wales Future Land Use .....	71

## TABLE OF CONTENTS

Figure 15: Town of Dundee Future Land Use .....	72
Figure 16: Haines City Future Land Use .....	73
Figure 17: High Crash Locations Chart, January 1, 1999 – December 31, 2001 .....	79
Figure 18: High Crash Locations Map.....	80
Figure 19: Traffic Volumes .....	83
Figure 20: Level of Service Map .....	84
Figure 21: Topography .....	93
Figure 22: Ecological Features .....	94
Figure 23: Historic Resources Listed by the National Register of Historic Places.....	103
Figure 24: Churches .....	105
Figure 25: Government Facilities .....	106
Figure 26: Museums, Clubs, Colleges, and Civic Centers.....	110
Figure 27: Recreational Facilities .....	114
Figure 28: Land in Conservation .....	119
Figure 29: View Types and Significant Vistas .....	123
Figure 30: Scenic Pull-Off Viewsheds.....	124
Figure 31: Lake Hamilton Scenic Pull-Off Viewshed .....	125
Figure 32: Dundee Scenic Pull-Off Viewsheds .....	126
Figure 33: Bok Tower Scenic Pull-Off Viewshed .....	127
Figure 34: Lake Moody Scenic Pull-Off Viewsheds .....	128
Figure 35: Intrinsic Resources Distribution .....	130
Table 1: Safety Enhancements Needed along SR 17 .....	39
Table 2: Additional Enhancements Needed along SR 17 .....	39
Table 3: Unincorporated Polk County On-Premise Sign Standards .....	75
Table 4: City of Lake Wales Industrial Sign Standards .....	76
Table 5: Crash Data Summary, January 1, 1999 – December 31, 2001 .....	77
Table 6: Existing and Forecasted Vehicle Volumes .....	82
Table 7: SR 17 Level of Service .....	82
Table 8: Programmed Roadway Improvements.....	86
Table 9: Buildings Listed on National Register within One Mile of the Ridge Scenic Highway.....	98
Table 10: Buildings Listed on State Historic Site File within 500 feet of the Ridge Scenic Highway.....	100
Table 11: Water Access .....	113

### Designation Application Appendix (under separate cover)

- Letters of Support
- Local Government Resolutions
- Newspaper Articles
- Minutes of Corridor Advocacy Group Meetings (September – December 2003)



## Florida Department of Transportation

JEB BUSH  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JOSÉ ABREU  
SECRETARY

April 30, 2004

Ms. Mimi Reid Hardman  
Chairman, Corridor Advocacy Group  
The Ridge Scenic Highway  
300 Lakeshore Boulevard  
Lake Wales, Florida 33853

**Subject: Eligibility of The Ridge Scenic Highway**

Dear Ms. Hardman:

After careful consideration of the recommendation from the Scenic Highways Advisory Committee, I concur that The Ridge Scenic Highway has met the *eligibility* requirements of the Florida Scenic Highways Program necessary for possible designation as a Florida Scenic Highway. The segment of The Ridge Scenic Highway eligible for designation as a Florida Scenic Highway is a 38.7-mile section of U.S. 17, located in Polk County, beginning at US 27 and extending north to US 17/92 in Haines City. The Ridge Scenic Highway's Eligibility Application demonstrates that the roadway corridor contains cultural, historical, archeological, recreational, natural, and scenic intrinsic resources that are of great value to the State of Florida.

The Ridge Scenic Highway Corridor Advocacy Group, working closely with Polk County, the municipalities of Frostproof, Hillcrest Heights, Highland Park, Lake Wales, Dundee and Lake Hamilton, private citizens, and other public interests, can preserve and sustain these important intrinsic resources for future generations to enjoy. The Ridge Scenic Highway's Corridor Advocacy Group (CAG) can serve to educate the traveling public by "telling a story" about the beauty and uniqueness of this corridor and its contributions to the quality of life in the State of Florida.

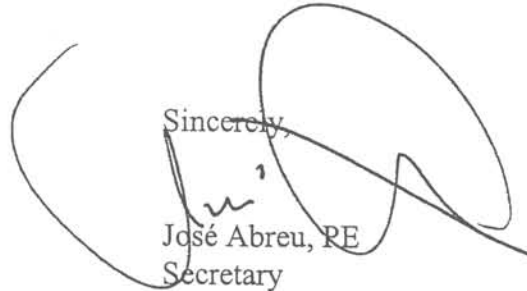
You will be receiving a list of recommendations arising from the Scenic Highway Advisory Committee's review of your eligibility application from the Florida Department of Transportation's District Four Office. Please address the recommendations in the Designation Application/Corridor Management Plan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

Ms. Mimi Reid Hardman

April 30, 2004

Page 2

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

Sincerely,  
  
José Abreu, PE  
Secretary

JA:mb

cc: Distribution List

## Distribution List:

Mr. Ted Nelson, CAG Vice-Chairman, City of Frostproof – City Commissioner  
Ms. Becky Wynkoop, CAG Secretary  
Mr. Curtis Knowles, CAG Treasurer, City Planner – Haines City  
Mr. Matthew Brock, City Manager, Town of Dundee  
Mr. Andrew Bryan, Mayor, City of Hillcrest Heights  
Mr. Thomas Deardorff, Transportation Planning Manager, Polk Transportation Planning Organization  
Mr. Randy Martin, Mayor, Town of Lake Hamilton  
Mr. Tony Otte, City Manager, City of Lake Wales  
Mr. Eric Peterson, Principal Planner, Polk County Planning Division  
Ms. Lynee Rodriguez, Senior Planner, Central Florida Regional Planning Council  
Mr. Earl Sehi, Mayor, City of Highland Park  
Ms. Margaret Swanson, Planning Director, City of Lake Wales  
Ms. Ann Toney-Deal, City Manager, City of Haines City  
Mr. Quen Wilson, Planning Manager, Polk County Planning Division  
Mr. Ricky Langley, District Secretary, District 1  
Ms. Susan King, Scenic Highways Coordinator, District 1  
~~Ms. Lori Carlton, Community Relations, District 1~~  
Mr. Michael J. Williams, Director of Planning and Production, District 1  
Mr. Dick Combs, Planning and Environmental Management Engineer, District 1  
Mr. Thomas E. Small, Right-of-Way Manager, District 1  
Mr. Ben Walker, Planning Manager, District 1  
Ms. Maryemma Bachelder, Public Information Officer, District 1  
Ms. Ysela Lloret, Acting Assistant Secretary for Intermodal Systems Development  
Ms. Carolyn H. Ismart, Manager, Environmental Management Office  
Mr. Bob Crim, State Environmental Development Engineer  
Mr. Mariano Berrios, State Scenic Highways Coordinator  
Mr. Ken Towcimak, Director, Office of Right-of-Way  
Ms. Juanice Hagan, Assistant Director, Office of Right-of-Way  
Mr. Huey Whitehead, Maps and Publications, FDOT Central Office  
Mr. Alan Shopmyer, Survey and Mapping Office  
Mr. Dick Kane, PIO Director  
Ms. Lynne Marie Whately, Carter & Burgess, Inc.  
Mr. Andrew Nicol, Carter & Burgess, Inc.  
Mr. Terry Gilbert, Florida Fish and Wildlife Conservation Commission  
Mr. Walter Marder, Florida Department of State, Division of Historical Resources  
Mr. Roger Wilburn, Department of Community Affairs  
Ms. Pat Evans, Department of Environmental Protection  
Mr. Eric Ford, Department of Agriculture and Consumer Services  
Ms. Clarissa Otero, Visit Florida  
Mr. Brian Telfair, Federal Highway Administration  
Mr. Jeff D'Amore, Office Manager, Tracker Maps, Inc.  
Mr. Kevin Lindeman, Production Manager, Universal Maps  
Mr. Frank Valentine, Dolph Map Company, Inc.



Rand McNally Maps, c/o Consumer Response  
[www.Mapblast.com](http://www.Mapblast.com)  
[www.Mapquest.com](http://www.Mapquest.com)

## Executive Summary

### The Corridor

The Ridge Scenic Highway, located in Polk County, extends 38.7-miles along the Lake Wales Ridge, from its intersection with US 27 south of Frostproof to its intersection with US 17/92 in Haines City. The proposed scenic highway corridor travels through the historic communities of Frostproof, Hillcrest Heights, Babson Park, the Village of Highland Park, Lake Wales, Lake of the Hills, Dundee, Lake Hamilton and Haines City. This scenic corridor introduces travelers to historic communities and rural agricultural Central Florida. SR 17, or Scenic Highway as it is locally known, serves the historic centers of these communities and provides access to cultural facilities and historic sites that help promote and preserve the local culture. Winding along the Lake Wales Ridge, SR 17 provides scenic vistas and access to lakes, natural areas, citrus agricultural fields and unique Florida attractions.

### The Scenic Highway Designation Process

The Ridge Scenic Highway Corridor Advocacy Group (CAG) is seeking Florida Scenic Highway designation for SR 17, from its intersection with US 27 south of Frostproof to its intersection with US 17/92 in Haines City. The Florida Scenic Highway process is divided into three phases:

#### 1) Eligibility Phase

- Organize Corridor Advocacy Group (CAG), the applicant for the corridor.
- Submit the Letter of Intent, which informs the Florida Department of Transportation of the CAG's intent to pursue Florida Scenic Highway designation.
- Develop the Eligibility Application, a detailed presentation of existing conditions and intrinsic resources found along the corridor.

#### 2) Designation Phase

- Develop the Corridor Management Plan, which presents recommendations for preserving, maintaining, protecting, and enhancing the resources located along the

roadway. The Corridor Management Plan will serve as a long-range planning tool, laying out both a vision for the roadway and mechanisms by which to achieve the vision.

- Submit the Designation Application form providing general information about the roadway and endorsement of the Corridor Management Plan by the Corridor Advocacy Group, and local governments. This form and the Corridor Management Plan make up the Designation Application.

#### 3) Implementation Phase

After designation, a Corridor Management Entity, comprised of community representatives from the entire corridor, will implement the vision and action plan outlined in the Corridor Management Plan so that the Scenic Highway becomes a reality.

The Ridge Scenic Highway Corridor Advocacy Group, consisting of over 50 members representing each of the municipalities found along the corridor, business groups, civic groups, environmental groups and local residents, was formally organized on March 11, 2003. The CAG submitted the Letter of Intent to the Florida Department of Transportation on May 21, 2003 and held a pre-application meeting on May 19, 2003 at the Haines City City Hall. The CAG submitted the Eligibility Application on December 22, 2003, completing phase one of the application process.

This Designation Application, which includes the Corridor Management Plan, will complete the second phase of the designation process. The Corridor Advocacy Group and the local governments, in partnership with the Florida Department of Transportation, look forward to working together in the implementation phase to implement the Vision outlined in the Corridor Management Plan.

### The Corridor Management Plan

The Corridor Management Plan is the culmination of over a year of work by the Corridor Advocacy Group. The Corridor

Management Plan outlines the Vision, policies and a plan by which to maintain, preserve, protect, and enhance the intrinsic resources located along the scenic highway. The document is an implementation tool to be used by the Corridor Management Entity throughout the implementation phase to organize their efforts, pursue funding, and garner community support.

The Designation Application and Corridor Management Plan have been formatted to meet all the requirements of the Florida Scenic Highway program as outlined in the Florida Scenic Highway Manual. The report consists of thirteen sections.

- |   |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | <i>Vision and Concept Plan</i>               | This is the most critical section, summarizing the overall approach of the entire Corridor Management Plan. It contains the Corridor Vision, Goals and Strategies, and the Concept Plan. The Vision describes the Corridor Advocacy Group's wishes for the corridor twenty years from now. The Goals and Strategies and the Concept Plan define the tools and projects that the Corridor Management Entity will enlist to achieve the Vision. |
| 2 | <i>Action Plan</i>                           | This section outlines in a step-by-step manner how the Corridor Management Entity will protect the resources of the Scenic Highway. The Action Plan outlines projects and activities along with potential partners and funding sources.                                                                                                                                                                                                       |
| 3 | <i>Community Participation and Promotion</i> | This section describes how the Corridor Management Entity will publicize the scenic highway and get the residents and businesses of the Ridge communities involved.                                                                                                                                                                                                                                                                           |
| 4 | <i>Local Support</i>                         | This section lists collected letters of support and newspaper articles.                                                                                                                                                                                                                                                                                                                                                                       |
| 5 | <i>Partnerships</i>                          | This section includes a list of targeted members and partners of the Corridor Management Entity.                                                                                                                                                                                                                                                                                                                                              |
| 6 | <i>Corridor Management Entity</i>            | This section describes the future Corridor Management Entity by presenting its bylaws. The Corridor Management Entity will be the caretaker of the Corridor Management Plan, overseeing implementation of the plan and the preservation and enhancements of resources located along the Ridge Scenic Highway.                                                                                                                                 |
| 7 | <i>Background Conditions Analysis</i>        | This section is a summary of current conditions along SR 17, including land use, environmental, and transportation-related issues.                                                                                                                                                                                                                                                                                                            |
| 8 | <i>Designation Criteria</i>                  | The Florida Department of Transportation has 10 criteria roads must meet to be eligible for scenic highway designation. This section describes how the Ridge Scenic Highway meets all 10 criteria.                                                                                                                                                                                                                                            |

- |    |                                        |                                                                                                                                                                                                                                                                                           |
|----|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9  | <i>Corridor's Story</i>                | The history of Scenic Highway and its communities is part of the Florida Story. This section is a historical background on SR 17 and the communities through which it passes.                                                                                                             |
| 10 | <i>Protection Techniques</i>           | Outlines the tools to be used to protect, preserve, enhance and expand the intrinsic resources along the corridor.                                                                                                                                                                        |
| 11 | <i>Funding</i>                         | Potential funding sources matched to specific Action Items are included in the Action Plan. This section consists of a more general discussion of potential funding sources, including a listing of state and federal grants.                                                             |
| 12 | <i>Comprehensive Plan Relationship</i> | This section summarizes how the Scenic Highway Goals and Strategies are supported by the Comprehensive Plans of local governments, and vice versa. It is a requirement of the Florida Scenic Highway Program that all local government Comprehensive Plan's reference the scenic highway. |
| 13 | <i>Definitions</i>                     | Like many government programs, the Florida Scenic Highway program has a language all its own. In this section, the jargon is defined in plain English.                                                                                                                                    |

# Ridge Scenic Highway Vision and Concept Plan





# 1 Ridge Scenic Highway Vision and Concept Plan

## Corridor Vision

The Corridor Advocacy Group's vision for the Ridge Scenic Highway is stated below. The vision statement is phrased from a future perspective, looking back at the Corridor Management Entity's accomplishments.

*The Ridge Scenic Highway contains a wide variety of natural, scenic, historical, cultural, and recreational resources of regional and national significance along the Lake Wales Ridge. The corridor is rich in archaeological sites, cultural enclaves, tourist destinations, historic commercial and residential districts (some listed on the National Register), farming communities, national landmarks, conservation lands, migratory bird preserves, and green spaces. Its rolling hills and valleys, pristine waters, and high sandy ridge have promoted healthy living and scenic vistas for past generations. The Ridge Scenic Highway Corridor Management Entity has worked with local, state, and federal governments, citizen groups, and non-profit organizations. These continuing efforts are intended to protect and maintain the unique geology, environmental lands, and habitats and ensure viable citrus and agricultural industries, therefore preserving a natural, scenic, historic, and recreational way of life. Through preservation of resources, interpretive signage, and sufficient advertising, the Ridge Scenic Highway continues to educate residents and visitors about the unique Florida Story and promote preservation for future generations.*

## Goals, Objectives and Strategies

To guide the Corridor Management Entity's focus toward creating its vision for the Ridge Scenic Highway, the group created a set of Goals and Strategies. These Goals and Strategies directly support and further the Corridor Visions. There are six categories of goals and their supporting strategies.

### *Goal: Increase Community Support and Participation*

Objective: Work closely with local governments, entities, and communities to coordinate and maximize our efforts.

- Strategy 1.1: Be available and receptive to community input to foster a spirit of cooperation.
- Strategy 1.2: Review existing projects and participate in future planning with community leaders to synthesize mutual goals.

Objective: Receive input from residents and decision makers

- Strategy 2.1: Develop and implement a continuous public awareness program among the community (the Community Participation Program).
- Strategy 2.2: Inform public of contact information to allow for open communication.
- Strategy 2.3: Update the Corridor Management Plan every 5 years to allow for revisions of the document.

### *Goal: Increase Resource Protection, Maintenance, Preservation and Enhancement*

Objective: Support and expand methods for resource protection.

- Strategy 3.1: Support and expand existing conservation efforts.
- Strategy 3.2: Support and expand existing recreational efforts.
- Strategy 3.3: Expand resources for equestrian community.
- Strategy 3.4: Provide access to intrinsic resources by biking, hiking, walking, canoeing, and horseback riding.
- Strategy 3.5: Sponsor an adopt-a-highway and other litter control programs along SR 17.

Objective: Continue to encourage and coordinate the acquisition and management environmentally sensitive lands.

- Strategy 4.1: Work with local, county, and state agencies.

- Strategy 4.2: Coordinate and encourage the purchase of land development rights on environmentally sensitive lands.
- Strategy 4.3: Develop innovative ways to protect environmentally sensitive lands.

Objective: Support and promote local culture.

- Strategy 5.1: Support local celebrations/holidays.
- Strategy 5.2: Pursue grants to fund local celebrations, festivals and other cultural events.
- Strategy 5.3: Develop a clearinghouse or coordinating calendar for cultural events.
- Strategy 5.4: Support local cultural organizations.
- Strategy 5.6: Provide information of cultural resources in multiple languages.

Objective: Preserve scenic views from SR 17.

- Strategy 6.1: Coordinate the purchase of land development rights within key viewsheds.
- Strategy 6.2: Encourage new development to include roadside buffers and encourage local governments to require them for new development.
- Strategy 6.3: Encourage local governments to provide incentives for clustering to preserve key viewsheds.
- Strategy 6.4: Assure that lighting, signage, landscaping and hardscape reflect the historic character of the corridor while conforming with standards presented in the Manual on Uniform Traffic Control Devices, FDOT guidelines, and other engineering standards.

*Goal: Increase Transportation and Safety*

Objective: Promote and reinforce safe vehicular travel speeds.

- Strategy 7.1: Promote the completion of a safety study along SR 17. A safety study should be conducted to evaluate and make recommendations at high accident locations, determine the length and location of passing zones, as well as the appropriate posted speed for the road.

- Strategy 7.2: Implement the recommendations of the traffic study in accordance with the Corridor Vision.
- Strategy 7.3: Within incorporated and unincorporated communities, lower posted speed to promote safety for motorists, pedestrians, bicyclists and other users of the road.
- Strategy 7.4: Urge local law enforcement to implement posted speed limit.

Objective: Promote non-motorized modes of travel.

- Strategy 8.1: Construct safe and convenient multi-use facilities along and parallel to SR 17 where feasible (e.g. bicycling, hiking, and equestrian).
- Strategy 8.2: Develop and coordinate implementation of a plan for sidewalk construction and enhancements in incorporated and unincorporated communities.

*Goal: Increase Education and Publicize Corridor Story*

Objective: Educate residents and decision makers about the Ridge Scenic Highway Vision, Goals and Strategies, and Action Plan.

- Strategy 9.1: Communicate ideas, activities, and events through media outreach.
- Strategy 9.2: Develop standardized presentation on the Ridge Scenic Highway, (e.g. interactive website, video, handouts, brochures, others means as needed).
- Strategy 9.3: Present and promote our information, programs, and materials to non-profit, business, and community groups.
- Strategy 9.4: Include government officials (city and county) on CME mailing list.
- Strategy 9.5: Publicize and invite public to CME meetings and events.
- Strategy 9.6: Sponsor a speakers bureau.

Objective: Tell the Corridor Story to inform and educate travelers about the multiple assets along the corridor..

- Strategy 10.1: Develop a wayfinding program.
- Strategy 10.2: Develop pamphlets and brochures to guide the traveler along the

corridor, including local culture and ecological information.

- Strategy 10.3: Locate, establish, and staff an Interpretive/Multi-language Center for the corridor.
- Strategy 10.4: Provide additional pull-off areas.
- Strategy 10.5: Develop interpretive signs at pull-off and other locations along the corridor.
- Strategy 10.6: Design and construct gateways for the corridor.
- Strategy 10.7: Develop an interactive web site with links to sites, attractions and events along the corridor.
- Strategy 10.8: Sponsor events establish a wide advertisement base.
- Strategy 10.9: Promote tourism through cooperative efforts with groups such as AAA, Visit Florida, Polk County Convention and Visitors Bureau, Keep Florida Beautiful, etc.
- Strategy 10.10: Develop, produce, and sell “The Ridge Scenic Highway” t-shirt and other marketing items.

#### *Goal: Pursue Sustainable Agriculture and Ecotourism*

Objective: Protect the commercial base of cattle and citrus industry.

- Strategy 11.1: Develop strong relationships with the agricultural industry.
- Strategy 11.2: Work with the county and involved cities to maintain land in agricultural use.
- Strategy 11.3: Develop partnerships with representatives of agricultural industries or groups.
- Strategy 11.4: Participate in lobbying efforts.
- Strategy 11.5: Develop innovative ways to protect cattle and citrus industry.
- Strategy 11.6: Promote incentives for alternative family farming businesses.

Objective: Develop nature-based and heritage-based tourism.

- Strategy 12.1: Host special events.
- Strategy 12.2: Support historical and cultural events.

- Strategy 12.3: Work with tourism and tour groups, such as AAA, Visit Florida, Polk County Convention and Visitors Bureau, Keep Florida Beautiful, etc.

Objective: Promote the Ridge Scenic Highway as an international resource for agricultural and ecological research.

- Strategy 13.1: Create interactive website documenting the unique agricultural and ecological assets of the region.

#### *Goal: Provide Adequate Administration*

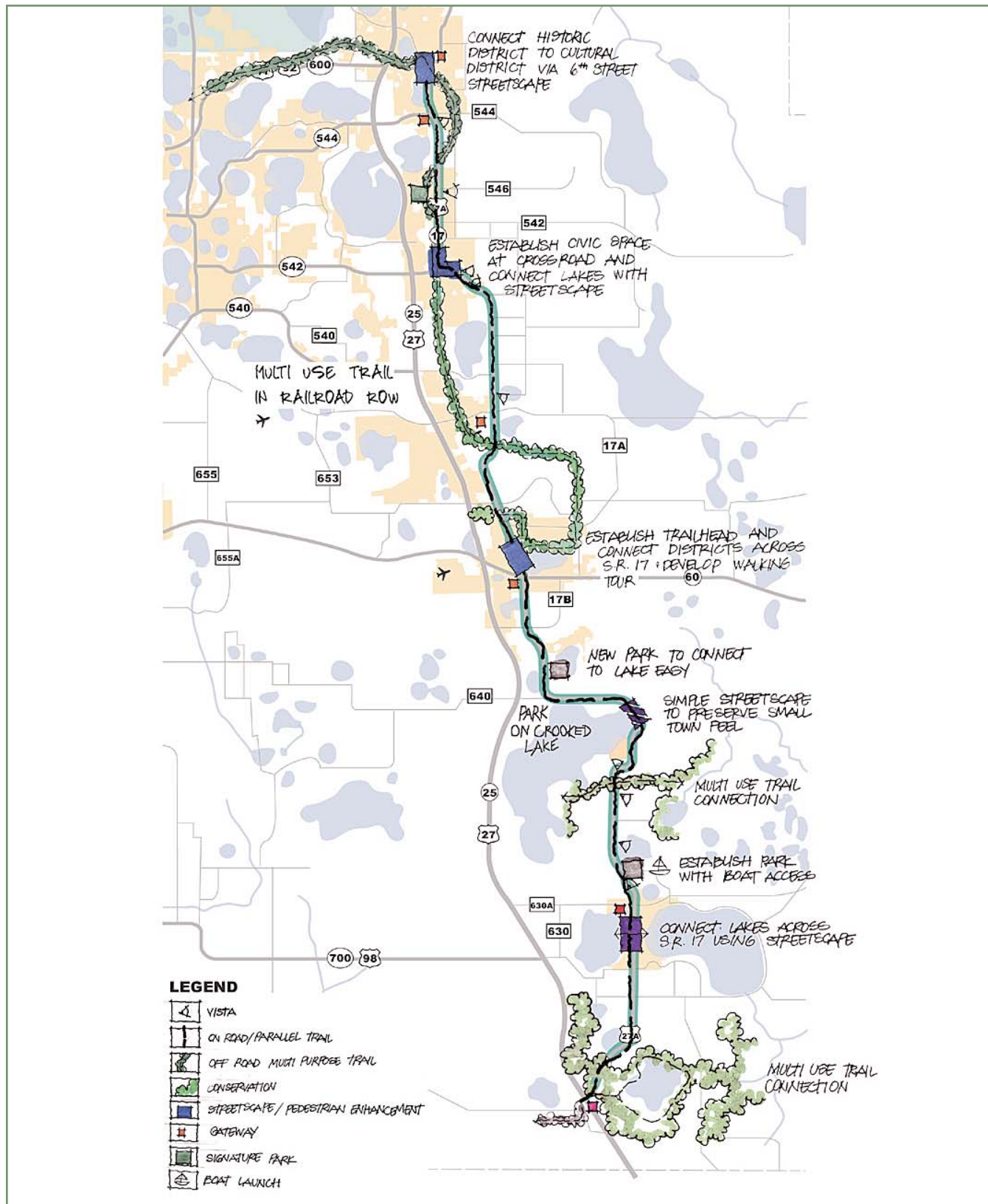
Objective: To establish and maintain a Corridor Management Entity.

- Strategy 14.1: Form non-profit organization with 501(c)3 status.
- Strategy 14.2: Establish P.O. Box for CME correspondence.
- Strategy 14.3: Address and complete necessary operational functions and tasks such as establishing and maintaining mailing lists, CME logo, etc.
- Strategy 14.4: Establish representation for CME from incorporated communities, unincorporated communities, the County, and five At-Large positions (Agriculture, Tourism, Cultural/Historic, Commercial/Developers, Environmental).
- Strategy 14.5: Convene annual meetings, as specified in the CME Bylaws.
- Strategy 14.6: Regularly review and update the Short Term Action Items.

### **Concept Plan**

The Concept Plan is visual representation of the Corridor Vision and is a preliminary physical summary of the Action Plan. It provides a palette for design. All sketches are preliminary and in draft only. They provide a structure for future design work and will be refined during the implementation phase. The images of the Concept Plan were created during the Design Workshop, June 21-24, 2003. The images were inspired and refined by the members of the Corridor Advocacy Group and other corridor residents that participate in the open houses.

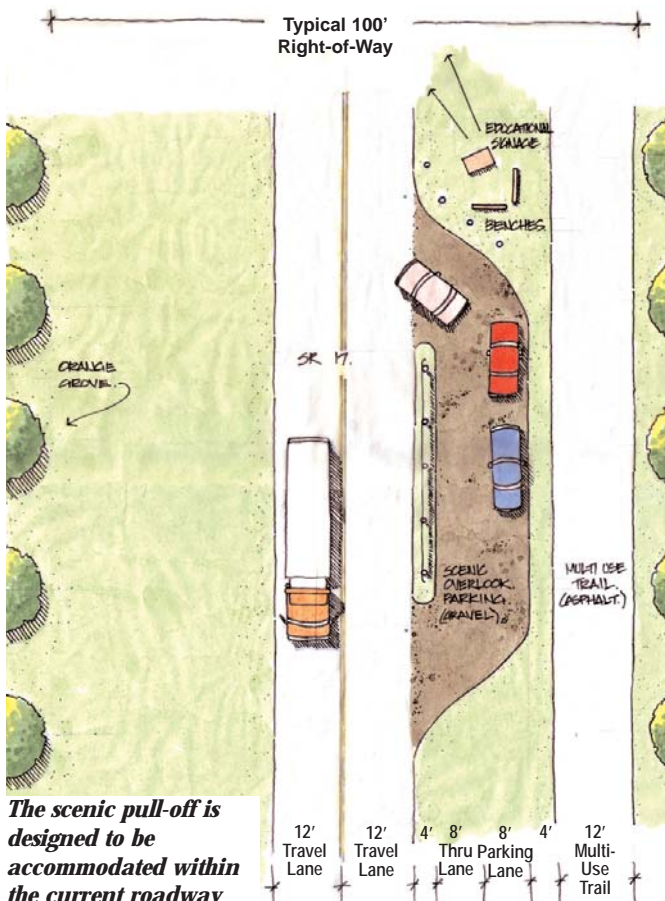
## Rural Areas



**Concept Map**



## Rural Areas



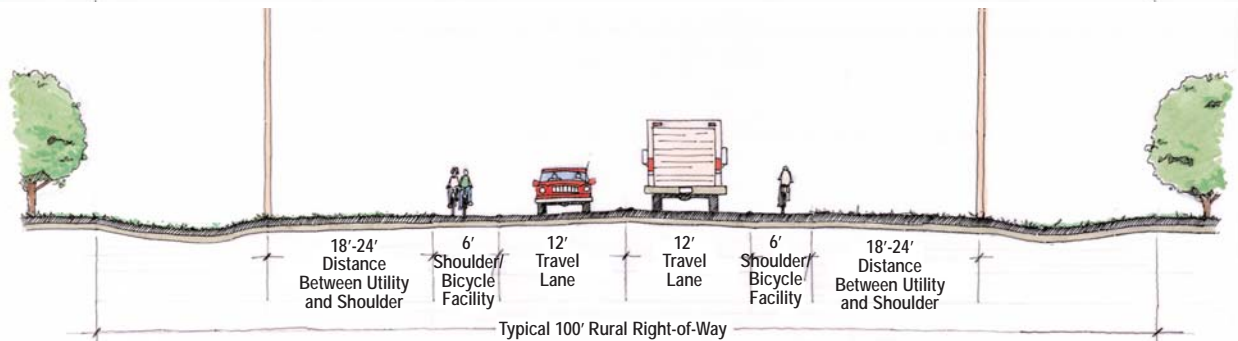
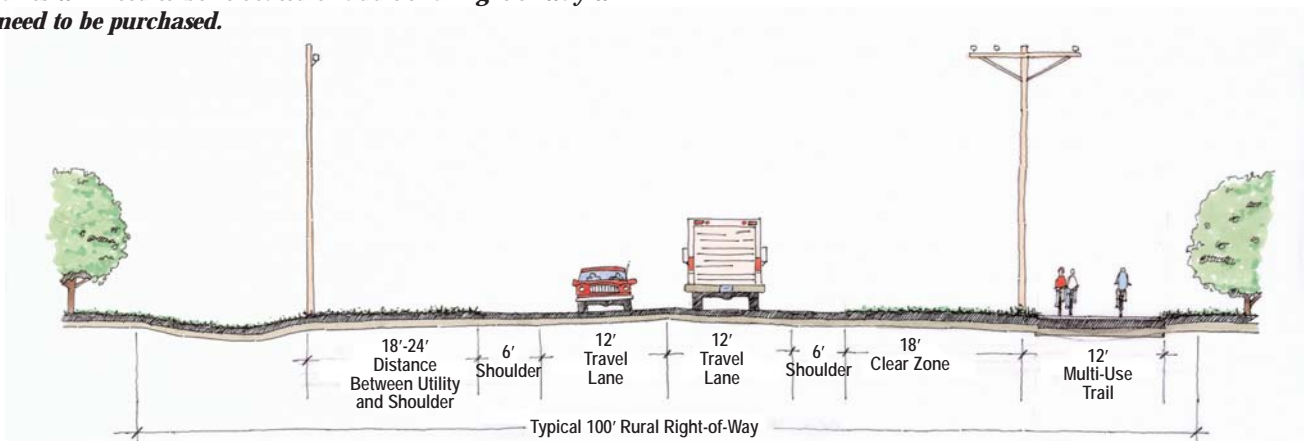
**The scenic pull-off is designed to be accommodated within the current roadway right-of-way. If a shoulder must be maintained, the travel lanes will need to be relocated or additional right-of-way will need to be purchased.**



**Scenic Pull-off, Lake Moody**



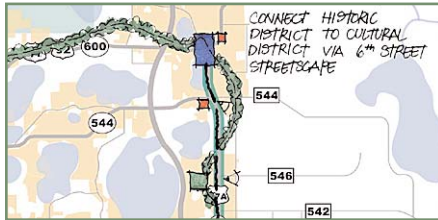
**Park at Lake Easy**



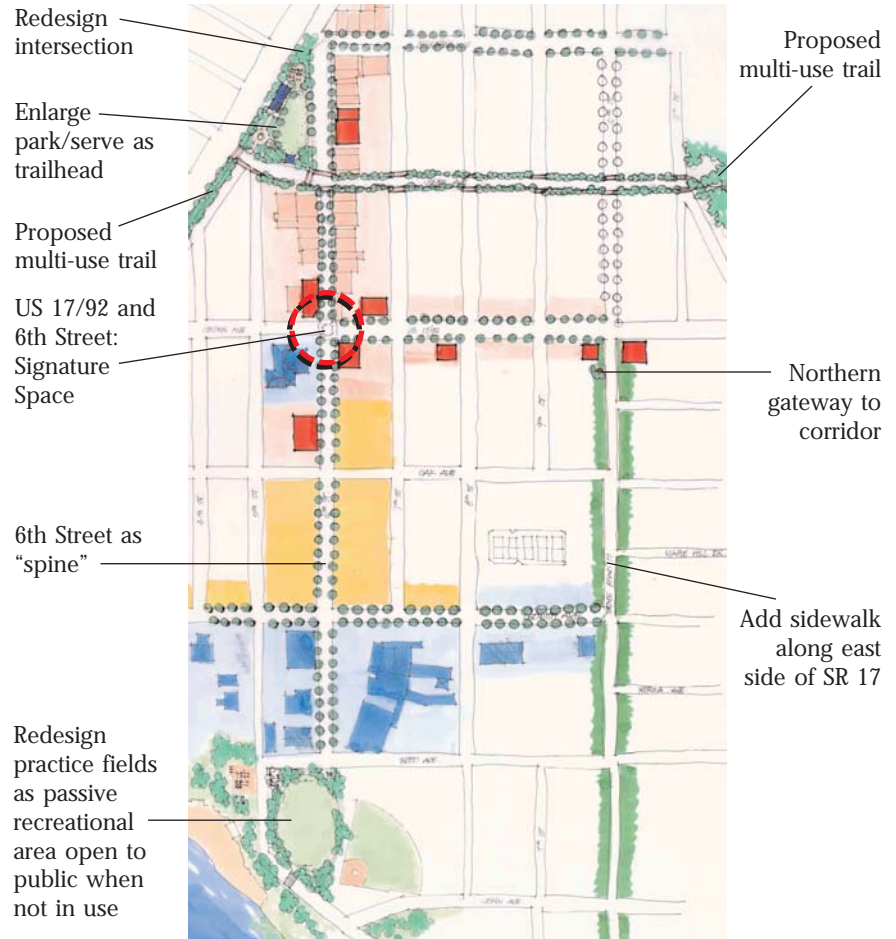
### Alternative bicycle facilities in ROW



## Haines City



**Concept Map**



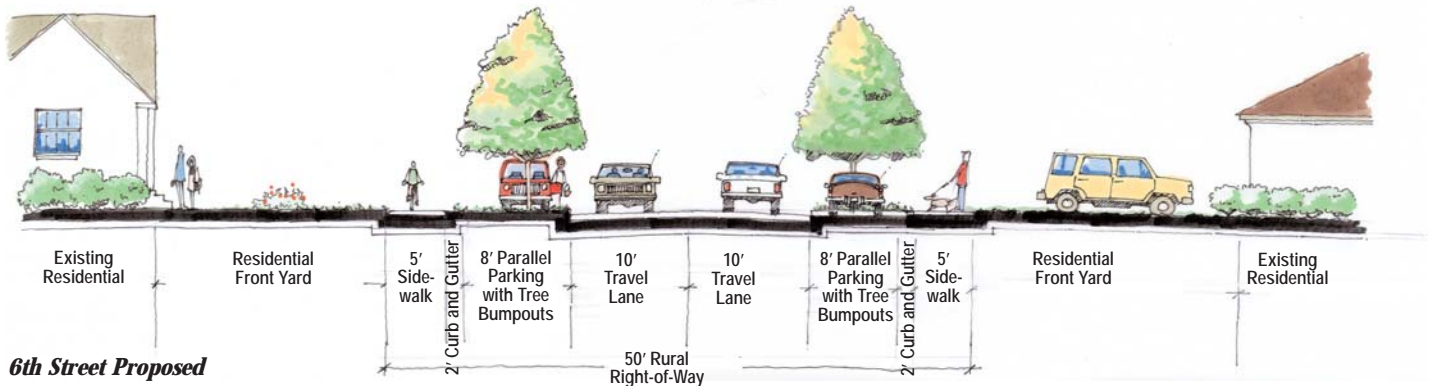
**Haines City Concept Plan**

### Proposed 6th Street

- 10 ft vehicular travel lanes
- Define parking
- Landscaped bulbouts in parking lane
- Continuous sidewalk
- Decorative lighting



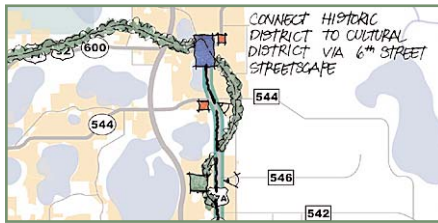
**6th Street Existing**



**6th Street Proposed**

## CONCEPT PLAN

### Haines City and Lake Hamilton

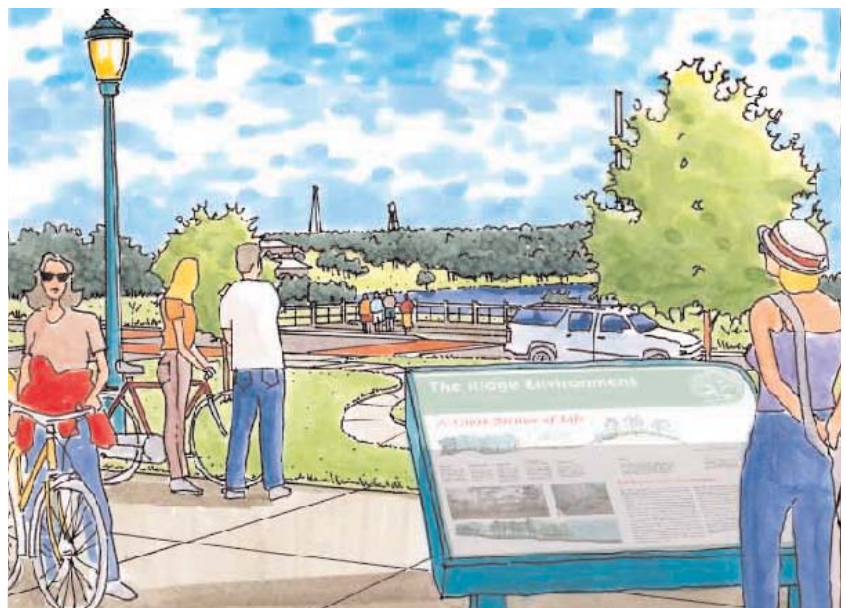


**Concept Map**



#### **US 17/92 and 6th Street Signature Space, Haines City**

- Redevelop buildings on corners to address the street
- Decorative paving for pedestrian crossings
- Bulbouts at intersections
- Continue landscaping/lighting/streetscaping currently provided north of 17/92 south on 6th Street
- Banners/signage



#### **Lake Hamilton**

- Redesign existing park to include trailhead/interpretive signage
- Provide scenic view area between SR 17 and frontage road



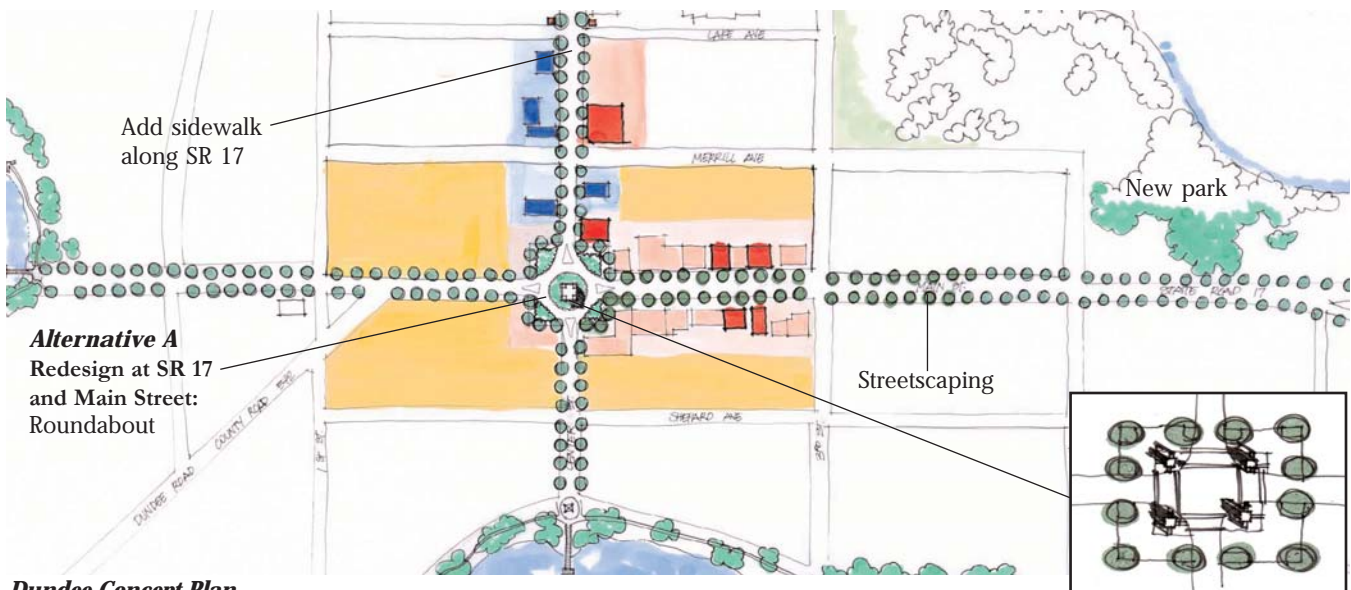
## Dundee and Lake of the Hills



**Concept Map**



**SR 17 (Main Street), existing through Dundee**



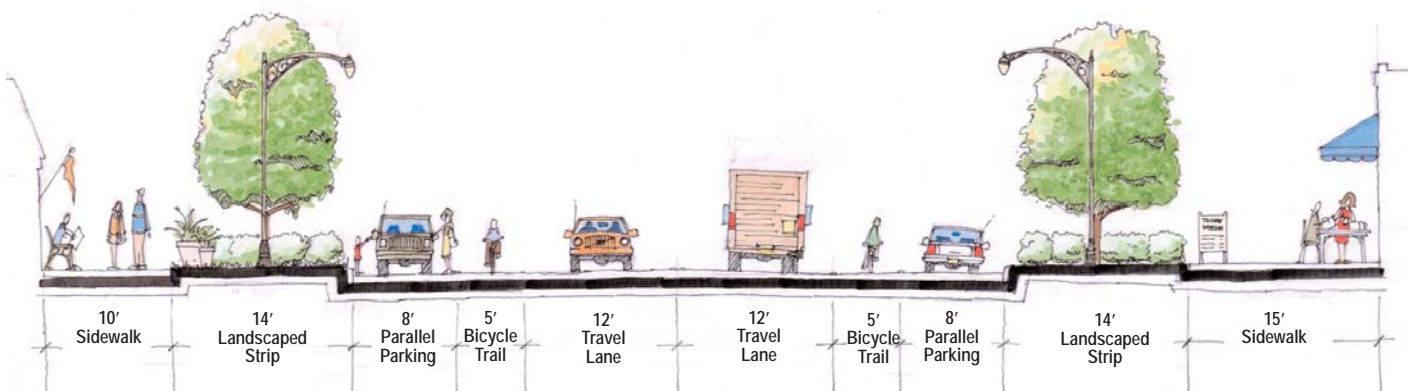
**Dundee Concept Plan**

### Proposed SR 17

- Restriping to narrow vehicular travel lanes and introduce bicycle lane
- Decorative lighting
- Tree canopy/landscaping within existing lawn area

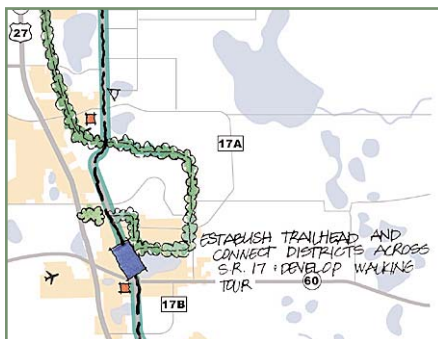
### Alternative B

Redesign at SR 17 and Main Street: Maintain traffic signals, introduce pedestrian scale arches over sidewalk area



**Proposed enhancements to SR 17 (Main Street) through Dundee.**

## Lake Wales



**Concept Map**

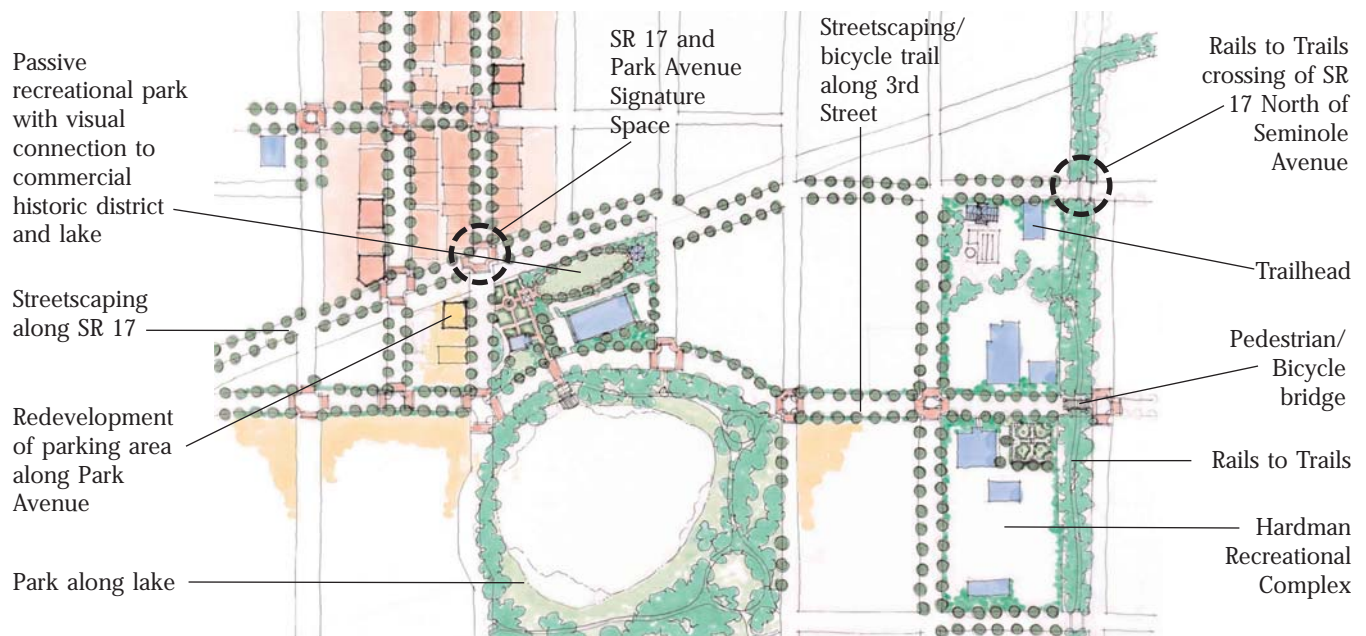


### SR 17 and Park Avenue Signature Space

- Redevelop parking on southeast corner
- Special pavement treatment of pedestrian crossing
- Passive urban park on northeast corner
- Landscaping along Park Avenue
- Decorative lighting along Park Avenue



**Rails to Trails crossing of SR 17 north of Seminole Ave.**

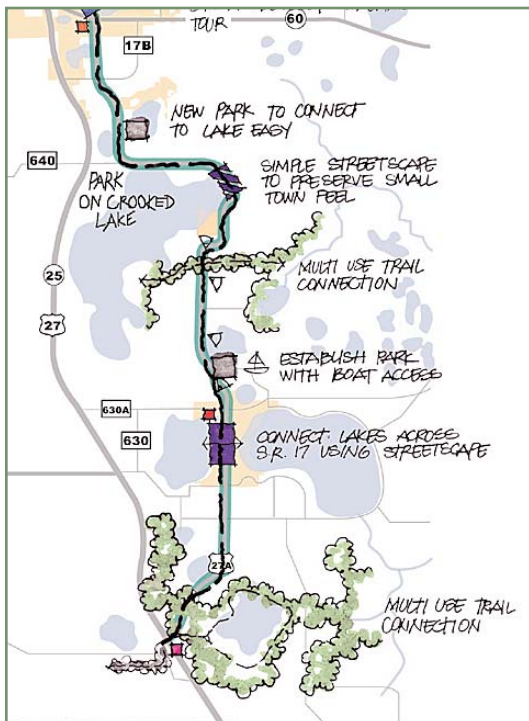


**Lake Wales Concept Plan**



## CONCEPT PLAN...continued

### Village of Highland Park, Babson Park, Hillcrest Heights and Frostproof

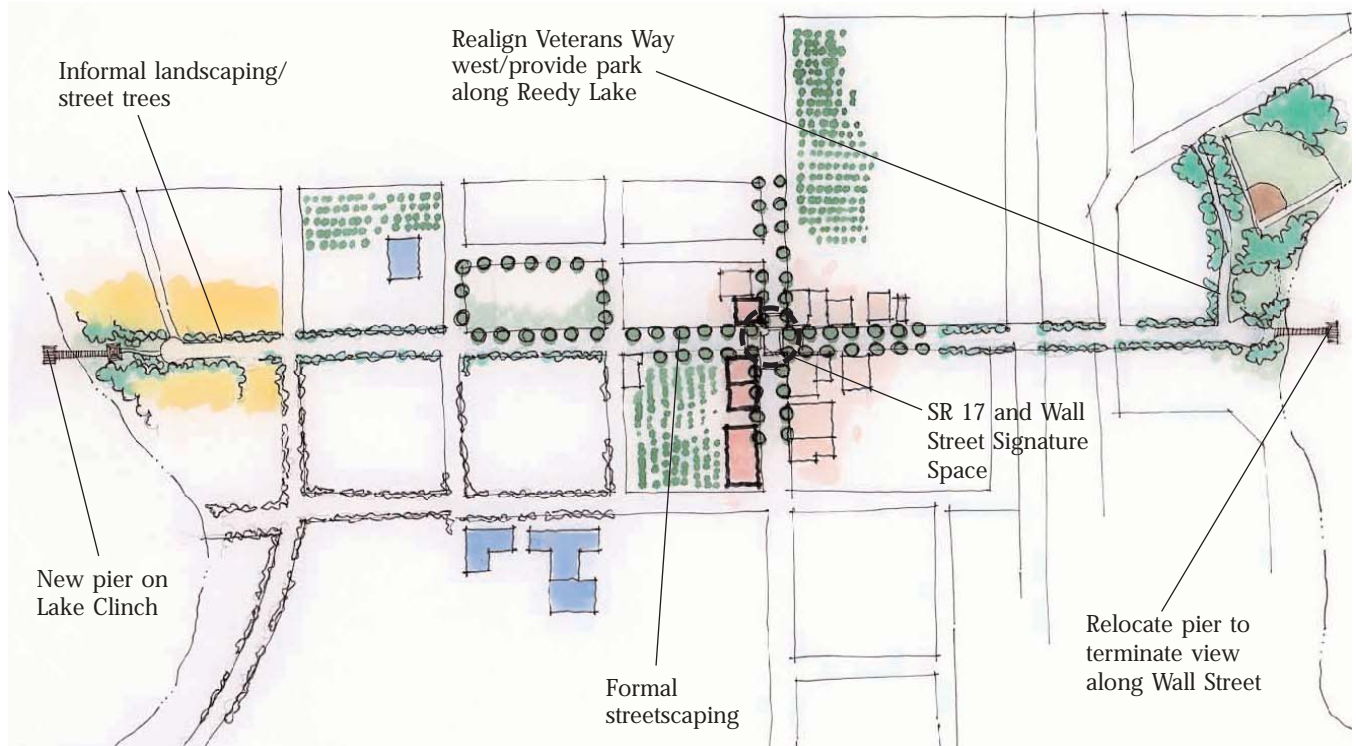


**Concept Map**



#### SR 17 and Wall Street Signature Space

- Redevelop northwest and southwest corner of SR 17 and Wall Street
- Special pavement treatment of pedestrian crossing of SR 17 and Wall Street.
- Landscaped bulbouts



**Frostproof Concept Plan**

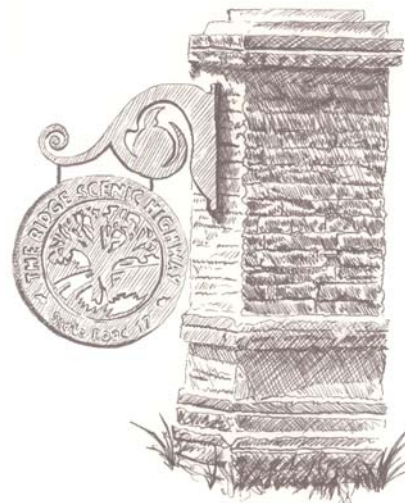


## Comprehensive Signage and Wayfinding Package

### Overview of Elements of Comprehensive Signage and Wayfinding Package



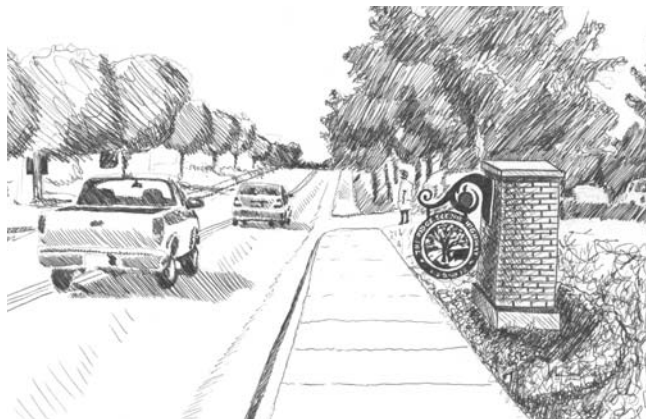
- Gateway
- Wayfinding/directional
- Street signage
- Trailblazer
- Educational
- Other
  - Maps/tours
  - Brochure



### Gateways - Examples



*South Gateway, north of US 17/92*

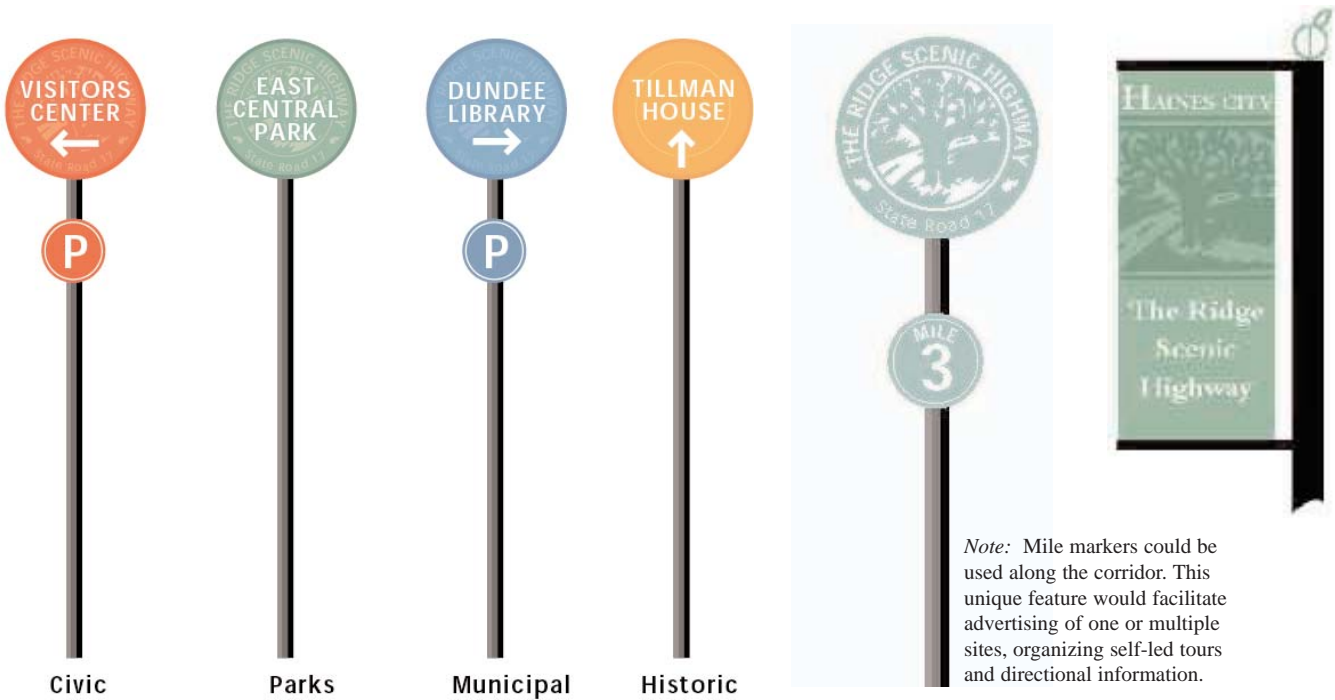


*North Gateway, Haines City, south of US 17/92*



*Gateway at Chalet Suzanne Road*

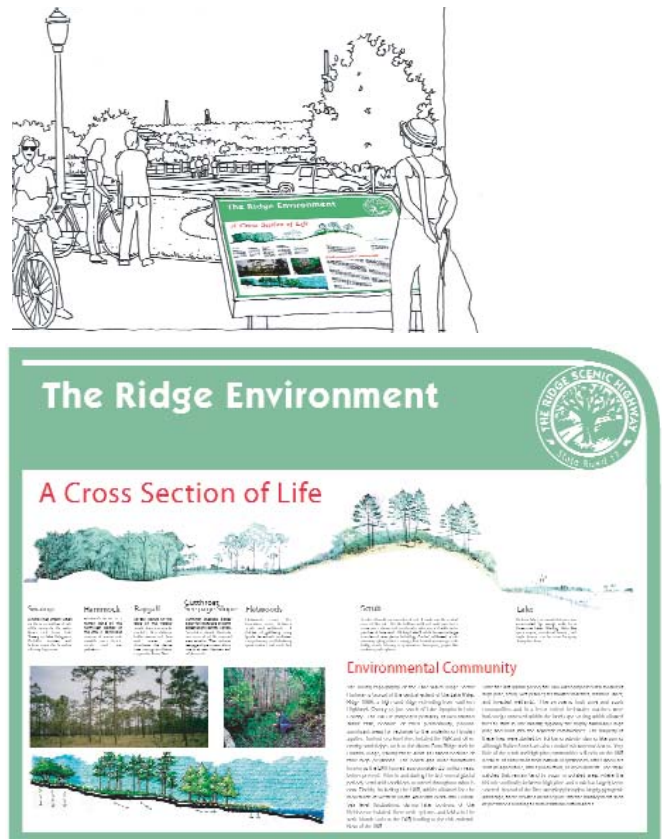
## Wayfinding/Directional



## Street Signs/Trailblazing



## Educational



# Action Plan





## 2 Action Plan

The Action Plan is a list of activities and tasks to be accomplished by the Ridge Scenic Highway Corridor Management Entity within the next five years. The Corridor Advocacy Group created the plan by reviewing the Goals and Strategies and determining reasonable completion schedules. The Corridor Advocacy Group has segregated the Short Term Action Items into work tasks for the establishment of committees. The CME Board and committee chairs will prioritize the action items. Following the short-term actions is a list of Long Term Action Items, those that the CME will accomplish after the initial five years.

### Summary of Short Term Action Items

This section summarizes the Action Items that have been assigned to the Corridor Management Entity committees. Each Action Item is fully described in the next section.

#### Byway Designation

- Inclusion of Ridge Scenic Highway in Local Government Comprehensive Plans
- Revised and Updated Corridor Management Plan

#### Education/Awareness/Community Participation

- Proactive Speakers Bureau
- Website, Video, Handouts, Brochures, Visitor's Guide, Press Releases

#### Environmental/Land Use

- Agricultural and Ecological Content for Website
- Agriculture Future Land Use Designation on Local Comprehensive Plan Map and Land Development Regulations that Encourage Agriculture Land Uses
- Clearinghouse of Innovative Incentives that Support Alternative Family Farming Businesses
- Clearinghouse of Innovative Methods that Promote Conservation
- Clearinghouse of Innovative Methods that Protect the Cattle and Citrus Industries
- Close Coordination with Local Governments

- Environmentally Sensitive Lands Surrounding Lake Livingston Listed with Polk County Environmental Lands Program
- Executed Conservation Easements
- Land Development Regulations that Preserve SR 17 Buffers and Viewsheds

#### Fundraising/Grants

- Funding for International Carillon Festival
- Tax-Exempt Status from IRS

#### Membership

- Mailing List of CME Members
- Scenic Highway P.O. Box
- Successful Annual Meeting

#### Nominating Committee

- Prominent Board Members within the Tourism, Cultural/Historic, Commercial/Developers, and Environmental Fields
- Prominent Local Agriculture Landowners and Producers as Active CME Members and Board Members

#### Projects

- Bartow-to-Lake Wales Trail and Highlands County Connector
- Bicycle Facilities and Appropriate Design between Mountain Lake Cutoff Rd and North of Sixth Street
- Bicycle Facilities and Appropriate Design between US 27 and Webber International University
- Haines City to Lake Wales Trail
- Corridorwide Yard Sale
- Ground Breaking Ceremony for New Park on Lake Easy
- Haines City Downtown Master Plan that Supports the Scenic Highway
- North Lake Wales Selected Area Plan that Preserves Vistas of Bok Tower
- Ridge Scenic Highway Adopt-a-Highway
- Scenic Pull-Off Areas
- Successful Scenic Highway Event

### Publicity

- Distribution of Scenic Highway Printed Materials to Travel Agents and Travelers
- Gateway Markers on SR 17 in Haines City south of 17/92, on Chalet Suzanne Road at SR 17, and on SR 17 north of US 27
- Ridge Scenic Highway Interpretive Center
- Scenic Highway Event Plan and Schedule

- Supply of “The Ridge Scenic Highway” T-Shirts
- Wayfinding Design Template
- Widely Recognized Coordinating Calendar

### Telephone

- Action Alert Networking System

### Descriptions of Short Term Action Items

Each description of the Action Item includes:

Action Item	Action Item Title
Strategy:	The strategy(ies) that the Action Item helps accomplish.
Plan of Action:	The step-by-step process overview to accomplish the task.
Potential Partners:	A list of potential individuals, organization, businesses, or government entities that should be contacted when accomplishing this Action Item. Partners should be encouraged to become a member of the CME.
Potential Funding:	When appropriate, potential funding sources available to the CME or through a partnership with a local government.
Protection Techniques:	Regulations and protections that are currently in effect. Most regulations will assist in the protection of the corridor’s resources, while some Action Item will require modifications. Also, potential additional protection techniques.



*Bylaws*

The intent of the Bylaws Committee is to review the bylaws annually or as needed to meeting changing conditions.

*Byway Designation*

The intent of the Byway Designation Committee is to submit all required elements for byway designation, including the Corridor Management Plan; and to reply to all Federal and Florida Department of Transportation requests.

<b>Action Item</b>	<b>Inclusion of Ridge Scenic Highway in Local Government Comprehensive Plans</b>
Strategy:	Strategy 1.2: Review existing projects and participate in future planning with community leaders to synthesize mutual goals.
Plan of Action:	Inclusion of Scenic Highway within the Transportation or Future Land Use map and a policy that supports the CME
Potential Partners:	Local governments
Potential Funding:	N/A
Protection Techniques:	Local government comprehensive plans

<b>Action Item</b>	<b>Revised and Updated Corridor Management Plan</b>
Strategy:	Strategy 2.3: Update the Corridor Management Plan every 5 years.
Plan of Action:	In 2009, brainstorm within CME and with the public on new or revised ideas for the corridor. Coordinate with local governments.
Potential Partners:	Local governments, FDOT Scenic Highway Coordinator, community groups, residents
Potential Funding:	N/A
Protection Techniques:	N/A

*Education/Awareness/Community Participation*

The intent of the Education/Awareness/Community Participation Committee is to develop and implement education programs to promote a better understanding of the heritage of the Ridge Scenic Highway, develop and implement programs to increase the community's awareness of its heritage, including a speakers program and the utilization of the local media; promote the knowledge of the Ridge Scenic Highway within the community through related programs and activities.

<b>Action Item</b>	<b>Proactive Speakers Bureau</b>
Strategy:	Strategy 9.3: Present and promote our information, programs, materials to non-profit, business, and community groups. Strategy 9.6: Sponsor a speakers bureau.
Plan of Action:	Create multiple presentations in PowerPoint about the Corridor Story, groups of intrinsic resources, and the Corridor Vision and Goals. Recruit and train speakers for clear enthusiastic and consistent delivery. Contact local community groups and ask that they invite the CME to present.
Potential Partners:	Local history museums, environmental groups, Historic Bok Sanctuary
Potential Funding:	Presentation equipment lending from local governments, community groups, libraries, or museums.
Protection Techniques:	N/A

<b>Action Item</b>	<b>Website, Video, Handouts, Brochures, Visitor's Guide, Press Releases</b>
Strategy:	Strategy 9.2: Develop standardized presentation on the Ridge Scenic Highway, (e.g. interactive website, video, handouts, brochures, others means as needed). Strategy 10.2: Develop pamphlets and brochures of sites along the corridor, including a visitor's guide to local culture, ecological information about the corridor (i.e. topographical information). Strategy 10.7: Develop an interactive web site with links to sites, attractions, and events along the corridor.
Plan of Action:	Create subcommittee to research and draft content for products. Contact local partners to produce products. Arrange to have video play on Polk County TV. Distribute per Action Item: Distribution of Scenic Highway Printed Materials to Travel Agents and Travelers.
Potential Partners:	Content: USGS, The Nature Conservancy, The Audubon Center, Historic Bok Sanctuary Production: Print, video and web production companies, Enterprise Florida, Visit Florida, FDOT Scenic Highways coordinator, America's Byways Resource Center, Polk County TV, Webber International University's Marketing Program
Potential Funding:	Pro-bono or discounted work from local print and video production companies, local web designers
Protection Techniques:	N/A

#### *Environmental/Land Use*

The intent of the Environmental Committee is to provide expert advice on all matters concerning natural resources and environmental issues and concerns; and serve as the organization's primary source of environmental data, investigation, and preservation.

<b>Action Item</b>	<b>Agricultural and Ecological Content For Website</b>
Strategy:	Strategy 13.1: Create interactive website documenting the unique agricultural and ecological assets of the region.
Plan of Action:	Research reports and conference proceedings that describe unique assets. Summarize the resources and why the area is an international resource for agricultural and ecological research. Provide links from website.
Potential Partners:	Florida universities, Lake Wales Ridge Ecosystem Working Group, planning and environmental consulting firms, Historic Bok Sanctuary, The Nature Conservancy, Audubon Center.
Potential Funding:	N/A
Protection Techniques:	N/A

<b>Action Item</b>	<b>Agriculture Future Land Use Designation on Local Comprehensive Plan Map and Land Development Regulations that Encourage Agriculture Land Uses</b>
Strategy:	Strategy 11.2: Work with cities and county to maintain land in agricultural use.
Plan of Action:	Review and understand Future Land Use elements of comprehensive plans and the land development regulations of cities and county. Research and review best practices for regulating and protecting Florida agriculture. Research and review state and regional laws and policies for agricultural protection. Research and review development patterns that are compatible with adjacent agricultural uses. Suggest to local governments revisions to plan and code that could encourage and protect agriculture. Target Evaluation and Appraisal Report (EAR)-based amendments in 2008 (County) and 2009 (cities).
Potential Partners:	Local governments, Florida Department of Agriculture and Consumer Services, American Farmland Trust, Florida universities, USDA, Florida Department of Community Affairs, Polk County Environmental Lands Program, Florida Forever, Green Horizon Land Trust, Trust for Public Lands, The Nature Conservancy, Polk Group of the Sierra Club, state and national cattle and citrus associations
Potential Funding:	N/A
Protection Techniques:	Florida Freedom to Farm laws Potential: SR 17 Overlay (multi-jurisdictional); cluster subdivision regulations or zoning; modify Agricultural Zoning districts to provide flexibility for agriculture-related economic development (e.g. bed and breakfast, grove tours)
<b>Action Item</b>	<b>Clearinghouse of Innovative Incentives that Support Alternative Family Farming Businesses</b>
Strategy:	Strategy 11.3: Promote incentives for alternative family farming businesses.
Plan of Action:	Review current local and regional agriculture protections and family farm economics. Research and review best practices. Brainstorm new approaches to protecting and supporting family farms. Tailor approaches to local farmer needs. Suggest policy changes to local and regional government officials.
Potential Partners:	Local family farms, USDA extension office, Florida Farm Bureau, Florida universities, local and regional governments, rural planning, and economic firms.
Potential Funding:	N/A
Protection Techniques:	Potential: Local government buying cooperatives, urban farmers markets
<b>Action Item</b>	<b>Clearinghouse of Innovative Methods that Promote Conservation</b>
Strategy:	Strategy 3.1: Support and expand existing conservation efforts. Strategy 4.3: Develop innovative ways to protect environmentally sensitive lands.
Plan of Action:	Review current local and regional conservation regulations. Research and review best practices. Brainstorm new approaches to providing incentives and requiring developers to preserve environmentally sensitive lands. Tailor approaches to local resources and growth patterns. Suggest policy changes to local and regional government officials.
Potential Partners:	Lake Wales Ridge Ecosystem Working Group, Southwest Florida Water Management District, local governments, local and national environmental groups, environmental planning firms, land use lawyers

Potential Funding: N/A  
 Protection Techniques: Potential: less-than-free conservation easements, mitigation banking, transfer of development rights, priority County review for quality development, impact fee credits

**Action Item                      Clearinghouse of Innovative Methods that Protect the Cattle and Citrus Industries**

Strategy: Strategy 11.2: Develop innovative ways to protect cattle and citrus industry.  
 Plan of Action: Review current local and regional agriculture protections. Research and review best practices. Brainstorm new approaches to protecting and supporting agricultural industry. Tailor approaches to local farmer and grower needs. Suggest policy changes to local and regional government officials.  
 Potential Partners: USDA extension office, state and national citrus and cattle associations, Florida universities, local and regional governments, rural planning firms.  
 Potential Funding: N/A  
 Protection Techniques: Potential: Local government buying cooperatives; agricultural economic development (e.g. agritourism); resource land taxing and fee structure

**Action Item                      Close Coordination with Local Governments**

Strategy: Strategy 1.2: Review existing projects and participate in future planning with community leaders to synthesize mutual goals.  
 Strategy 14.4: Establish representation for CME from incorporated communities, unincorporated communities, the County, and five At-Large positions (Agriculture, Tourism, Cultural/Historic, Commercial/Developers, Environmental).  
 Plan of Action: Review existing Polk County and local government Comprehensive Plans and master plans to ensure scenic highway is appropriately included in all planning, zoning, and infrastructure decisions. Attend meetings and coordinate directly with local officials.  
 Potential Partners: Local government planners and city managers  
 Potential Funding: N/A  
 Protection Techniques: Florida Open Records and Sunshine Laws

**Action Item                      Environmentally Sensitive Lands Surrounding Lake Livingston Listed with Polk County Environmental Lands Program**

Strategy: Strategy 3.1: Support and expand existing conservation efforts.  
 Plan of Action: Coordinate with a land trust to contact property owners of environmentally sensitive lands surrounding Lake Livingston to discuss acquisition or conservation easement. Contact Polk County Environmental Lands Program and complete Project Site Nomination Form.  
 Potential Partners: Green Horizon Land Trust, Polk County Environmental Lands Program (which acquires, preserves, protects, manages and restores endangered and environmentally sensitive lands, water resources and important wildlife habitat), Southwest Florida Water Management District  
 Potential Funding: Countywide, the recreation/conservation ad valorem tax raises \$2.7 million annually.  
 Protection Techniques: The US Army Corps of Engineers (ACOE), under Section 404 of the Clean Water Act, exerts regulatory authority for dredge and fill activities over the

“waters of the United States,” including wetlands.

<b>Action Item</b>	<b>Executed Conservation Easements</b>
Strategy:	Strategy 4.2: Coordinate and encourage the purchase of land development rights on environmentally sensitive lands. Strategy 6.1: Coordinate the purchase of land development rights within key viewsheds.
Plan of Action:	The Lake Wales Ridge Ecosystem is a Group A Project of Florida Forever. Contact local landowners and promote the benefits of conservation easements. Interview landowners to determine interest in conservation easements. Connect interested landowners with land trusts and Polk County Environmental Lands Program.
Potential Partners:	Lake Wales Ridge Ecosystem Working Group, Southwest Florida Water Management District (Save our Rivers), Polk County Environmental Lands Program (which acquires, preserves, protects, manages and restores endangered and environmentally sensitive lands, water resources and important wildlife habitat), Green Horizon Land Trust, Trust for Public Lands, The Nature Conservancy, Polk Group of the Sierra Club, Florida Forever, local, state and federal governments, agricultural associations, Historic Bok Sanctuary (private efforts to preserve views through scenic easements)
Potential Funding:	N/A
Protection	Lake Wales Ridge National Wildlife Refuge
Techniques:	Potential – scenic overlay zoning, cluster subdivision regulations or zoning, transfer of development rights, North Lake Wales Selected Area Plan. Polk County’s Environmental Lands Program currently only acquires land and does not pursue less-than-fee conservation easements.
<b>Action Item</b>	<b>Land Development Regulations that Preserve SR 17 Buffers and Viewsheds</b>
Strategy:	Strategy 6.2: Encourage new development to include roadside buffers and encourage local governments to require them for new development. Strategy 6.3: Encourage local governments to provide incentives for clustering to preserve key viewsheds.
Plan of Action:	Coordinate with local government representatives and stress the importance of SR 17 buffers and clustering throughout the rural areas of the corridor. Proactively contact land developers and describe the kinds of buffers and clustering that the community supports. Loudly support development projects that include buffers and clustering.
Potential Partners:	Private land developers and owners, local government planning staffs, planning and landscape architecture firms
Potential Funding:	N/A
Protection	Bok Tower Viewshed: Lake-of-the-Hills/North Lake Wales Master Plan, North Lake Wales Selected Area Plan
Techniques:	Other viewsheds (Lake Gordon, Lake Marie, Windy Hill, Lake Moody): SR 17 Overlay (multi-jurisdictional); cluster subdivision regulations or zoning; innovation methods researched in Action Item: Clearinghouse of Innovative Methods that Promote Conservation.



### *Fundraising/Grants*

The intent of the Fundraising/Grant Committee is to enlist individuals to write grants, to sponsor projects and to plan activities of the corporation.

<b>Action Item</b>	<b>Funding for International Carillon Festival</b>
Strategy:	Strategy 5.2: Pursue grants to fund local celebrations, festivals, and other cultural events. Strategy 12.2: Support historical and cultural events.
Timeframe:	2005
Plan of Action:	Create plan to expand and improve the festival. Create subcommittee to implement plan. Seek and secure funds for that plan.
Potential Partners:	Historic Bok Sanctuary, Visit Florida, Polk County Convention and Visitors Bureau
Potential Funding:	Florida Department of State, foundations committed to arts
Protection	Historic Bok Sanctuary National Historic Landmark (1929)
Techniques:	

<b>Action Item</b>	<b>Tax-Exempt Status from IRS</b>
Strategy:	Strategy 14.1: Form non-profit organization with 501(c)(3) status.
Plan of Action:	To apply for recognition by the IRS of exempt status as an organization described in section 501(c)(3) of the Code, use Package 1023 (Application for Recognition of Exemption). The application must be complete and accompanied by the appropriate user fee. For more information, see Publication 557 (Tax-Exempt Status for Your Organization). See Application Process for a step-by-step review of what an organization needs to know and to do in order to apply for recognition by the IRS of tax-exempt status.
Potential Partners:	FDOT Scenic Highways Coordinator, America's Byways Resource Center, Internal Revenue Service, local pro bono legal
Potential Funding:	N/A
Protection	Internal Revenue Service code
Techniques:	

### *Historian*

The intent of the Historian Committee is to serve as the custodian of the organization's archive and maintain complete documentation of the year's activities in both written and pictorial form. This information shall be included in a scrapbook at the end of the year.

### *Hospitality*

The intent of the Hospitality Committee is to provide refreshments at public events, meetings and as needed, and welcome guest speakers.

### *Membership*

The intent of the Membership Committee is to develop methods to increase the membership of the corporation; insure that there is no discrimination with regard to age, race, sex, religion, national origin, or physical or mental impairment; review membership applications; insure that members of the corporation are kept informed of future activities; and maintain an up to date membership information list.

<b>Action Item</b>	<b>Mailing List of CME Members</b>
Strategy:	Strategy 14.3: Address and complete necessary operational functions and tasks such as establishing and maintaining mailing lists, CME logo, etc. Strategy 10.9: Work with tourism and tour groups, such as AAA, Visit Florida, Polk County Convention and Visitors Bureau, Keep Florida Beautiful, etc. to promote the Ridge Scenic Highway and provide information about the Corridor Story.
Plan of Action:	Collect the names and contact information of those that participated in the CAG. Research the names and contact information for those that should be sent CME information – potential partners in government, business, nonprofits; potential funding sources; newspaper contacts; tourism and tour groups; agriculture industry supporters. Compile contact information divided into categories – regular contact, special contact, press, Agriculture Action Alert.
Potential Partners:	Other community organizations
Potential Funding:	Administrative support by the Lake Wales Depot Museum or Polk County TPO
Protection	N/A
Techniques:	

<b>Action Item</b>	<b>Scenic Highway P.O. Box</b>
Strategy:	Strategy 14.2: Establish P.O. Box for CME correspondence.
Plan of Action:	Establish P.O. Box at local post office
Potential Partners:	US Postal Service
Potential Funding:	N/A
Protection	US Postal Service regulations
Techniques:	

<b>Action Item</b>	<b>Successful Annual Meeting</b>
Strategy:	Strategy 14.5: Convene Annual Meeting, as specified in the CME Bylaws.
Plan of Action:	Form subcommittee to plan and execute Annual Meeting.
Potential Partners:	Local governments, local community groups, local newspapers.
Potential Funding:	Local businesses donate food and services.
Protection	Florida Sunshine Law
Techniques:	

### *Nominating*

Before the Annual Meeting, the Nominating Committee shall assemble a slate of CME members for consideration for Board Membership for the five (5) at-large positions. Nominated individuals must have been members of the CME for at least six (6) months before the Annual Meeting.

<b>Action Item</b>	<b>Prominent Board Members within the Tourism, Cultural/Historic, Commercial/Developers, and Environmental fields</b>
Strategy:	Strategy 14.4: Establish representation for CME from incorporated communities, unincorporated communities, the County, and five At-Large positions (Agriculture, Tourism, Cultural/Historic, Commercial/Developers, Environmental).
Plan of Action:	Brainstorm within the CME, local governments, and local community groups for board members with high profiles and commitment to the scenic highway.
Potential Partners:	Local governments and community groups
Potential Funding:	N/A
Protection	N/A
Techniques:	

<b>Action Item</b>	<b>Prominent Local Agriculture Landowners and Producers as Active CME Members and Board Members</b>
Strategy:	Strategy 11.1: Develop strong relationships with the agricultural industry. Strategy 11.3: Develop partnerships with representatives of agricultural industries or groups. Strategy 14.4: Establish representation for CME from incorporated communities, unincorporated communities, the County, and five At-Large positions (Agriculture, Tourism, Cultural/Historic, Commercial/Developers, Environmental).
Plan of Action:	Brainstorm with partners on possible visible and vocal supporters of scenic highway. Make contact, explain CME efforts, and recruit partners. Make presentations to local agriculture associations.
Potential Partners:	Local USDA Ag Extension Office, Polk County, Florida Department of Citrus, growers and cattlemen associations
Potential Funding:	N/A
Protection Techniques:	N/A

### *Projects*

The intent of the Projects Committee is to oversee the execution of all projects listed in the Corridor Management Plan; identify and record any additional projects generated by the implementation to the Corridor Management Plan; develop and implement strategies to promote the Ridge Scenic Highway; and ensure the implementation of projects are accomplished in accordance to the Action Plan.

<b>Action Item</b>	<b>Bartow-to-Lake Wales Trail and Highland County Connector</b>
Strategy:	Strategy 8.1: Construct safe and convenient bicycle facilities along and parallel to SR 17.
Plan of Action:	These two trails are possible two rails-to-trails conversions. Encourage community groups in Bartow, Sebring, and along the trail to contact FDOT and Polk County TPO to express the need for the trail.
Potential Partners:	FDOT, Polk County Planning (Greenways Master Plan), Polk County TPO, Polk County Recreation, local state legislatures, railroad corporation, Sebring, Highland County, Bartow
Potential Funding:	FDOT/TPO Transportation Enhancement monies, Office of Greenways and Trails, Florida Recreation Development Assistance Program
Protection Techniques:	Polk County Greenway Master Plan, Polk County 2030 Long-Range Transportation Plan

<b>Action Item</b>	<b>Bicycle Facilities and Appropriate Design between Mountain Lake Cutoff Rd and North of Sixth Street</b>
Strategy:	Strategy 6.4: Assure lighting, signage, landscaping and hardscape reflect the historic character of the corridor while conforming with standards presented in the Manual on Uniform Traffic Control Devices, FDOT guidelines, and other engineering standards. Strategy 8.1: Construct safe and convenient bicycle facilities along and parallel to SR 17.
Plan of Action:	FDOT's short-term Transportation Improvement Project list has funds committed to resurfacing between Mountain Lake Cutoff Rd and North of Sixth Street. Work with the FDOT to include safe bike lanes in the design and that the resurfacing reflects historic character.

Potential Partners: FDOT, Polk County TPO, Lake Wales, local traffic engineering firms, cycling clubs  
 Potential Funding: N/A  
 Protection  
 Techniques: Mountain Lake Estates Historic District

**Action Item                      Bicycle Facilities and Appropriate Design between US 27 and Webber International University**

Strategy: Strategy 6.4: Assure lighting, signage, landscaping and hardscape reflect the historic character of the corridor while conforming with standards presented in the Manual on Uniform Traffic Control Devices, FDOT guidelines, and other engineering standards.

Strategy 8.1: Construct safe and convenient bicycle facilities along and parallel to SR 17.

Plan of Action: FDOT's short-term Transportation Improvement Project list has funds committed to resurfacing between US 27 and Webber International. FDOT now plans to designate the shoulders in this area as bike lanes, with marking and signage. Work with the FDOT to ensure safe bike lanes remain in the design and that the design reflects historic character.

Potential Partners: FDOT, Polk County TPO, Frostproof, Hillcrest Heights, Babson Park, Webber International University, local traffic engineering firms, cycling clubs

Potential Funding: N/A

Protection  
 Techniques: Potential: Proposed Frostproof Historic Preservation Area

**Action Item                      Haines City to Lake Wales Trail**

Strategy: Strategy 3.2: Support and expand existing recreational efforts.

Strategy 3.4: Provide access to intrinsic resources by biking, hiking, walking, canoeing, and horseback riding.

Plan of Action: Closely coordinate with Polk County on its Greenways Master Planning process. Research the location and ownership of abandoned right-of-way, including railroad and infrastructure. Create maps of potential bicycle trails. Coordinate with Polk County Planning and Polk County TPO and Polk County Recreation, and encourage inclusion of trails on project list. If appropriate, encourage private landowners to allow trails.

Potential Partners: Polk County Planning, Polk County TPO, Polk County Recreation, local governments, community recreation and cycling clubs, railroad corporations, private landowners, Reid Hardman

Potential Funding: N/A

Protection  
 Techniques: Haines City Downtown Master Plan, Chalet Suzanne (National Register of Historic Places, 1990), Lake Wales Historic Residential District (NRHP, 1997), and Lake Wales Commercial Historic District (NRHP, 1990), North Lake Wales Selected Area Plan, Polk County Greenway Master Plan, Polk County 2030 Long-Range Transportation Plan



<b>Action Item</b>	<b>Corridorwide Yard Sale</b>
Strategy:	Strategy 10.8: Sponsor events establish a wide advertisement base.
Plan of Action:	Choose a time that supports the events of local community groups and institutions. Advertise heavily within the community for participation. Advertise regionally for event.
Potential Partners:	Local retailers, Local and regional newspapers
Potential Funding:	N/A
Protection Techniques:	N/A
<b>Action Item</b>	<b>Ground Breaking Ceremony for New Park on Lake Easy</b>
Strategy:	Strategy 3.2: Support and expand existing recreational efforts.
Plan of Action:	Survey the residents of Highland Park to assess support for formalizing the County land on Lake Easy. Contact Polk County Recreation to assist in designing the park to include a picnic area, fishing pier, non-motorized boat access, and parking. Fencing should restrict vehicular access along lakefront. Coordinate funding and construction with Polk County Recreation.
Potential Partners:	Village of Highland Park, Polk County Recreation, Florida Department of Environmental Protection
Potential Funding:	Polk County Recreation, Village of Highland Park, materials donated by home improvement retailers
Protection Techniques:	The US Army Corps of Engineers (ACOE), under Section 404 of the Clean Water Act, exerts regulatory authority for dredge and fill activities over the “waters of the United States,” including wetlands.
<b>Action Item</b>	<b>Haines City Downtown Master Plan that Supports the Scenic Highway</b>
Strategy:	Strategy 8.2: Develop and coordinate implementation of a plan for sidewalk construction and enhancements in incorporated and unincorporated communities. Strategy 10.1: Develop a wayfinding program.
Plan of Action:	Participate in the drafting and adoption of the master plan. Lobby for inclusion of streetscaping along 6th Street, sidewalks along east side of SR 17, and a Scenic Highway wayfinding program along SR 17.
Potential Partners:	Haines City, Haines City Community Redevelopment Agency, local planning, and landscape architecture firms.
Potential Funding:	N/A
Protection Techniques:	Downtown Haines City Commercial District (National Register of Historic Places, 1994), Central Business District zoning district, Haines City and FDOT signage regulations (see <i>Section 7: Background Conditions Analysis</i> )
<b>Action Item</b>	<b>North Lake Wales Selected Area Plan that Preserves Vistas of Bok Tower</b>
Strategy:	Strategy 6.2: Encourage new development to include roadside buffers and encourage local governments to require them for new development. Strategy 6.3: Encourage local governments to provide incentives for clustering to preserve key viewsheds. Strategy 6.4: Assure that lighting, signage, landscaping and hardscape reflect the historic character of the corridor while conforming with standards presented in the Manual on Uniform Traffic Control Devices, FDOT guidelines, and other engineering standards.
Plan of Action:	Attend public meetings and contact Polk County and Lake Wales staff and elected officials. Emphasize the need to maintain open vistas to Bok Tower and rural character outside of cities. Encourage requirements for native rural

landscaping, wide buffers to SR 17, and open space preservation.

Potential Partners: Polk County, Lake Wales, Lake of the Hills, FDOT, Lake Wales development community, Historic Bok Sanctuary

Potential Funding: N/A

Protection Techniques: The North Lake Wales Selected Area Plan could be one of the most effective regulatory protection techniques for preserving Bok Tower views. The Corridor Management Entity must work diligently to ensure that the Selected Area Plan fulfills its intended goal of scenic view preservation.

**Action Item Ridge Scenic Highway Adopt-a-Highway**

Strategy: Strategy 3.5: Sponsor an Adopt-a-Highway and other litter control programs along SR 17.

Plan of Action: Contact FDOT's Adopt-A-Highway Coordinator in Tallahassee at 1-800-BAN-LITT(er) or 1-800-226-5488. Adopt a minimum of 2 miles along the corridor. Organize volunteers. Schedule and advertise minimum of 4 annual litter clean-ups.

Potential Partners: FDOT's Adopt-A-Highway Coordinator

Potential Funding: FDOT's Adopt-A-Highway Program provides safety meetings, safety vests, and litter bags, picks up litter at specified locations, and posts signs at the beginning and end of section.

Protection Techniques:

**Action Item Scenic Pull-Off Areas**

Strategy: Strategy 10.4: Provide additional pull-off areas.

Strategy 10.5: Develop interpretive signs at pull-off and other locations along the corridor.

Plan of Action: Reconsider the feasibility of the scenic overlook locations pinpointed in Scenic Resources subsection of *Section 8: Designation Criteria*. Negotiate with public and private landowners to secure the right to the land. Reconsider the design of the overlooks contained in the Concept Plan. Coordinate with Polk County TPO and FDOT to issue permits and schedule funding. Research, design, and construct site-specific display markers. Coordinate with Polk County and FDOT to construct pull-offs.

In considering the design of the pull-off areas contained in the concept plan, the CME should be respectful of private property located adjacent to the pull-off areas, particularly citrus groves. To protect against the spread of trash, picking of fruit and possible spread of diseases, fencing and/or signage of the property line/edge of right-of-way in the vicinity of the pull-off area should be considered. Additional fencing and signage should be designed to protect the scenic views.

Potential Partners: FDOT, Polk County TPO, Florida Department of State, FDOT Scenic Byways Coordinator, America's Byways Resource Center, Enterprise Florida, Visit Florida, Polk County Convention and Visitors Bureau, Keep Polk County Beautiful, local graphic artists; local, state and federal governments, Florida Forever, Trust for Public Lands, The Nature Conservancy, Polk Group of the Sierra Club, Agricultural associations

Potential Funding: FDOT, Polk County, materials donated by home improvement retailers

Protection Techniques: Local government signage standards (see *Section 7: Background Conditions Analysis*), FDOT clear zone requirements.

<b>Action Item</b>	<b>Successful Scenic Highway Event</b>
Strategy:	Strategy 10.8: Sponsor events establish a wide advertisement base. Strategy 12.1: Host special events. Strategy 12.2: Support historical and cultural events.
Plan of Action:	Form CME subcommittee to expand on product of Action Item: Scenic Highway Event Plan and Schedule . Brainstorm on the nature and scale of the event. Secure location and appropriate infrastructure and materials. Apply for necessary permits. Schedule volunteers. Contact local and regional media outlets to advertise widely to residents and travelers.
Potential Partners:	Local cultural groups, local governments, local and regional media. Depending on character of event: local history museums, The Audubon Center, schools and libraries, local and regional sports clubs.
Potential Funding:	Florida Department of State Cultural Grants Program; local businesses donate food, drinks and/or prizes; local institutions provide space
Protection Techniques:	N/A

### *Publicity*

The intent of the Publicity Committee is to disseminate information to the community and public at-large by announcing upcoming meetings and activities with local news media; distribute educational brochures; advertise audio tour of the Scenic Highway; provide travel information to establish travel services; oversee the construction of and placement of interpretive signage, and information kiosks; and work with established funding partnerships.

<b>Action Item</b>	<b>Distribution of Scenic Highway Printed Materials to Travel Agents and Travelers</b>
Strategy:	Strategy 10.9: Work with tourism and tour groups, such as AAA, Visit Florida, Polk County Convention and Visitors Bureau, Keep Florida Beautiful, etc. to promote the Ridge Scenic Highway and provide information about the Corridor Story. Strategy 12.3: Work with tourism and tour groups, such as AAA, Visit Florida, Polk County Convention and Visitors Bureau, Keep Florida Beautiful, etc.
Plan of Action:	Make contact with tourism and tour groups. Secure permission to provide and stock scenic highway printed materials.
Potential Partners:	AAA, Visit Florida, Polk County Convention and Visitors Bureau, Keep Florida Beautiful, local travel agents, regional associations of travel agents, Webber International University's International Tourism Management Program, Polk County Sports Marketing, Tourist Development Council.
Potential Funding:	N/A
Protection Techniques:	N/A

<b>Action Item</b>	<b>Gateway Markers on SR 17 in Haines City south of 17/92, on Chalet Suzanne Road at SR 17, and on SR 17 north of US 27</b>
Strategy:	Strategy 10.6: Design and construct gateways for the corridor.
Plan of Action:	Review preliminary designs contained in the Concept Plan. Work with local engineers/designers for final design. Coordinate with local governments and FDOT on placement of gateways.
Potential Partners:	Haines City, Lake of the Hills, Lake Wales, Frostproof, Polk County, Community Redevelopment Agencies, Main Street programs, Polk County TPO, FDOT Scenic Highways Coordinator

Potential Funding:	Pro bono design work by local engineers, materials donation by home improvement retailers, local governments
Protection Techniques:	Haines City: Downtown Haines City Commercial District (National Register of Historic Places, 1994), Central Business District zoning district, Haines City Downtown Master Plan, FDOT clear zone requirements, local government signage regulations (see <i>Section 7: Background Conditions Analysis</i> )
<b>Action Item</b>	<b>Ridge Scenic Highway Interpretive Center</b>
Strategy:	Strategy 10.3: Locate, establish, and staff an Interpretive Center for the corridor.
Plan of Action:	Locate and negotiate an agreement with one or several cultural institutions that can host an interpretive center. Stock center with scenic highway presentation materials. Coordinate staffing schedule of volunteers.
Potential Partners:	Dundee Depot Museum, Lake Wales Depot Museum, Frostproof Historical Museum and Library, Tourist Development Council, East Polk Committee of 100
Potential Funding:	Florida Department of State Cultural Facilities Program, Tourist Development Trust Fund
Protection Techniques:	Local government zoning and parking regulations
<b>Action Item</b>	<b>Scenic Highway Event Plan and Schedule</b>
Strategy:	Strategy 10.8: Sponsor events establish a wide advertisement base. Strategy 12.1: Host special events. Strategy 12.2: Support historical and cultural events.
Plan of Action:	Brainstorm within CME on type of scenic highway event that would coordinate and support other local events. Seek support of event idea from local institutions, museums, and governments. Schedule event date and location that is supportive of other events.
Potential Partners:	The Nature Conservancy, the Audubon Center, local history museums, local cultural groups, local governments
Potential Funding:	N/A
Protection Techniques:	N/A
<b>Action Item</b>	<b>Supply of “The Ridge Scenic Highway” T-Shirts</b>
Strategy:	Strategy 10.10: Develop, produce, and sell “The Ridge Scenic Highway” t-shirt and other marketing items.
Plan of Action:	Design logo and content for t-shirt. Produce through t-shirt production company. Stock t-shirts at interpretive centers. Recruit local museums, history centers, and retailers to display and sell t-shirts.
Potential Partners:	Local graphic designer and t-shirt production company. Local museums, history centers, and retailers.
Potential Funding:	Pro-bono or discounted professional services.
Protection Techniques:	N/A



<b>Action Item</b>	<b>Wayfinding Design Template</b>
Strategy:	Strategy 10.1: Develop a wayfinding program.
Plan of Action:	Revise the wayfinding ideas contained the <i>Section I's</i> Concept Plan into a design template. Promote the design template to local Main Street programs and Community Redevelopment Agencies.
Potential Partners:	Haines City and Lake Wales Main Street Programs, Community Redevelopment Agencies, local governments, FDOT
Potential Funding:	Main Street Programs, Community Redevelopment Agencies, Enterprise Florida, Visit Florida, FDOT (as part of landscaping budget connected to a roadway improvement)
Protection Techniques:	Signage regulations of local governments (see <i>Section 7: Background Conditions Analysis</i> )

<b>Action Item</b>	<b>Widely Recognized Coordinating Calendar</b>
Strategy:	Strategy 5.3: Develop a clearinghouse or coordinating calendar for cultural events. Strategy 5.4: Promote local cultural organizations. Strategy 12.2: Support historical and cultural events.
Plan of Action:	Contact local arts and cultural organizations and ask that they forward event information to CME. Establish website and publish events to the website. Advertise website through regional and state arts and cultural clearinghouse sources.
Potential Partners:	Regional and state arts and cultural clearinghouse sources, local arts/culture organizations that host regional events (Haines City Community Theatre, Historic Bok Sanctuary, Lake Wales Little Theatre, Lake Wales Art Center, Life of Christ Passion Play, Webber International University, Frostproof Art League and Gallery), Polk County, Visit Florida, Polk County Convention and Visitors Bureau, local newspapers
Potential Funding:	N/A
Protection Techniques:	N/A

### *Telephone*

The intent of the Telephone Committee is to secure and enlist individuals to use the telephone to stimulate interest and to notify the membership of the activities of the organization; and confirm reservations.

<b>Action Item</b>	<b>Action Alert Networking System</b>
Strategy:	Strategy 11.1: Participate in lobbying efforts.
Timeframe:	2004
Plan of Action:	Recruit local government officials, organizations, businesses, and residents that are concerned about the sustainability of citrus and cattle in the corridor. Establish a mailing list. Join associations that monitor the agricultural policy debates of the Florida Legislature and US Congress and subscribe to their legislative updates. In preparation for critical votes, write draft letters in support of sustainable agriculture. Distribute to mailing list.
Potential Partners:	Local and regional governments, Florida Citrus Commission/Department of Citrus, Florida Citrus Mutual, Florida Citrus Processors Association, Florida Fruit & Vegetable Association, Florida Cattlemen's Association, Florida Agriculture Coalition, American Farm Bureau, Florida Farm Bureau, National Cattlemen's Beef Association, and similar organizations

Potential Funding: N/A  
 Protection N/A  
 Techniques:

## Long Term Action Items

The Long Term Action Items are specific actions contained in the Vision and Corridor Management Plan. These projects will occur more than 5 years after scenic highway designation, and thus the specific products, action plan, partners and funding are unspecified. At the time that these action items are moved to the Short Term Action Item list, the Corridor Management Entity will complete the necessary specifics.

As a catalytic organization, the Corridor Management Entity will capitalize on the actions and investments of others in the community. As new opportunities for cooperation arise, the Corridor Management Entity will respond by updating its Action Plan. Based on the circumstances at the time, the CME will accomplish the following strategy:

*Strategy 14.6: Regularly review and update the Short Term Action Items.*

As the following events occur, the Corridor Management Entity will add the indicated items to the Short Term Action Items list.

### Initiation of Master Plan/Main Street Program in Dundee

- Extend sidewalks north of school site along SR 17
- Streetscaping on Main Street and Center Street
- Intersection improvement at SR 17 and Main Street

### Initiation of Master Plan in Frostproof

- Wall Street streetscaping within proposed Frostproof Historic Preservation Area

### Initiation of Master Plan in Lake Wales

- Trailhead at SR 17 and trail
- Streetscape/bicycle trail along 3<sup>rd</sup> Street (within Lake Wales Residential Historic District)
- Passive recreational park with visual connection to commercial historic district and lake, SR 17 and Park Ave.
- Streetscaping along SR 17 (within Lake Wales Downtown Historic Commercial District)

### Initiation of Master Plan in Lake Hamilton

- Redevelop park between Smith and Hill at 2<sup>nd</sup> Street

### Update of Master Plan for Webber International University

- Construct passive recreational park on Crooked Lake (a Department of Environmental Protection “Outstanding Florida Waters”)

### Revision of Polk County Greenways Master Plan

- Construct park on Lake Moody
- Construct Multiuse (Bicycle and equestrian) Trail connecting Crooked Lake Prairie (Polk County Recreation) to Tiger Creek Preserve (The Nature Conservancy)
- Construct Multiuse (Bicycle and equestrian) Trail in Railroad ROW from Haines City to Lake Wales

### Update of Polk County TPO Long Range Transportation Plan

- Intersection improvement at SR 17 and Main Street, Dundee
- Safety study along SR 17 that addresses safe speeds for motorists, pedestrians, bicyclists and other users of the road
- Construct Multiuse (Bicycle and equestrian) Trail connecting Crooked Lake Prairie (Polk County Recreation)

to Tiger Creek Preserve (The Nature Conservancy)

- Construct Multiuse (Bicycle and equestrian) Trail in Railroad ROW from Haines City to Lake Wales

### **Update of Chalet Suzanne Master Plan**

- Construct Multiuse (Bicycle and equestrian) Trail in railroad right-of-way connecting Haines City to Lake Wales

### **Update of Historic Bok Sanctuary Master Plan**

- Construct Multiuse (Bicycle and equestrian) Trail in railroad right-of-way connecting Haines City to Lake Wales

### **Update of Southwest Florida Water Management District Plan**

- Construct recreational park on Crooked Lake (a Department of Environmental Protection “Outstanding Florida Waters”) that features passive activities but does not provide water access
- Construct park on Lake Moody

# Community Participation Program





### 3 Community Participation Program

The Community Participation Program is the Corridor Management Entity's outreach program that will heighten awareness, build consensus, and foster public involvement in support of the corridor. The Corridor Management Entity will implement the Community Participation Program throughout the Implementation phase.

Five Goals and their supporting Strategies directly address Community Participation and Promotion. Those Goals and Strategies are excerpted here. To read all Goals and Strategies, see *Section 1: Ridge Scenic Highway Vision and Concept Plan*.

#### Community Support and Participation

Goal 1: Work closely with local governments, entities, and communities to coordinate and maximize our efforts.

- Strategy 1.1: Be available and receptive to community input to foster a spirit of cooperation.
- Strategy 1.2: Review existing projects and participate in future planning with community leaders to synthesize mutual goals.

Goal 2: Receive input from residents and decision makers

- Strategy 2.1: Develop and implement a continuous public awareness program among the community (the Community Participation Program).
- Strategy 2.2: Inform public of contact information to allow for open communication.
- Strategy 2.3: Update the Corridor Management Plan every 5 years to allow for revisions of the document.

#### Education and Corridor Story

Goal 9: Educate residents and decision makers about the Ridge Scenic Highway Vision, Goals and Strategies, and Action Plan.

- Strategy 9.1: Communicate ideas, activities, and events through media outreach.

- Strategy 9.2: Develop standardized presentation on the Ridge Scenic Highway, (e.g. interactive website, video, handouts, brochures, others means as needed).
- Strategy 9.3: Present and promote our information, programs, and materials to non-profit, business, and community groups.
- Strategy 9.4: Include government officials (city and county) on CME mailing list.
- Strategy 9.5: Publicize and invite public to CME meetings and events.
- Strategy 9.6: Sponsor a speakers bureau.

Goal 10: Tell the Corridor Story to inform and educate travelers about the multiple assets along the corridor..

- Strategy 10.1: Develop a wayfinding program.
- Strategy 10.2: Develop pamphlets and brochures to guide the traveler along the corridor, including local culture and ecological information.
- Strategy 10.3: Locate, establish, and staff an Interpretive/Multi-language Center for the corridor.
- Strategy 10.4: Provide additional pull-off areas.
- Strategy 10.5: Develop interpretive signs at pull-off and other locations along the corridor.
- Strategy 10.6: Design and construct gateways for the corridor.
- Strategy 10.7: Develop an interactive web site with links to sites, attractions and events along the corridor.
- Strategy 10.8: Sponsor events establish a wide advertisement base.
- Strategy 10.9: Promote tourism through cooperative efforts with groups such as AAA, Visit Florida, Polk County Convention and Visitors Bureau, Keep Florida Beautiful, etc.
- Strategy 10.10: Develop, produce, and sell "The Ridge Scenic Highway" t-shirt and other marketing items.

## Administration

Goal 14: To establish and maintain a Corridor Management Entity.

- Strategy 14.1: Form non-profit organization with 501(c)3 status.
- Strategy 14.2: Establish P.O. Box for CME correspondence.
- Strategy 14.3: Address and complete necessary operational functions and tasks such as establishing and maintaining mailing lists, CME logo, etc.
- Strategy 14.4: Establish representation for CME from incorporated communities, unincorporated communities, the County, and five At-Large positions (Agriculture, Tourism, Cultural/Historic, Commercial/Developers, Environmental).
- Strategy 14.5: Convene annual meetings, as specified in the CME Bylaws.
- Strategy 14.6: Regularly review and update the Short Term Action Items.

## Promotional Techniques

The Corridor Management Entity's promotional strategy serves two distinct purposes, as a fundraising opportunity for implementation of the Corridor Management Plan, and as a promotional tool to promote tourism. The first step in developing a promotional strategy will be to identify the target audience of such a program. The Corridor Management Entity will evaluate tools by which to reach this audience and the message to be delivered.

Potential promotional techniques include:

### Distribution materials

- Printed brochures/fact sheets
- Travel maps highlighting intrinsic resources
- Newsletter
- Magazine/newspaper articles
- Corridor audio/CD-ROM tour
- Informational presentation to groups/speakers bureau
- Web page

### Activities and Events

- Community meetings
- Learning experiences or seminars
- Scenic Highway sponsored contests, fairs, and auctions

### Sites and Structures

- Historical markers/history museums
- Interpretive/visitor center
- Gateways/scenic pull-offs



*Design Workshop, July 21-24, 2003*

### Community Participation Activities to Date

The Ridge Scenic Highway CAG created an informal "Speaker's Bureau" in order to inform local groups of the pursuit of the Florida Scenic Highway designation and encourage community support and participation. Following is a partial list of presentations made to these groups and organizations.

Frostproof City Council  
Hillcrest Heights Town Council  
Lake Wales City Commission  
Dundee Town Council  
Lake Hamilton Town Council  
Haines City Commission  
Frostproof Rotary Club  
Babson Park Womens Club  
Frostproof Lions Club  
Babson Park Visioning Group  
Lake of the Hills Garden Club/Community Club  
Lake Wales Lions Club  
Lake Wales Rotary Club  
Lake Wales Garden Club  
Frostproof Chamber of Commerce  
Lake Wales Ridge Eco-System Working Group

Ridge Scenic Highway Meeting Locations	
Location	Date
Lake-of-the-Hills - Community Clubhouse	February 2003
Lake Wales - City Hall	March 11, 2003
Lake Wales - City Hall	April 14, 2003
Haines City - City Hall	May 19, 2003
Babson Park - Ridge Audubon Nature Center	June 9, 2003
Frostproof - City Hall	July 14, 2003
Historic Bok Sanctuary	August 11, 2003
Dundee - Community Center	September 8, 2003
Chalet Suzanne	October 13, 2003
Lake-of-the-Hills - Community Clubhouse	November 10, 2003
Lake Wales - City Hall	December 15, 2003
Historic Bok Sanctuary	January 27, 2004
Lake Wales - City Hall	March 15, 2004
Frostproof - City Hall	April 19, 2004
Dundee - Community Center	May 25, 2004
Haines City - City Hall	September 13, 2004
Babson Park Community Church	October 25, 2004
Chalet Suzanne	December 13, 2004

Lake Wales City Hall - 4  
 Frostproof City Hall - 2  
 Lake-of-the-Hills - 2  
 Historic Bok Sanctuary - 2  
 Haines City - 2  
 Babson Park - 2  
 Dundee - 2  
 Chalet Suzanne - 2





## **The Ridge Scenic Highway Corridor Advocacy Group**

September 13, 2004 @ 10:00 am

Haines City - City Hall

502 East Hinson Avenue

Haines City, Florida

### **MEETING AGENDA**

- I. Welcome**
- II. Ridge Scenic Highway Designation Status**  
*The application was submitted to FDOT on July 2!*
- III. CME Member Appointments**
- IV. CME Agreements**
- V. Set a Time and Place for the Next Meeting – Lake Hamilton? Babson Park?**



**The Ridge Scenic Highway  
Corridor Advocacy Group**  
October 25, 2004 @ 10:00 am  
Babson Park Community Church\*  
Babson Park, Florida

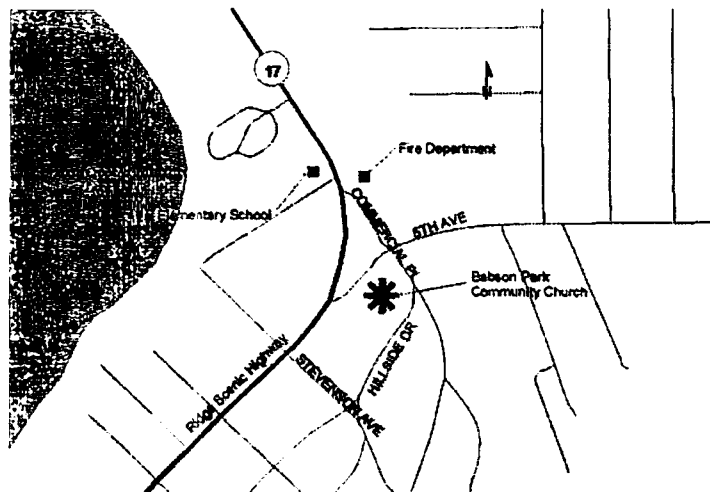
---

**MEETING AGENDA**

---

- I. Welcome
- II. Ridge Scenic Highway Designation Status  
*Plans for the dedication ceremony*
- III. CME Member Appointments  
*Report from the Nomination Committee*
- IV. CME Agreements  
*Presentation by the Bylaws Committee*
- V. Set a Time and Place for the Next Meeting

\* The Babson Park Community Church is located on the east side of SR 17 (Scenic Highway) just south of Babson Park Elementary and the Fire Department.





The Ridge Scenic Highway  
Corridor Advocacy Group  
October 25, 2004 @ 10:00 am  
Babson Park Community Church\*  
Babson Park, Florida

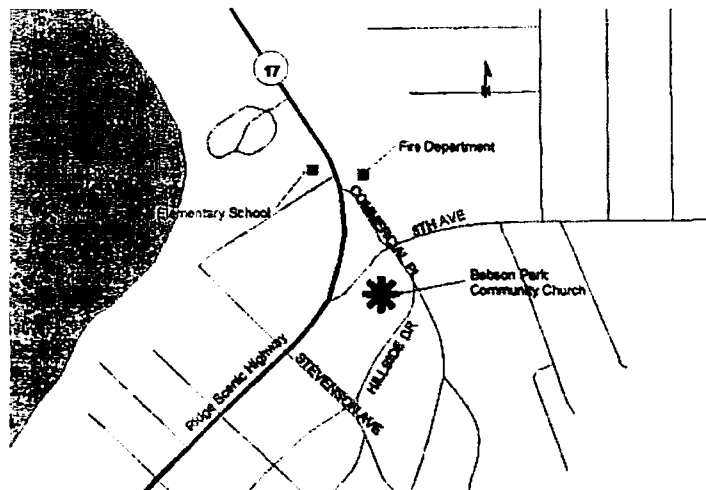
---

MEETING AGENDA

---

- I. Welcome
- II. Ridge Scenic Highway Designation Status  
*Plans for the dedication ceremony*
- III. CME Member Appointments  
*Report from the Nomination Committee*
- IV. CME Agreements  
*Presentation by the Bylaws Committee*
- V. Set a Time and Place for the Next Meeting

\* The Babson Park Community Church is located on the east side of SR 17 (Scenic Highway) just south of Babson Park Elementary and the Fire Department.



October 25, 2004

## MINUTES FOR CME MEETING

Meeting OF THE RIDGE SCENIC HIGHWAY CAG on October 25, 2004, at the Babson Park Community Church was called to order at 10:00 am by Chairwoman Mimi Hardman. Those present were: Deming Cowles, Heather McKinley, Mimi Hardman, Helen Morrison and Ken Morrison, Martha Sehi, Johnny Powell, Lori Carlton, Ryan Kordek, Bub Burt, Jennifer Nanick, Ryan Kordek, Lori Carlton, Jake Rowe, Irene Johnson, Andrew Bryan, Cindy Turner, Johanna Buscher, Kay Huxelman, Bob Socal, Denise and Eric Hinshaw

After introductions, Mimi said she had called The County Commission regarding funds which Lake Wales and Bok Sanctuary were to receive. Since the Lake Wales City Commission did not approve Rails to Trails in Lake Wales as proposed there is grave concern the funds may be earmarked for other projects away from our area. This issue was on the Consent Agenda for the County Commission October Meeting. Seven people went to the meeting. The vote was unanimous to let Lake Wales complete the petition drive to allow the voters of Lake Wales to choose via a special election whether or not they want Rails to Trails as proposed. Ryan Kordek wrote a letter to Stanley Cann asking that the funds in question be rolled over to next year rather than given elsewhere. Lori Carlton (DOT) remarked that if nothing is done with the money, it would just roll over. That is probably what's going to happen.

Lori updated the Committee on the Ridge Scenic Highway Designation Application. The Advisory Committee's negative comments focused primarily on formatting changes. They do question how changes will be incorporated into each City's Comprehensive Plan. There is an overlap between the old Scenic Highway manual, which we were told we could use, and the new manual. This seems to be the reason for some of the questions. She will contact the "sign person" soon. Signs are made of metal and Ridge Scenic Highway would be identified at the top of sign. This seemed to stimulate discussion on sidewalks needed in school areas along the highway and other good comments. It will be great to be able to approach and tackle such projects.



Deming and Heather reported on the discussion about CME Appointments to At Large seats on the Board from the previous meeting and introduced the slate of names. Phone calls to nominees for the At Large seats and their alternate will take place after next Tuesday, after the Lake Wales Pioneer Days Celebration.

CME Entity Agreement: There was a motion to accept the CME Entity Agreement as written. It was seconded, voted upon, and unanimously approved as written.

Since Ted is no longer available to act as Vice Chairperson, we need to elect another person to fill that office. Deming was nominated. He was unanimously voted in as Vice Chair.

Curtis Knowles, Haines City Rep, is our Treasurer; he was not in attendance today. Heather McKinley is the Recording Secretary.

Our next meeting will be on December 13 at 10 a.m. at the Chalet Suzanne. Everyone was reminded to sign their CME Agreement and hand them to Mimi. Meeting was adjourned at noon.

Respectfully submitted,  
Heather HI McKinley,  
Secretary



## **The Ridge Scenic Highway Corridor Advocacy Group**

December 13, 2004 @ 10:00 am

Chalet Suzanne

Lake of the Hills, Florida

### **MEETING AGENDA**

- I. Welcome**
- II. Ridge Scenic Highway Designation Status**  
*Report from FDOT*
- III. CME Function and Responsibilities**
- IV. CME Member Appointments**  
*Presentation by the Nomination Committee*
- V. Set a Time and Place for the Next Meeting**

LAKE WALES - Supporters of a tourist-grabbing label for a 38.7-mile stretch of State Road 17 in the Ridge hope for good news next month when state reviewers decide whether to designate the route as a scenic highway.

The highway is eligible for roughly three dozen special funding programs once it's added to the state's Scenic Highway system, said Ryan Kordek with Polk County's metropolitan planning organization.

The state review committee is scheduled to consider the Ridge corridor's application Jan. 19, said Lori Carlton, a community liaison with the state transportation department. The Ridge Scenic Highway Corridor Advocacy Group meets 9 a.m. Jan. 24 at Historic Bok Sanctuary in Lake Wales.

Supporters Monday reviewed the designation's status and finalized membership on a formalized steering committee that will control grant spending once Highway 17 receives its scenic designation. Sixteen members will represent incorporated and unincorporated communities along the stretch of highway as well as special interests like agriculture, historic & cultural interests and citrus.

The agency can act as a sounding board and lobby group on behalf of communities and downtowns from Haines City to Frostproof served by State Road 17.

Groups represented by the so-called Corridor Management Entity are also expected to volunteer in-kind services, raise funds and pay dues, Kordek said. The informal advocacy group, which has lead the scenic highway campaign for more than a year, has gone as far as it can without the state designation, Carlton said.

"We really can't go forward too much more," she said.

The roughly dozen scenic corridors range in length from less than three miles in Bradenton Beach, to nearly 170 miles along Indian river Lagoon. There were 456 miles designated as of Fall 2001. The label requires that the road offer motorists access to archaeological, recreational, scenic, cultural or natural resources.

Supporters say the designation gives residents a hand in the growth of business development within the corridor. However, the corridor management entity has no formal powers and can not restrict land-use or otherwise directly affect property owners or developers.

The proposed scenic highway corridor encompasses Frostproof, Hillcrest Heights, Babson Park, the Village of Highland Park, Lake Wales, Lake of the Hills, Dundee, Lake Hamilton and Haines City. No community has refused participation in the campaign, Carlton said.

Jim Gallagher, Dundee town manager, said his council actively supports the corridor's designation and is anxious to add its representative to the management entity.

"It's something we've already strongly supported on the record," Gallagher said.

Click here to return to story:

[http://www.polkonline.com/stories/121504/communitynews\\_scenic.shtml](http://www.polkonline.com/stories/121504/communitynews_scenic.shtml)



# Local Support



## 4 Local Support

There is strong local support for the designation of the Ridge Scenic Highway. The Corridor Advocacy Group has worked hard to involve local governments, non-profit organizations, civic groups, and local citizens in preparing the Corridor Management Plan.

### Letters of Support

The Corridor Advocacy Group has obtained letters of support from the following organizations:

- Chalet Suzanne
- Frostproof Historical Museum and Library
- Historic Lake Wales Society
- Lake of the Hills Community Club
- Lake Wales Lions Club
- Lake Wales Police Department
- Northeast Polk County Historical Society
- Ridge Audubon Society
- The Depot - Lake Wales Museum and Cultural Center

The following corridor residents have also submitted letters of support to the Corridor Advocacy Group:

- Bart Aleck, Little Market, Lake Pierce
- Conrad Lantz and Delores Garrett, South Star Hills
- Dennis Coder, Drift In Resort, Lake Pierce
- Kathleen and Virgil Powell, Lake Pierce
- Patricia Waters, Lake Pierce
- Richard Huxtable and Diane Pierce Huxtable, Artist and Resident, Lake Pierce
- Robert Connors, La Bella Torre and Coldwell Banker, Lake Wales
- Robert Kirk, Kirk Country Store, Lake Pierce
- Ted and Shirley Nelson, Frostproof
- Theresa Collins and Marty Keller, Lake Pierce
- Tim Powell, Powells Landscape and Tree Service, Lake Pierce

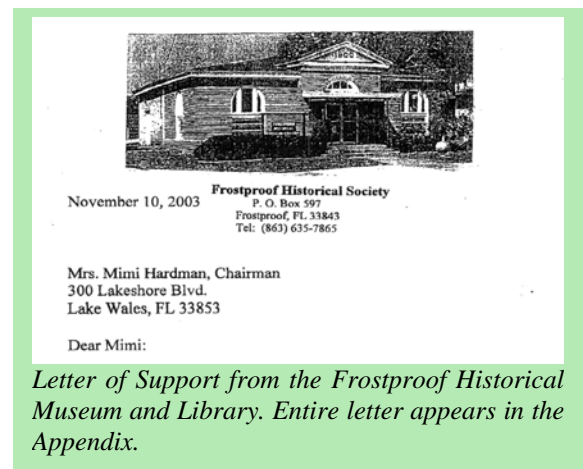
Copies of the letters of support are included in the Appendix.

### Groups and Organizations Involved in Preparing the Corridor Management Plan

The Corridor Advocacy Group consists of representatives from local government, non-profit organizations, civic groups, and local residents. These individuals have worked together closely to build consensus for the ideas and projects presented in the Corridor Management Plan.

Groups and communities represented on the Corridor Advocacy Group include:

- AAUW
- Babson Park Visioning Group
- Central Florida Regional Planning Council
- Chalet Suzanne
- City of Frostproof
- City of Haines City
- City of Lake Wales
- Cypresswood/Winter Haven Coalition
- Florida Department of Transportation
- Frostproof Historic Museum
- Historic Bok Sanctuary
- Lake of the Hills
- Lake Wales Depot Museum and Cultural Center
- Lake Wales Arts Center
- Lake Wales Historical Society
- Mountain Lake Corporation



- Mountain Lake Estates
- Polk County Historical Society
- Polk County Natural Resources
- Polk County Transportation Planning Organization
- Polk County Transportation Planning Organization Citizens Advisory Committee
- Ridge Audubon Society
- South Starr Hills
- The Nature Conservancy, Lake Wales Ridge Program
- Town of Dundee
- Town of Hillcrest Heights
- Town of Lake Hamilton
- Village of Highland Park

### Resolutions

In support of the Ridge Scenic Highway, resolutions were passed by the City of Haines City, Town of Lake Hamilton, Town of Dundee, City of Lake Wales, Village of Highland Park, Town of Hillcrest Heights, the City of Frostproof, the Polk County Board of County Commissioners, and the Polk County Transportation Planning Organization. Each of these local governments also signed the Letter of Intent, Eligibility Application, and this Designation Application. Resolutions appear in the Appendix.

### Newspaper Articles

*The News Chief*, *The Ledger*, and *The Lake Wales News* have provide coverage of Corridor Advocacy Group meetings and events, such as the three-day design workshop held in July 2003. The news articles have helped maintain communication between the Corridor Advocacy Group and the community as well as provide insight in the views of local residents. The news articles provide evidence of strong local support for the scenic highway designation. Copies of the news articles appear in the Appendix.

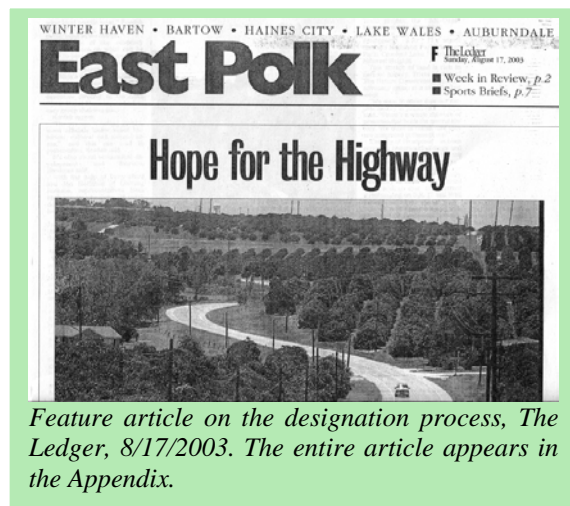
### Surveys

While preparing the Eligibility Application, the Corridor Advocacy Group prepared a survey to obtain input on how the community perceives the Ridge Scenic Highway and the types of

improvements the community most values. This survey records the impressions of the corridor from frequent users of the corridor.

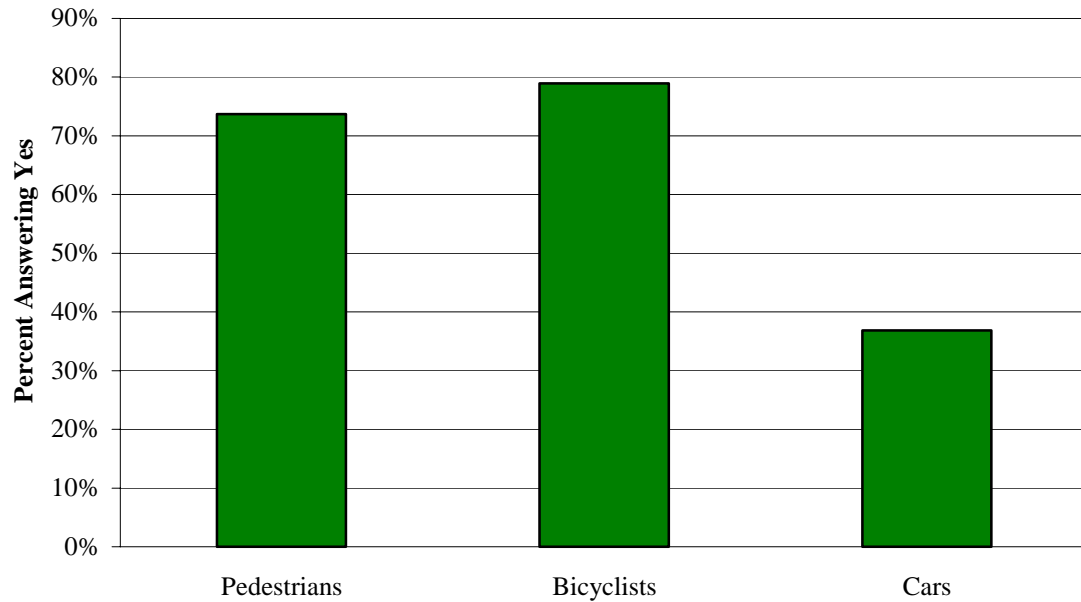
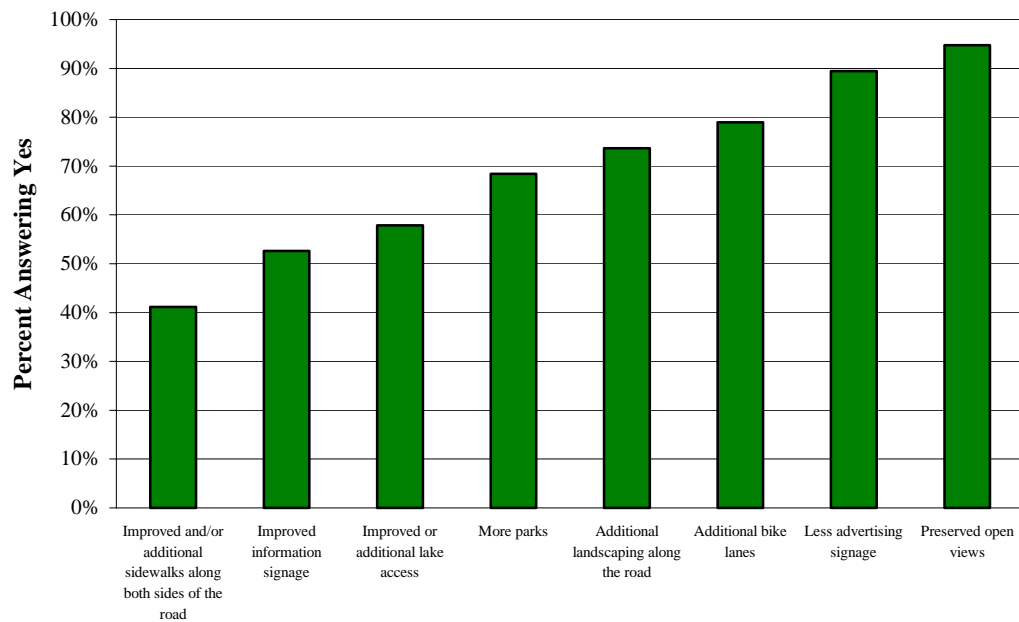
Nineteen surveys were completed. All survey respondents stated that they enjoy driving along SR 17, emphasizing the scenic quality of the corridor. Survey respondents also reinforced the connection between the corridor and significant historic, cultural, natural, and recreational resources. Survey respondents identified the following as historic, natural, cultural, recreational, or scenic resources that they identify with SR 17:

- Casa de Josephina
- Chalet Suzanne's Historic Village, Restaurant, Inn, Cannery and Airstrip
- Crooked Lake
- Cultural events (art shows/ ice cream socials/ carillon dinner, etc.)
- Depot Museum and Railroad Corridor (Lake Wales)
- Downtown Lake Wales
- Dundee Children's Park
- Dundee Lake Marie Park
- Florida Natural's Groves
- Florida scrublands
- Frostproof Historical Museum
- Hills
- Hickory Lake Scrub
- Highland Park
- Historic Bok Sanctuary
- Historic Districts and Sites
- History Museums



- Indian Creek Preserve
- Iron Mountain
- Kissimmee River State Park
- Lake of The Hills Community Club House
- Lake Starr
- Lake Wales
- Lake Wales Arts Center
- Lakes
- Lake of the Hills
- Lakes Wales Depot Museum
- Orange Groves
- Preserves
- Ridge Audubon Center
- Rolling Hills
- Snodgrass Island
- The Lake Wales Ridge
- Tiger Creek Preserve
- Valleys
- Vistas

When asked about safety enhancements, 74% of survey respondents stated that pedestrian enhancements are needed and 79% stated that bicycle enhancements are needed. Other types of enhancements that rated favorably by a majority of the respondents included preserved open views, less advertising signage, additional bicycle lanes, additional landscaping, more parks, improved informational signage and improved or additional lake access. *Table 1* and *Table 2* summarize the findings of the survey.

**Table 1: Safety Enhancements Needed along SR 17****Table 2: Additional Enhancements Needed along SR 17**



Survey respondents stated that enhancements should be focused in the following areas:

Location	Type of Enhancement
Windy Hill	Purchase land
Rural areas	Install native sandhill and scrub landscape Preserve vistas to Windy Hill and Bok Tower Pull-off with benches and tables and information on geology of ridge Historic markers Bridle (equestrian) trail Hiking trails
City/Town	Improve entrances Clean up yards Historic markers
Lake Moody	Remove exotic plants
Mt Lake	Remove exotic plants

The Goals and Strategies, Concept Plan and Action Plan include projects and policies that focus investments on pedestrian and bicycle facilities, the preservation of open views and environmentally sensitive lands, landscaping enhancements, a signage package, lake access, and more recreation parks.

### Design Workshop

On June 21-24, 2003, the Corridor Advocacy Group hosted three open houses with the consulting planners and designers. Over 50 residents attended at least one open house. Nearly all participants expressed support for the designation.



*The consulting biologist describes potential enhancements during the Design Workshop.*



*Lori Carlton, FDOT Community Liaison, discusses potential projects with members of the Corridor Advocacy Group.*

# Partnerships



## 5 Partnerships

Since the Florida Scenic Highways Program is a grassroots effort with great emphasis on local support and consensus building, partnerships and agreements are important in implementing the Corridor Vision, Goals and Strategies, and Action Plan. The Member Partnership Agreement formalizes the partnership between the individual and the Corridor Management Entity, through which the plan will be implemented.

Membership in the Corridor Management Entity is open to all individuals and groups in the communities along the corridor. The Corridor Management Entity requires that each member formally join it through a signature on the Member Partnership Agreement. The Agreement formally defines the cooperative work effort between the Corridor Management Entity and the member.

The Corridor Management Entity will seek to form member partnerships with citizens, government agencies, private businesses, business associations, landowners, land developers, interest groups, and civic organizations. The intent of membership is to collectively produce a better product or outcome than could be accomplished by working separately. Those groups, organizations, or individuals that sign the Member Partnership Agreement with the Corridor Management Entity will make up its membership.

In addition, the partnerships between the Corridor Management Entity and the seven cities and Polk County are more formalized. The Corridor Advocacy Group has begun discussions with local governments to include a policy in their Comprehensive Plans that formalizes the partnership between the local government and the Corridor Management Entity (see *Section 12: Comprehensive Plan Relationship*). The Corridor Management Entity will continue to develop partnerships with each of the seven municipalities, Polk County, the Polk County Transportation Planning Organization, and the Florida Department of Transportation.

At a minimum, the Corridor Management Entity will request the following government agencies, community groups, and businesses become members:

### Government Agencies

- Central Florida Regional Planning Council
- Florida Department of Transportation
- Florida Department of Natural Resources
- Polk County Historical Society
- Polk County Natural Resources
- Polk County Transportation Planning Organization
- Polk County Transportation Planning Organization Citizen Advisory Committee

### Community Groups and Institutions

- Cypresswood/Winter Haven Coalition
- Defenders of Crooked Lake
- Dundee Historic Preservation
- Frostproof Arts League
- Frostproof Historic Museum and Library
- Green Horizon Land Trust
- Haines City Main Street
- Historic Lake Wales Society
- Lake of the Hills Community Club
- Lake of the Hills Garden Club
- Lake Wales Arts Center
- Lake Wales Audubon
- Lake Wales Depot Museum and Cultural Center
- Lake Wales Downtown Historic District
- Lake Wales Historical Society
- Lake Wales Lions Club
- Lake Wales Little Theatre
- Lake Wales Main Street
- Lake Wales Rotary Club
- Lake Wales Women's Club
- Mountain Lake Corporation
- Mountain Lake Estates
- Olmsted Historic Neighborhood, Lake Wales
- Ridge Audubon Society
- South Starr Hills
- Nature Conservancy, Lake Wales Ridge Program
- Trust for Public Lands
- Webber International University



### Local Businesses

- Chalet Suzanne
- Dundee Chamber of Commerce
- Dundee Citrus Growers Association
- Florida's Natural Growers, Lake Wales
- Frostproof Chamber of Commerce
- Frostproof Foodway
- Historic Bok Sanctuary
- Hunt Brothers, Lake Wales
- Jahna Industries, Lake Wales
- Lekarika Restaurant, Lake Wales
- O Hara Restoration, Frostproof

On the following page is a copy of the Member Partnership Agreement each member will be required to sign.

*Local Businesses and Members of the Corridor Advocacy Group*



*Chalet Suzanne*



*Historic Bok Sanctuary*

## **CORRIDOR MANAGEMENT ENTITY AGREEMENT**

This agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2005, by and between the Ridge Scenic Highway Corridor Management Entity, hereinafter called the "CME," and Imperial Polk County, a political subdivision of the State of Florida, the Cities of Frostproof, Lake Wales, Haines City, Towns of Hillcrest Heights, Dundee, Lake Hamilton, and the Village of Highland Park, all municipal corporations of Florida, as well as the unincorporated areas of Babson Park and Lake of the Hills and including the Polk County Transportation Planning Organization, a governmental agency, corporate and politic; and other governmental, politic or private organizations partnering with the corridor, herein after collectively called the "Member Entities."

**FOR AND IN CONSIDERATION OF** the mutual benefits and obligations hereunto pertaining, the CME and the Member Entities agree as follows:

1. The CME hereby created shall initiate, coordinate, and monitor plans, strategies, programs and events set forth in the Ridge Scenic Highway Corridor Management Plan.
2. Each member entity shall appoint one representative and one alternate in accordance with the By-Laws of the CME. The representative of each member entity shall serve at the pleasure of the representative's appointing authority. Membership can be expanded or reduced by majority action of the existing CME members.
3. Each member entity shall provide advice in areas such as (but not limited to) planning, engineering, architecture, economic, and environmental management as may be appropriate to the member entity.
4. This agreement is a continuing contract and program; however, member entities may seek to dissolve their participation in the CME in accordance with the CME By-Laws.
5. Partnering Agreements: The CME may enter into partnering agreements to include various participating partners in the CME in addition to those identified as parties to this agreement. Partnering may be long term or activity-specific in nature.
6. Bylaws: The CME will adopt bylaws that establish procedures for the organization.

Signature: \_\_\_\_\_ (CME Member)





# Corridor Management Entity



## 6 Corridor Management Entity

### Purpose

The Ridge Scenic Highway Corridor Management Entity (CME) shall serve as the caretaker of the Ridge Scenic Highway by ensuring that the action plan is executed. The CME shall work to preserve, protect, enhance, and expand the intrinsic resources found along the Ridge Scenic Highway by monitoring, implementing, and updating plans, strategies, and programs included in the Corridor Management Plan. The CME shall work through partnerships and agreements with other organizations as well as serve as an advocate for the intrinsic resources found along the Ridge Scenic Highway.

The duties of the Ridge Scenic Highway CME include:

- Maintaining and updating the Corridor Management Plan.
- Initiating and coordinating improvement and enhancement efforts for the Scenic Highway, limited to those identified in the Corridor Management Plan.
- Coordinating and supporting the efforts of groups identified by the CME as supporting the intrinsic resources of the Ridge Scenic Highway.

Once the Corridor Management Plan has been finalized, the CME Agreement will be executed and the bylaws will go into effect. The formal Agreement establishing the Ridge Scenic Highway Corridor Management Entity is included in this section of the Corridor Management Plan. The Agreement is a continuing contract that ensures implementation and consistency in carrying out the Vision, Goals and Strategies, and Action Plan of the Corridor Management Plan.

### Bylaws for the Ridge Scenic Highway Corridor Management Entity

#### ARTICLE I – ORGANIZATION

Name: The name of the organization shall be **The Ridge Scenic Highway Corridor Management Entity** (herein Ridge Scenic Highway CME or CME). By a 2/3 vote of the CME Board, the organization may change its name at any time.

Definition of the Ridge Scenic Highway: The portion of State Route 17 designated as a “Florida Scenic Highway” by the Florida Department of Transportation extends from US 27 in unincorporated Polk County north through Frostproof, Hillcrest Heights, Village of Highland Park, Lake Wales, Dundee, and Lake Hamilton to US 17/92 in Haines City.

The Ridge Scenic Highway Corridor Advocacy Group (the “CAG”) applied for the Florida Scenic Highway designation. Prerequisites to designation as a Florida Scenic Highway included the preparation and submittal by the Corridor Advocacy Group of a Corridor Management Plan setting forth a Vision, Goals and Strategies, and Action Plan for the Ridge Scenic Highway and institution of a “Corridor Management Entity” to facilitate and monitor accomplishment of the Corridor Management Plan.

#### ARTICLE II – POWERS

The Corporation will have powers as may be stated in its articles of incorporation and such powers as are now, or may be granted hereafter, by law. The specific and primary purpose of the corporation is to maintain a Corridor Management Plan for the Ridge Scenic Highway in Polk County, Florida; to initiate, coordinate, and monitor plans, strategies, programs, and events for the improvement and enhancement of the Ridge Scenic Highway; to preserve, promote, enhance, and expand the preservation and beautification of the areas intrinsic resources

while taking into account the plans, vision, goals, and strategies set forth in the Corridor Management Plan.

The corporation will operate exclusively such charitable, educational, and promotion of social welfare purposes as will qualify it as an exempt corporation under Section 501(c)(3) and (4) of the Internal Revenue Code of 1954, or corresponding provisions of any subsequent Federal Tax Laws. This corporation shall not participate or intervene (by publication or distribution of any statement or otherwise) in any political campaign on behalf of any issue or candidate for public office.

### ARTICLE III – GENERAL MEMBERSHIP

The CME membership shall include interested citizens, landowners, businesses, and local government representatives within the area affected by the Ridge Scenic Highway. Membership of the CME requires that the individual demonstrate a willingness to enter into a partnership with the CME. Admission to membership shall be based upon such terms and conditions and for such terms, as the Board of Directors shall determine. There shall be a minimum of three classes of membership. The Board of Directors, at a duly noticed meeting, may create additional classes of membership.

**Regular Memberships –** Regular Memberships shall consist of private citizens to represent users of and/or landowners along or affected by the corridor (the “Citizen Members”).

**Corporate Memberships –** Corporate Memberships shall consist of individuals representing business interests along the corridor, CAGs, partnerships, or other organizations (the “Business-at-Large Members”). Corporate members are entitled to one representative.

**Governmental and/or Agency Appointee Memberships –** Governmental and/or Agency Appointee Memberships shall consist of one representative from each of the following, and any other entities as applicable (the “Entity Members”):

1. Imperial Polk County
2. Polk County Transportation Planning Organization
3. City of Frostproof
4. Town of Hillcrest Heights
5. Village of Highland Park
6. City of Lake Wales
7. Town of Dundee
8. Town of Lake Hamilton
9. City of Haines City
10. Unincorporated Babson Park
11. Unincorporated Lake of the Hills

**Role of Members:** Each member shall provide assistance, advice, and/or professional expertise to further the goals and purposes of the CME as appropriate.

**Term:** Membership to the CME shall begin when the CME and the group, business, or individual enter into a partnership or agreement through signature on a membership card. Any member may terminate its participation in the CME. In the case of business membership, by voluntary or involuntary dissolution of the business, corporation, firm partnership, organization, or other business entity, the membership shall be terminated.

**Dissolution of The Ridge Scenic Highway CME:** The CME shall terminate when no party remains active.



*Bylaws Subcommittee, December 2003*

## ARTICLE IV – BOARD MEMBERSHIP

Board Membership: The CME Board shall consist of 17 representatives. Representation on the Board shall include incorporated communities, unincorporated communities of Babson Park and Lake of the Hills, Polk County, Polk County TPO, and six (6) focused at-large positions. Board members shall represent the following:

1. Imperial Polk County
2. Polk County Transportation Planning Organization
3. City of Frostproof
4. Town of Hillcrest Heights
5. Village of Highland Park
6. City of Lake Wales
7. Town of Dundee
8. Town of Lake Hamilton
9. City of Haines City
10. Unincorporated Babson Park
11. Unincorporated Lake of the Hills
12. At-Large (Agriculture)
13. At-Large (Tourism)
14. At-Large (Cultural)
15. At-Large (Historic)
16. At-Large (Commercial/Developers)
17. At-Large (Environmental)

Board members from the incorporated communities, unincorporated communities of Babson Park and Lake of the Hills, Polk County and the Polk County TPO shall be appointed by their respective Boards, City Commissions, or Community Groups. Board members for the six (6) at-large positions shall be recommended by the Nominating Committee and voted upon by the membership of the CME.

Conflict of Interest: In order to assure the fairness and reasonableness of all contracts and transaction of the organization, no Board Member shall vote on any contract or other business transaction in which the member, the member's employer or the member's family has a direct financial interest in the outcome. In the event of such a conflict of interest, the Board Member shall abstain from voting and such abstention shall be noted in the minutes with an identification of the member's conflict.

Termination of Membership: Membership in the Board of the Ridge Scenic Highway CME shall terminate due to one of the following events:

1. For cause inconsistent with membership or engaging in any conduct that is a violation of the conflict of interest provision. Any member so removed for just cause may be removed by a simple majority affirmation vote of a quorum of Board Members, present in person at any regular or special meeting called for that purpose, whenever in the Board's judgment the best interest of the Ridge Scenic Highway CME would be served thereby. Any such member proposed to be removed shall be entitled to appear before and be heard at such meeting, at which time, he/she may present such witnesses and make such defenses as he/she shall deem advisable.
2. For any Board Member who does not attend or send an alternate representative to two (2) consecutive meetings of the CME without prior notice of absence or any member who does not attend three (3) consecutive meetings, unless confined by illness or otherwise waived by an affirmative vote of at least two-thirds of the Board at any regular meeting or special meeting called for that purpose.

## ARTICLE V – OFFICERS

The Officers of the Ridge Scenic Highway CME shall be responsible for maintaining the necessary operations of the organization.

Officers: Offices shall include President, Vice President, Treasurer, and Secretary. Other offices may be created as deemed necessary by the Board.

President: The President shall convene regularly scheduled meetings and shall preside or arrange for other Officers to preside at each meeting in the following order: Vice President, Secretary, and Treasurer. The President has and exercises general charge and supervision of the affairs of the organization and shall do and perform such



other duties as may be assigned to him/her by a majority vote of the Board.

Vice President: At the request of the President, or in his/her absence or disability, the Vice President shall perform the duties and possess and exercise the powers of the President; and to the extent authorized by law, the Vice President shall have such other powers as may be assigned to him/her by a majority vote of the Board.

Treasurer: The Treasurer shall, in general, perform all duties incident to the office of the Treasurer, subject to the control of the Board, maintaining books and records, dispensing and receiving funds as appropriate and approved, providing periodic reports as required and making all necessary governmental filings as required by law, and performing other responsibilities as spelled out by the board by resolution rule and/or regulation.

Secretary: The Secretary shall have general charge and supervision of the correspondence of the organization to include notification of meetings, and distributing copies of minutes and the agenda. The Secretary shall sign such papers pertaining to the organization he/she may be authorized or directed to sign by the Board. The Secretary shall keep the seal, or logo, of the organization and affix it to all papers requiring a seal or logo. The Secretary shall make all reports required of him/her by the Board. The Secretary shall keep a complete record of all meetings of the organization and maintain complete documentation of the year's activities in both written and pictorial form. This information shall be included in a scrapbook at the end of the year.

Officer Elections: All candidates for an Officer position must have been a member of the Ridge Scenic Highway CME for at least six (6) months and be a member of the CME Board. Election of Officers will occur as the second item of business at the Annual Meeting of the CME membership. Officers will be elected by a majority vote of the membership.

Term: Officers shall hold office beginning with their election until the next Annual Meeting, or

until successors are elected and qualified. Officers shall be elected to hold office for a term of one (1) year, but are eligible for re-election. The Officers receive no compensation other than reasonable expenses.

Transfer of Authority: In case of the absence of any Officer or for any other reason that the Board deems sufficient, the Board may transfer the powers and duties of that Officer to any other Officer, provided a majority of the Board concurs.

Vacancies: Any vacancy occurring in an Officer position shall be filled by a vote of the majority of the remaining Board Members. Vacancies will be filled only to the end of the particular Officer's term.

## ARTICLE VI –COMMITTEES

The CME Board may create and dissolve committees as needed. The CME Board may appoint from its members and/or from the membership at large, a committee or committees, temporary or permanent, and designate the duties, powers, and authorities of such committees. The President appoints and removes all committee chairs.

Nominating Committee: Before the Annual Meeting, the Nominating Committee shall assemble a slate of CME members for consideration for Board Membership for the six



*Bylaws Subcommittee, November 2003*



(6) at-large positions. Nominated individuals must have been members of the CME for at least six (6) months before the Annual Meeting.

Other Committees: The CME Board may, at its discretion, appoint such other committees as necessary. Such Committees can include, but not be limited to:

- **Membership** – The intent of the Membership Committee is to develop methods to increase the membership of the corporation; insure that there is no discrimination with regard to age, race, sex, religion, national origin, or physical or mental impairment; review membership applications; insure that members of the corporation are kept informed of future activities; and maintain an up to date membership information list.
- **Projects** – The intent of the Projects Committee is to oversee the execution of all projects listed in the Corridor Management Plan; identify and record any additional projects generated by the implementation to the Corridor Management Plan; develop and implement strategies to promote the Ridge Scenic Highway; and ensure the implementation of projects are accomplished in accordance to the Action Plan.
- **Publicity** – The intent of the Publicity Committee is to disseminate information to the community and public at-large by announcing upcoming meetings and activities with local news media; distribute educational brochures; advertise audio tour of the Scenic Highway; provide travel information to establish travel services; oversee the construction of and placement of interpretive signage, and information kiosks; and work with established funding partnerships.
- **Telephone** – The intent of the Telephone Committee is to secure and enlist individuals to use the telephone to stimulate interest and to notify the membership of the activities of the corporation; and confirm reservations.
- **Fundraising/Grants** – The intent of the Fundraising/Grant Committee is to enlist individuals to write grants, to sponsor projects and to plan activities of the corporation.
- **Hospitality** – The intent of the Hospitality Committee is to provide refreshments at public events, meetings and as needed, and welcome guest speakers.
- **Education/Awareness/Community Participation** – The intent of the Education/Awareness/Community Participation Committee is to develop and implement education programs to promote a better understanding of the heritage of the Ridge Scenic Highway, develop and implement programs to increase the community's awareness of its heritage, including a speakers program and the utilization of the local media; promote the knowledge of the Ridge Scenic Highway within the community through related programs and activities.
- **Historian** – The intent of the Historian Committee is to serve as the custodian of the corporation's archive and maintain complete documentation of the year's activities in both written and pictorial form. This information shall be included in a scrapbook at the end of the year.
- **Byway Designation** – The intent of the Byway Designation Committee is to submit all required elements for byway designation, including the Corridor Management Plan; and to reply to all Federal and Florida Department of Transportation requests.
- **Environmental/Land Use** – The intent of the Environmental Committee is to provide expert advice on all matters concerning natural resources and environmental issues and concerns; and serve as the corporation's primary source of environmental data, investigation, and preservation.

- Bylaws – The intent the Bylaws Committee is to review the bylaws annually or as needed to meeting changing conditions.

#### ARTICLE VII – CORRIDOR MANAGEMENT ENTITY MEETINGS

The CME shall hold one Annual Meeting of the Ridge Scenic Highway CME membership at which the at-large Board members and Officers shall be elected. The Annual Meeting shall occur in February. The Officers shall select a date and hour of the day for such Annual Meeting. Members shall be notified of meetings in advance through appropriate means. Failure to hold the Annual Meeting at the designated time shall not cause a forfeiture or dissolution of the organization.

- Election of At-Large Board Members: The Nomination Committee shall prepare a slate of CME members for consideration by the membership at the Annual Meeting. Nominations from the membership shall also be considered. Election of At-Large Board Members shall occur as the first item of business at the Annual Meeting of the CME membership.
- Voting: The election of the At-Large CME Board and Officers shall be decided by a majority vote. This vote will include members present at the Annual Meeting as well as completed Absentee Ballots. Each member shall be entitled to one (1) vote for each Board and Officer position. Absentee ballots will be made available in advance.
- Quorum: The members present at the Annual Meeting shall constitute a quorum to elect the At-Large CME Board and Officers.

Regular Meeting: Regular meetings of the CME Board shall be held no less than quarterly for a total of four (4) times annually; the time and date determined by the Officers.

- Voting: Public or formal resolutions, actions, activities, and financial investments of the CME shall be decided by a majority vote of the Board at any meetings duly

called and convened at which a quorum is present. Each Board Member will be entitled to one (1) vote on each item of business. Proxy votes will not be accepted.

- Quorum: The presence of a simple majority of Board Members shall be necessary at any meeting to constitute a quorum to transact business. In the absence of a quorum, a majority of the members present shall adjourn the meeting to another time without further notice. The act of a majority of Board Members present at a meeting when a quorum is present shall be the act of the CME.

Special Meetings. Special Meetings of the members shall be held when requested by the President, the CME Board, or written petition of 25% of the membership. The agenda for any Special Meeting shall be confined to the purposes and topics specified in the request which caused the meeting. If the request designates a time and place for the special meeting, such designation shall be honored if reasonably possible. Otherwise, the President shall designate an appropriate time and location.

- Voting: Public or formal resolutions, actions, activities of the general membership shall be decided by a majority vote of the membership at a Special Meeting. Each member shall be entitled to one (1) vote. Proxy votes shall not be accepted.
- Quorum: The presence of a simple majority of members shall be necessary at a Special Meeting to constitute a quorum. In the absence of a quorum, a majority of the members present shall adjourn the meeting to another time without further notice.

Notice of Meetings: Notice of all Annual, Regular, and Special meetings shall be given by either regular or electronic mail to each member at least ten (10) days before the date therein designated for meeting. The notice shall specify the time, date, place, and agenda for such meeting. Public notices, including the time, date, location, and general purpose of the meeting shall be posted a one or more public places.

Such places may include public libraries, city/county offices, or public bulletin boards. If possible, notices shall be provided in local newspapers.

Public Access: All meetings shall be open to the public in accordance with the Florida Sunshine Law. If possible, the CME meeting minutes will be taken and made available for public inspection at the next meeting, and on a web site if available.

#### ARTICLE VIII - FINANCIAL OBLIGATIONS

Indebtedness: The CME shall not incur any indebtedness on the part of the Ridge Scenic Highway CME in excess of the money in the hands of the Treasurer, unless such indebtedness is previously authorized by a two-thirds majority vote at a Board meeting.

Negotiable Instrument, Deeds and Contracts: All checks, drafts, notes, bonds, bills of exchange, and orders for the payments of money of the Ridge Scenic Highway CME and all deeds, mortgages, and other written contracts and agreements to which the Ridge Scenic Highway CME shall be a party, shall, unless otherwise directed by the Board or unless required by law, be signed by the Treasurer and any other Officers.

Dissolution Of The Ridge Scenic Highway CME: Upon the dissolution of the Ridge Scenic Highway CME, assets shall be distributed for one or more exempt purposes within the meaning of section 501(c)(3) of the Internal Revenue Code, or the corresponding section of any future federal tax code, for the preservation and enhancement of the Ridge Scenic Highway or intrinsic resources found along the Ridge Scenic Highway and identified in the Corridor Management Plan.

Limits of Financial Obligations: No part of the net earnings of the Ridge Scenic Highway CME shall be distributable to the members or Officers, except that the Ridge Scenic Highway CME shall be authorized and empowered to pay reasonable compensation for services rendered.

Fiscal Year: The fiscal year of the Ridge Scenic Highway CME shall be the calendar year.

#### ARTICLE IX – DUES AND FINANCES

Annual individual, corporate, and entity membership dues shall be determined by the Board at the first annual meeting and may be adjusted at the first annual director's meeting each year.

Bills for dues shall be sent to all active members no later than November 1<sup>st</sup> of each year. Dues shall be considered delinquent on January 1<sup>st</sup> of the next year.

#### ARTICLE X– NON DISCRIMINATION

In all matters pertaining to the operation of the Ridge Scenic Highway CME, including the selection and appointment of Board Members and Officers, the provision of services to eligible groups, and the conduct of the Ridge Scenic Highway CME business, the Ridge Scenic Highway CME and its Board Members, Officers, and members shall not discriminate against any person on account of age, race, sex, religion, national origin, or physical or mental impairment.

#### ARTICLE XI – RULES OF ORDER

The current “Robert’s Rules of Order” shall be the parliamentary authority for all meetings and matters of procedure specifically covered by these bylaws.

#### ARTICLE XII – AMENDMENTS TO BYLAWS

The Ridge Scenic Highway CME may make, amend, revise, alter, or rescind these bylaws, from time to time, in whole or in part, by a majority vote of the members of the Ridge Scenic Highway CME present at Annual Meeting or any other meeting duly called and convened at which a majority of the membership is present, provided that a reasonable advance notice thereof shall have been given in writing to each member prior to such meeting.

ARTICLE XIII – INDEMNIFICATION

Any Officer who is involved in litigation by reason of his or her position as an officer of this corporation shall be indemnified and held harmless by the corporation to the fullest extent

authorized by law as it now exists or may subsequently be amended (but, in the case of any such amendment, only to the extent that such amendment permits the corporation to provide broader indemnification rights).

We, the undersigned, hereby certify that the foregoing bylaws were duly adopted by the Ridge Scenic Highway CME at a meeting duly held and called on the 14 day of March, 2005.

By:  
President

Wm. Reid Hardman 3/14/05

Attest:  
Secretary

Heather H. Gifford 3/14/05



Ridge Scenic Highway  
Corridor Management Entity  
Establishment Agreement

This Agreement establishes the Corridor Management Entity. This Agreement is made and entered into this the 14 day of March, 2005 by and among the parties shown on the signature page hereto.

Recitals:

The Ridge Scenic Highway Corridor Advocacy Group applied for the Florida Scenic Highway Designation. Prerequisites to designation as a Florida Scenic Highway were (a) preparation and submittal by the Corridor Advocacy Group of a Corridor Management Plan (Plan), setting forth goals and a vision for the Scenic Highway, as well as strategies to achieve such goals, and (b) institution of a "Corridor Management Entity" to facilitate and monitor accomplishment of those goals.

THEREFORE, in consideration of the above premises and the mutual covenants and agreements set forth herein, the parties agree as follows:

There is hereby created the Ridge Scenic Highway Corridor Management Entity, which shall initiate, coordinate, and monitor plans, strategies, programs, and events set forth in the

Ridge Scenic Highway Corridor Management Plan.

It is desired that the CME include interested and affected citizens, landowners, businesses, and government organizations within the area benefited by the Scenic Highway.

The CME's membership shall be composed of any interested party willing to enter into a formal partnership with the CME. This may include the following:

- Citizen Members
- Business-at-Large Members
- Entity Members

The CME may update its bylaws and organizational rules as shall be necessary or appropriate for the organization and operation of the CME, including, as appropriate, provision for the formation of committees and the election of Board Members and Officers.

This Agreement will serve as a continuing contract and program to ensure appropriate implementation and consistency in carrying out the goals and objectives of the Plan.

IN WITNESS WHEREOF, the undersigned have executed this Agreement as of the day and year first written above.

SIGNATORIES

  
(CME President)

3/14/05

  
(CME Secretary)

3/14/05



# Background Conditions Analysis



## 7 Background Conditions Analysis

### Corridor Limits

The Ridge Scenic Highway runs through the central part of Polk County. The scenic highway corridor begins south of Frostproof at the intersection with US 27 in unincorporated Polk County and extends north, paralleling US 27, as it traverses through or adjacent to the communities of Frostproof, Hillcrest Heights, Babson Park, the Village of Highland Park, Lake Wales, Lake of the Hills, Dundee, Lake Hamilton and Haines City. The 38.7-mile scenic highway terminates at the US 17/92 intersection in historic downtown Haines City. *Figure 1* presents the regional corridor location, and *Figure 2* presents the scenic highway limits and the communities through which it passes.

### Roadway and Right-Of-Way Description

The scenic highway's existing state road designation is SR 17, with signs along the route labeling it as "Scenic Highway" or "SR 17 Scenic Highway."

Local governments have functionally classified the entire length of SR 17 as an urban collector. The corridor jogs at two locations along the scenic highway route, once in Lake Wales and again in Dundee. Portions through incorporated areas are signalized. No continuous designated bicycle facilities are located along the corridor, although five-foot wide shoulders are provided along SR 17 in rural areas and are frequently used by bicyclists today. Sidewalks only exist sporadically within some of the municipal limits.

The Florida Department of Transportation owns and maintains SR 17. It is not on the Florida Intrastate Highway System.

There is only one major intersecting roadway along this corridor, SR 60 in Lake Wales, which serves as a Principal Arterial and is grade separated. All other intersecting roads serve the area as Rural Collectors.

### Right-of-Way

Per right-of-way maps obtained from the Florida Department of Transportation dated 1940 and

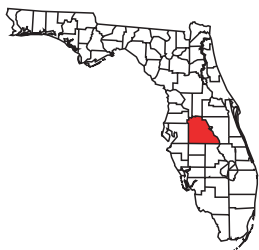
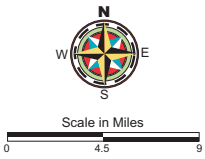
updated in 1997, the right-of-way (ROW) varies considerably along the Ridge Scenic Highway from 60 feet to 105 feet, with narrower widths in more traditionally developed areas. The Comprehensive Plans of adjacent communities protect the existing and planned right-of-way from incompatible development.

### Maintenance

The Florida Department of Transportation maintains the corridor on a regular basis. This includes shoulder repairs, asphalt repair, sign repair, and tree trimming.



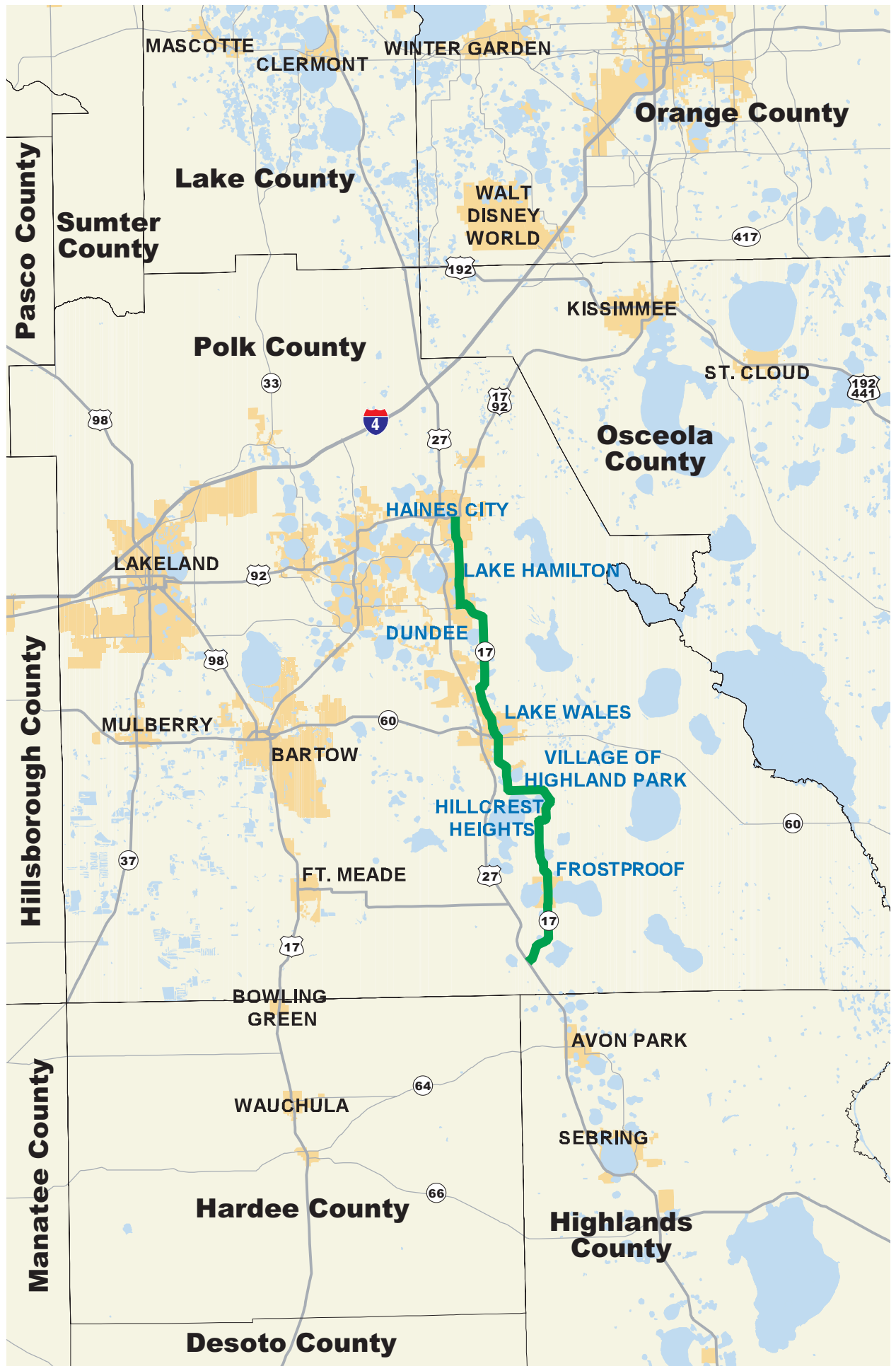
*The Ridge Scenic Highway has a state road designation of SR 17.*



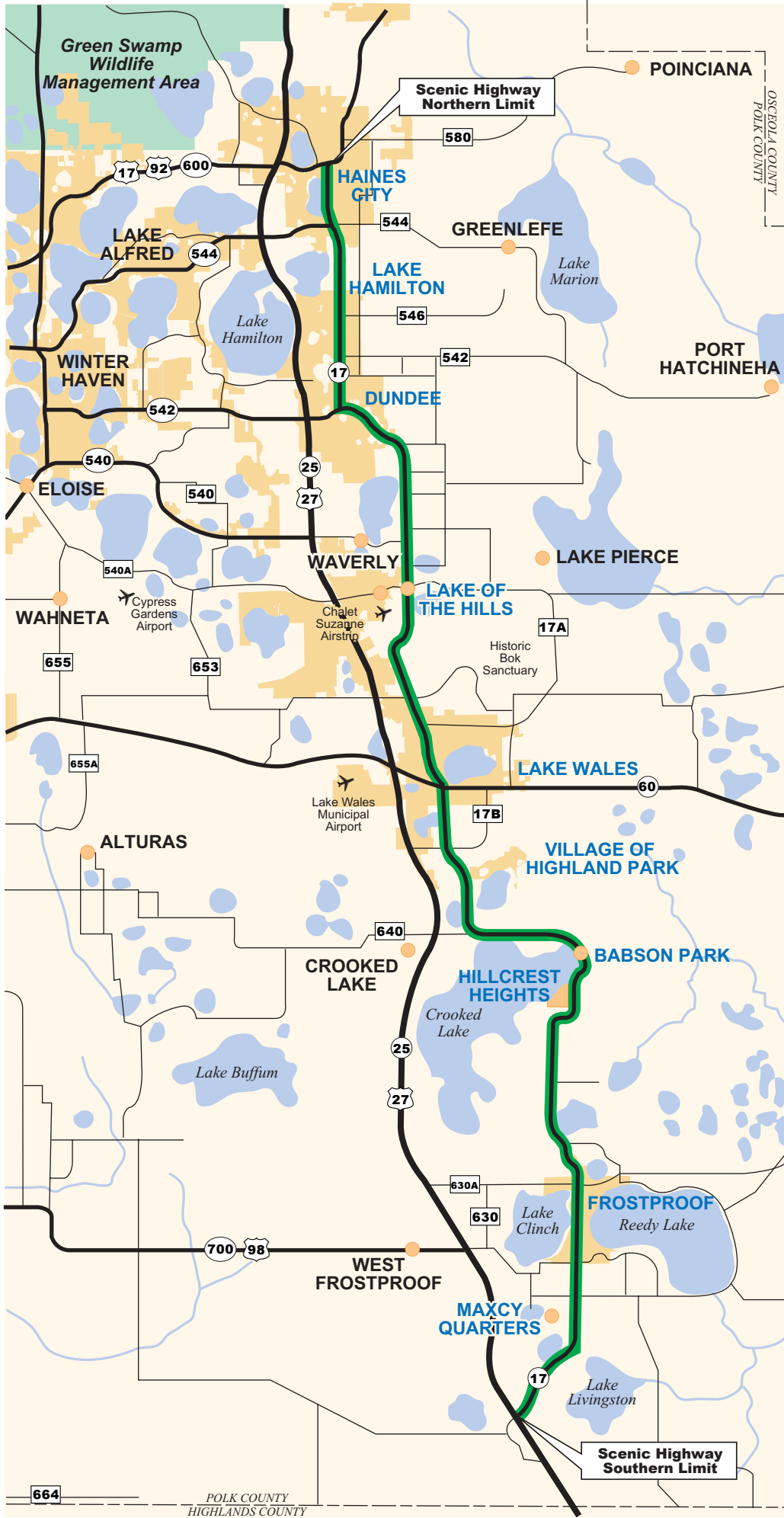
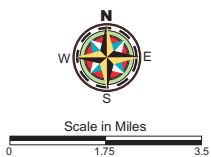
**LEGEND**

 The Ridge  
Scenic Highway

 City Limits



**Figure 1**  
**Corridor Location**



**LEGEND**

SR 17 Scenic Highway

**Figure 2**  
**Corridor Limits**



## Existing Land Use and Zoning

The existing land uses, zoning, accessibility, and development patterns are administrated by individual local governments and through their adopted Comprehensive Plans and Land Development Regulations. The existing land uses found along SR 17 are primarily residential and agricultural. Detailed zoning and existing land use maps for each of the local governments are in *Figures 3-10*.

### *Unincorporated Polk County*

A large majority of land in unincorporated Polk County is currently in agricultural use, with a small number of residential uses found along the corridor.

The existing land use map shown in *Figure 3* represents the most recent GIS information provided by Polk County. The county has not updated this map since 1996. Polk County applies their future land use map as their existing land use map. At this time, Polk County is applying their future land use map for development approval.

The existing land use designation for land within unincorporated Polk County located adjacent to SR 17 north of the intersection of SR 17 and US 27 and south of Lake Livingston is Vacant. The majority of unincorporated land along SR 17 between Lake Livingston and Haines City is zoned Agriculture Active (AA). There are also areas designated Residential Low (RL), Residential Medium (RM), and Vacant (VAC) scattered along the corridor, usually concentrated around lakes or major roadway intersections.

### *City of Frostproof*

The City of Frostproof is the oldest community along the Ridge Scenic Highway and lies between Lake Clinch and Reedy Lake. Land uses within the City located adjacent to the Ridge Scenic Highway include Public, Commercial (C-1), Industrial (I-1), Residential (R-1 and R-2) and Agricultural. The Ridge Scenic Highway serves the Central Business District (CBD).

### *Town of Hillcrest Heights*

Hillcrest Heights is a small community that predominately consists of single-family residential developments, and is located approximately five miles north of the City of Frostproof. Other land uses within the city consist of Commercial (0.26%), Recreational (1.9%), and vacant.

### *Village of Highland Park*

The Village of Highland Park was originally a resort community. The Village does not provide public services or health care services. Additionally, the Village is a registered wildlife sanctuary and contains an area of high aquifer recharge. The only allowable land uses within the boundaries of the Village are Estate Residential (R-1), Single Family Residential (R-2), Open Space, and Agricultural and Recreational (AR).

### *City of Lake Wales*

The Ridge Scenic Highway serves the original commercial center for the City of Lake Wales. Land uses located along the corridor include Residential (R-1, R-2, and R-3), Industrial (I-1 - Industrial District), and Commercial (C-1 - Pedestrian Commercial District, C-2 - Highway Commercial District and C-2/R-3 - Highway Commercial District/Residential District). In addition, some land adjacent to both the northern and southern city limits is zoned PDP - Planned Development. The city will classify all land zoned PDP or A for zoning and sign purposes as it is developed.



*Limited Commercial zoning in Hillcrest Heights*



## *Town of Dundee*

SR 17 runs through the center of town, serving as the front door to City Hall, the police station, the library, and the Chamber of Commerce. Through the Town of Dundee, zoning along the scenic highway is comprised of Low Density Single Family Residential (RSF1), Moderate Density Single Family Residential (RSF2), Mobile Home Subdivision (RMH), Limited Agricultural District (AL), Industrial District or Downtown Transitional (IL), General Retail Commercial (CC), and Public Recreation (PR).

## *Town of Lake Hamilton*

The Town of Lake Hamilton is directly north and adjacent to Dundee. Within the Town of Lake Hamilton, the existing zoning along SR 17 includes Agricultural District (A-1), Highway

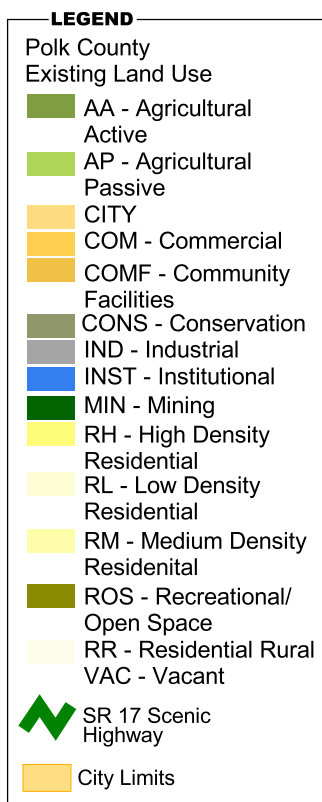
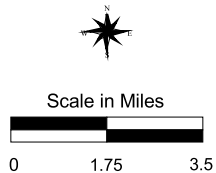
Commercial District (C-2), and Single Family Dwelling District (R-1).

## *City of Haines City*

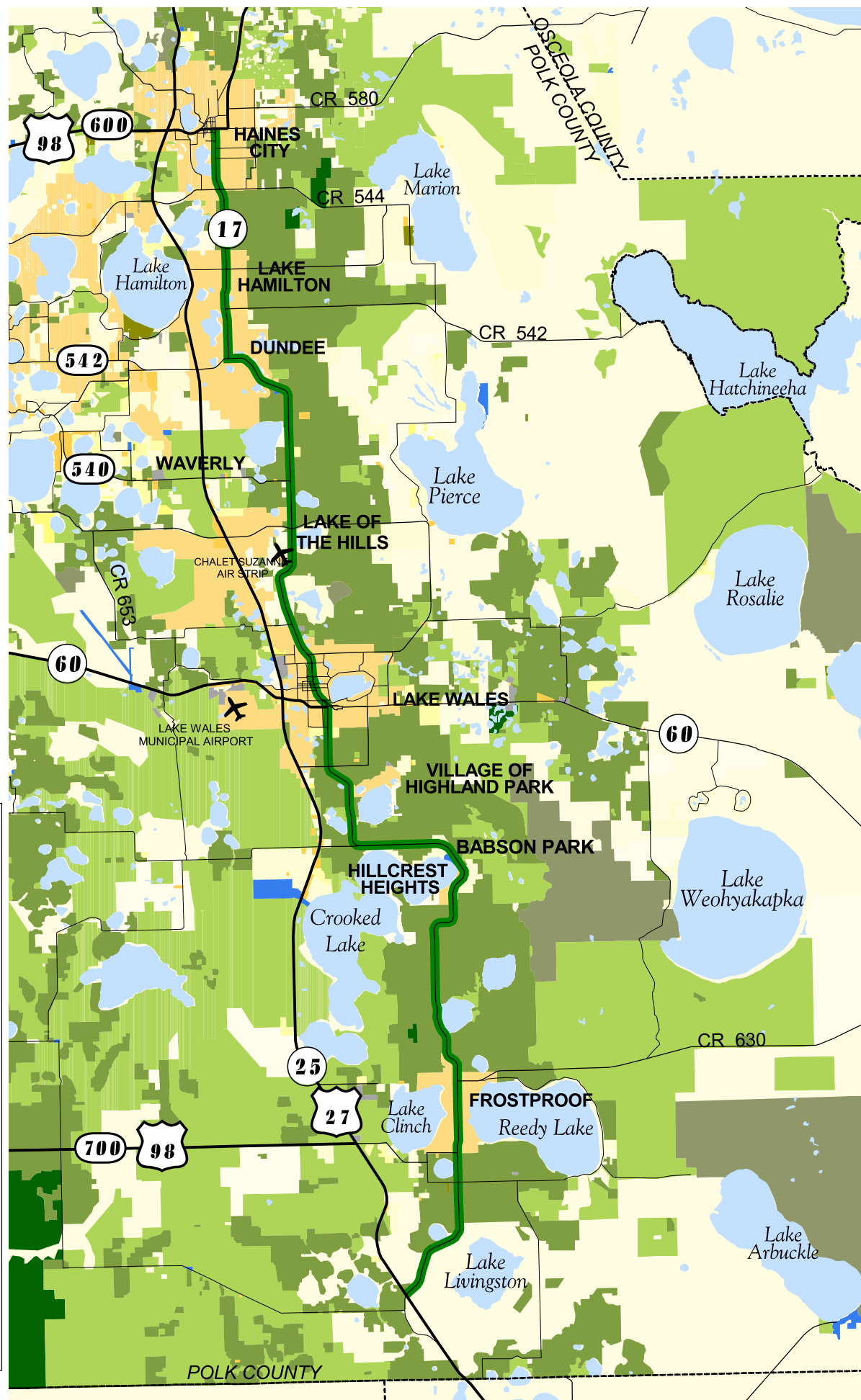
Haines City forms the northern boundary of the scenic highway. Within the city, zoning along the scenic highway is comprised of Agriculture (AG), Low Density Residential (LDR), Community Activity Center (CAC), Institutional (IN), and the Commercial Corridor (CC).

## *Opportunities and Constraints*

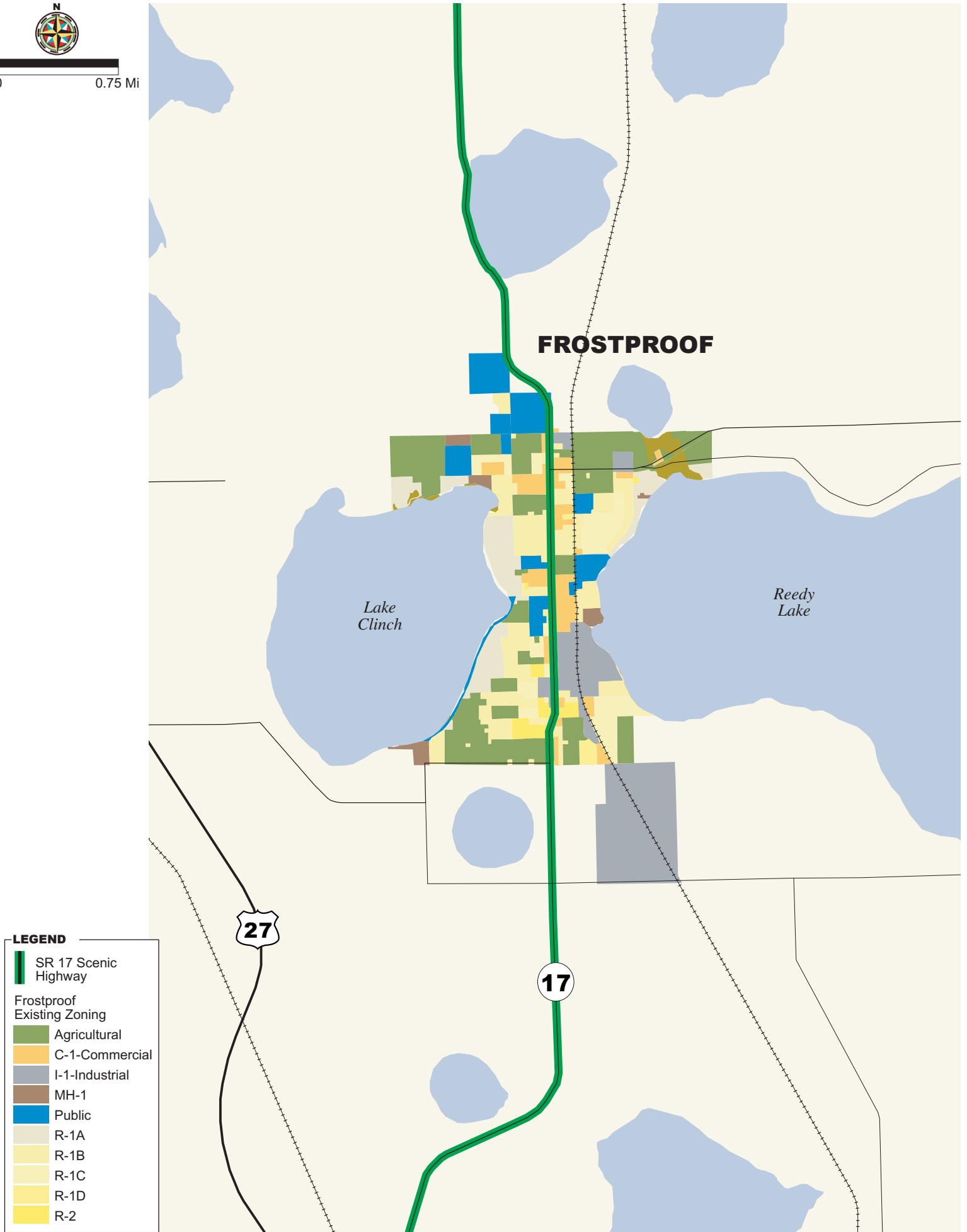
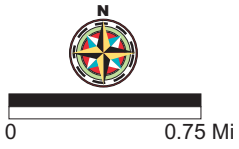
The Corridor Vision seeks to maintain the existing character of the corridor. Thus, the existing land uses are supportive of the Ridge Scenic Highway.














Source: Polk County  
Last updated in 1996



**Figure 3**  
**Polk County Existing Land Use**

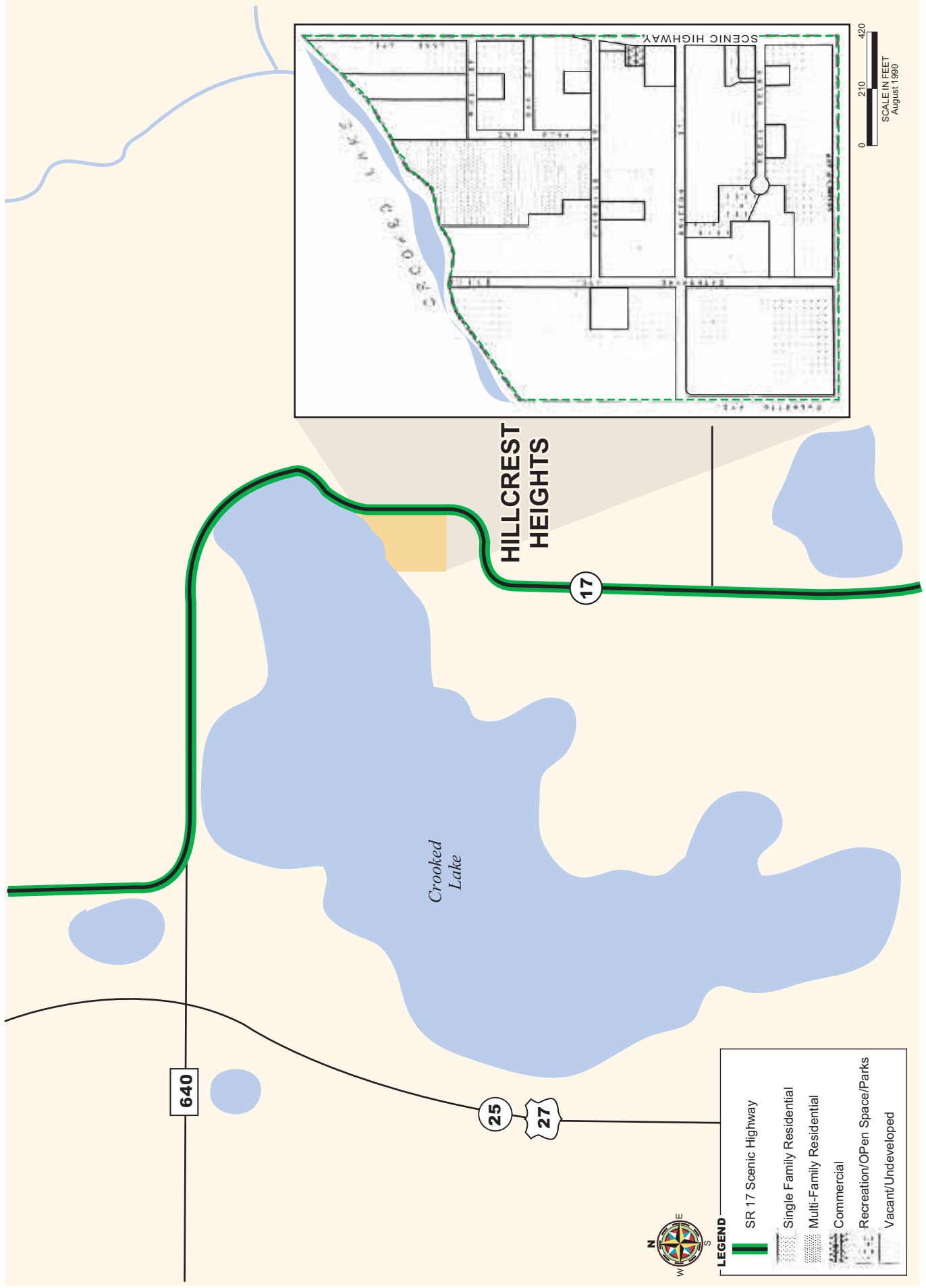


**LEGEND**

-  SR 17 Scenic Highway
- Frostproof Existing Zoning**
-  Agricultural
-  C-1-Commercial
-  I-1-Industrial
-  MH-1
-  Public
-  R-1A
-  R-1B
-  R-1C
-  R-1D
-  R-2

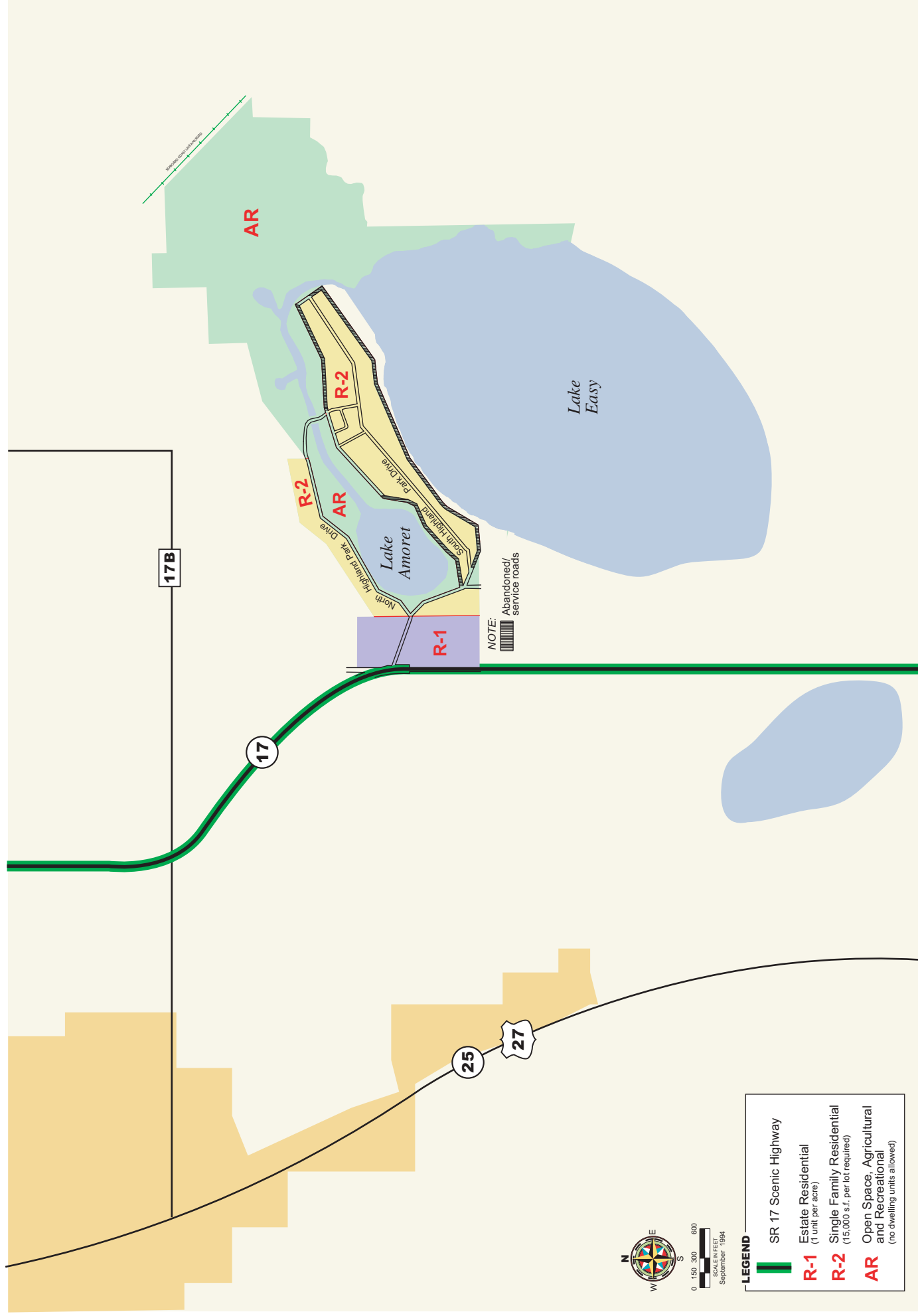
Source: City of Frostproof

**Figure 4**  
**City of Frostproof Existing Zoning**



Source: Central Florida Regional Planning Council

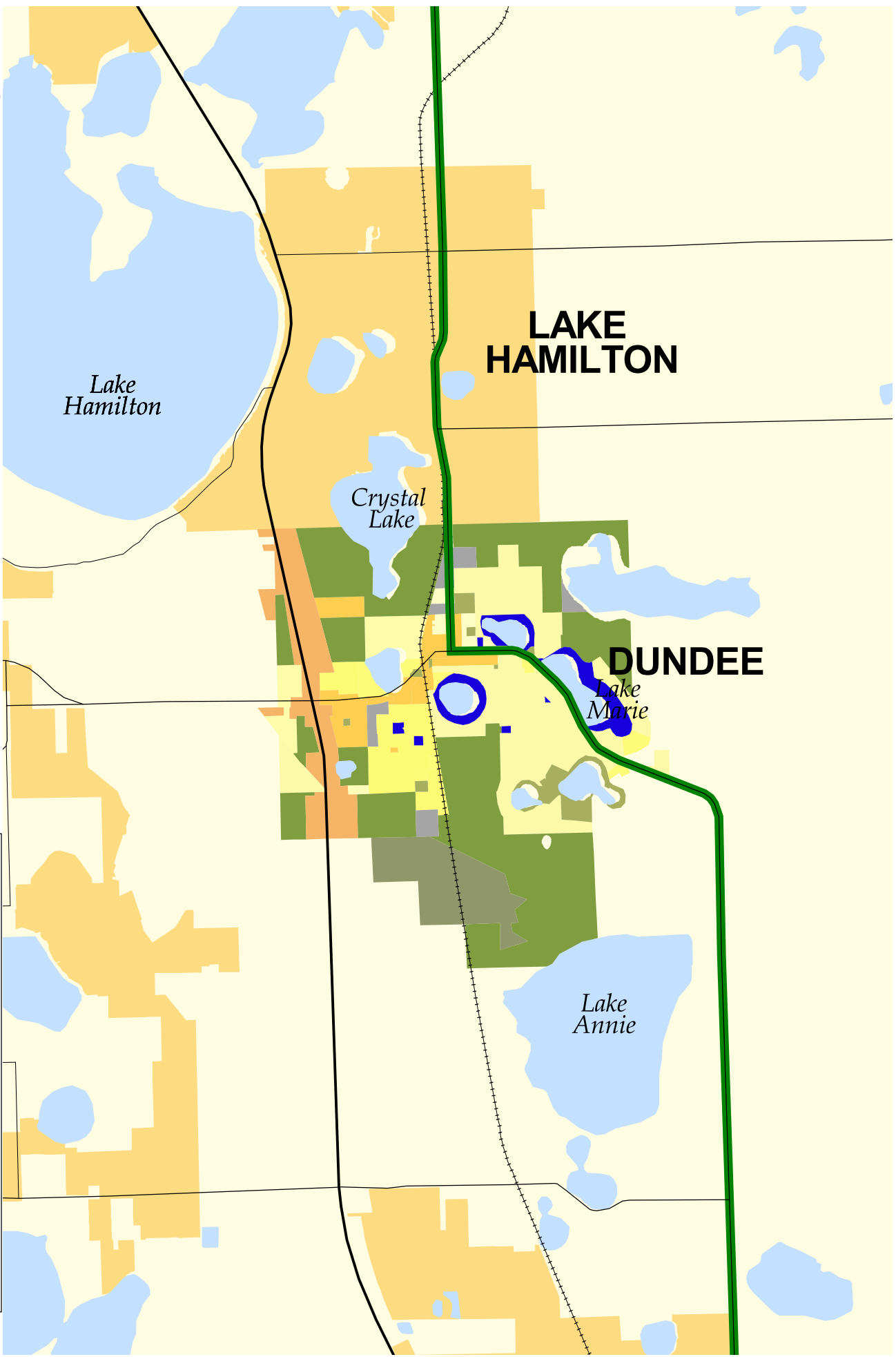
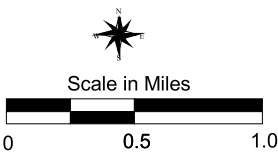
**Figure 5**  
**Town of Hillcrest Heights Existing Land Use**



**Figure 6**  
**Village of Highland Park Zoning Map**



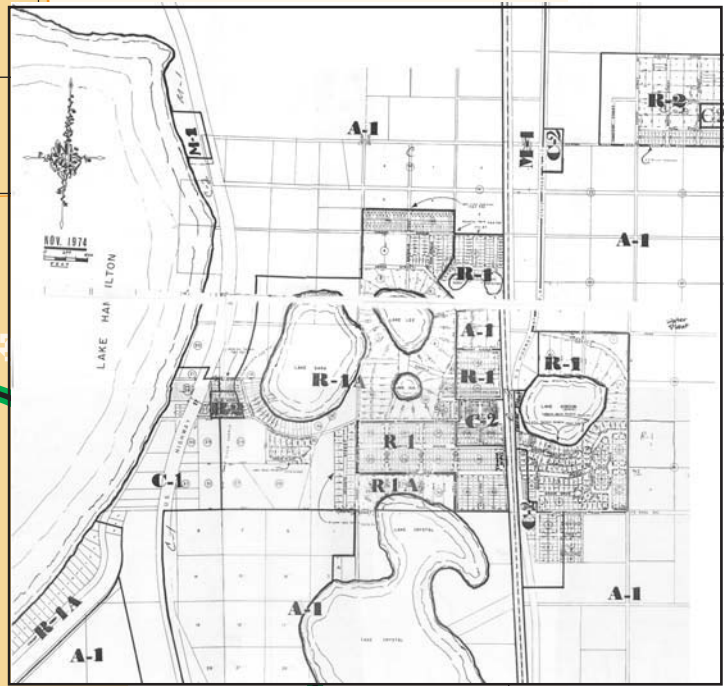
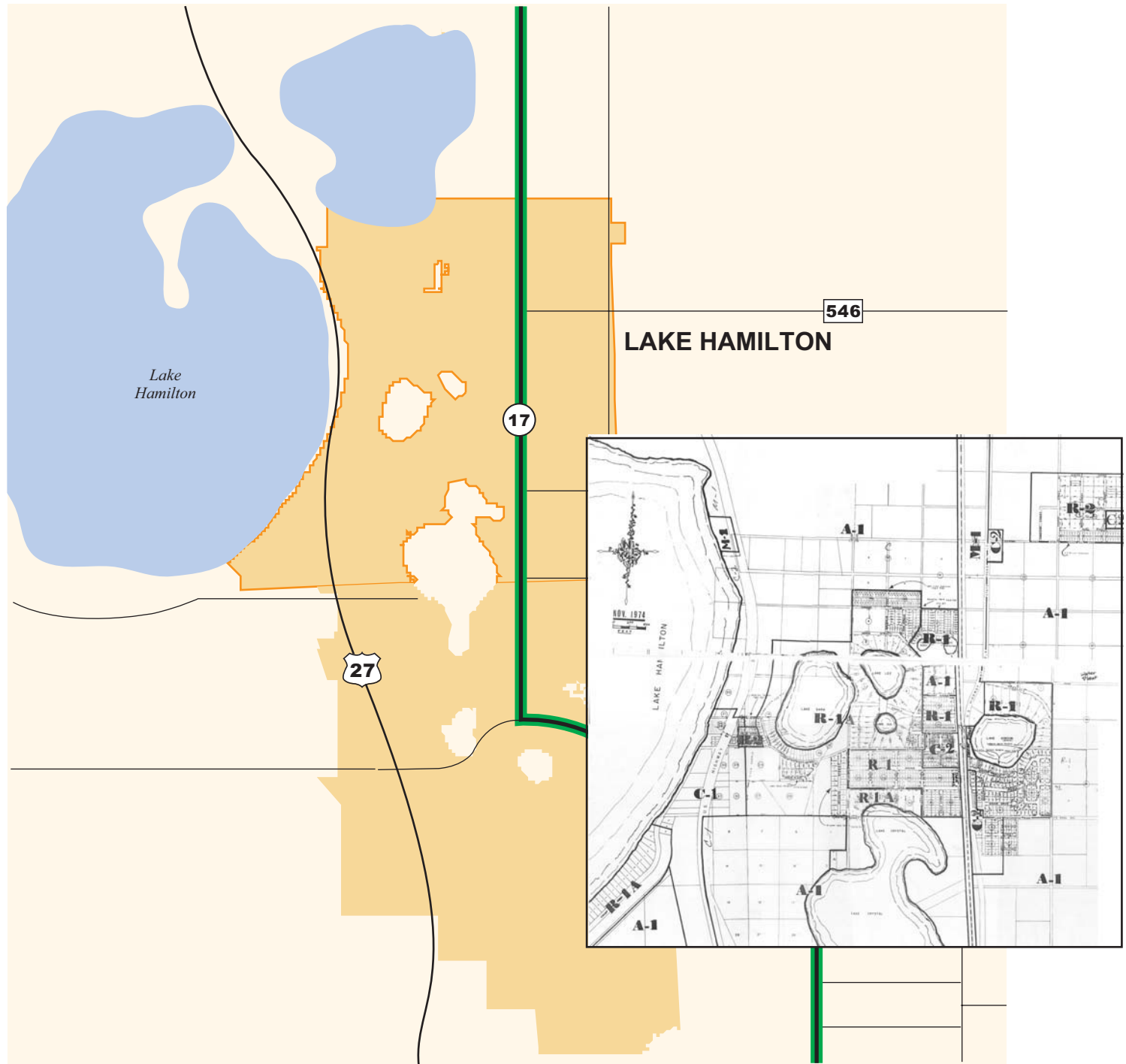




- LEGEND**
- Dundee
- Existing Land Uses
- AL - Limited Agricultural
  - CC - General Retail Commercial
  - CH - Highway Commercial
  - CON - Conservation
  - CS - Service Commercial
  - IL - Industrial
  - PI - Public Institutional
  - PR - Public Recreational
  - RMF - Multi-Family Residential
  - RMH1 - Mobile Home Subdivision
  - RMH2 - Mobile Home Park
  - RSF1 - Low-Density Single Family Residential
  - RSF2 - Moderate Density Single Family Residential
  - RTF - Two-Family Residential
- SR 17 Scenic Highway
- City Limits

Source: Central Florida Regional Planning Council

**Figure 8**  
**Dundee Existing Land Use Map**



**LEGEND**

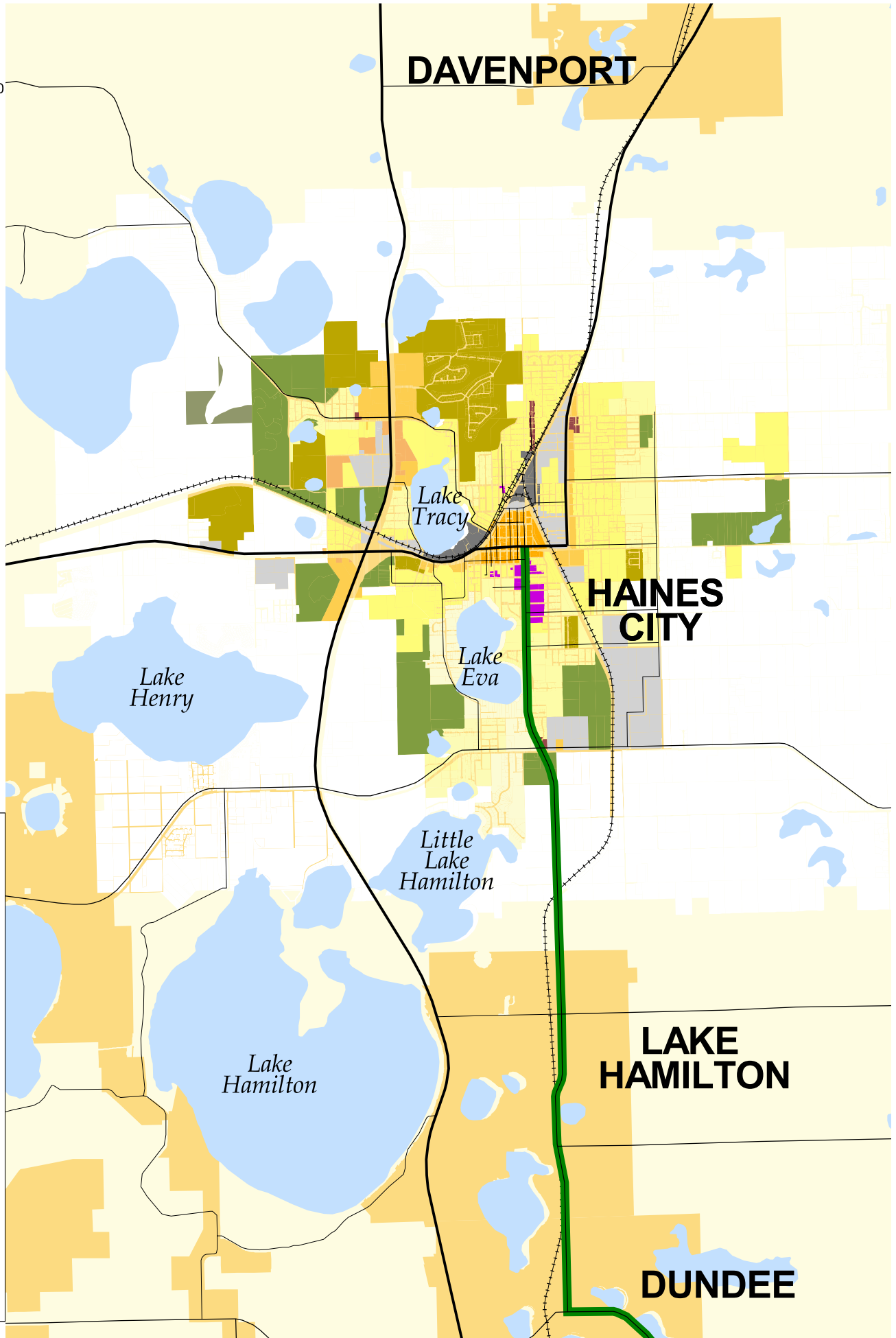
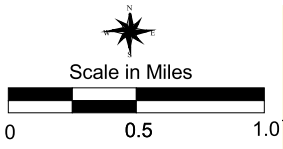
SR 17 Scenic  
Highway

**Town of Lake Hamilton Zoning**

- A-1 Agricultural District
- R-1A Single Family Dwelling District
- R-1 Single Family Dwelling District
- R-2 Multi-Family Dwelling District
- C-1 Limited Commercial District
- C-2 Highway Commercial District
- M-1 Industrial District

Source: Town of Lake Hamilton

**Figure 9**  
**Town of Lake Hamilton Zoning Map**



- LEGEND**
- Haines City
- Existing Land Use
- AG - Agricultural
  - CBD - Central Business District
  - CG - Commercial, General
  - CH - Commercial, Highway
  - CNC - Commercial, Neighborhood Convenience
  - CON - Conservation/ Wetlands
  - IH - Industrial, Heavy
  - ILW - Industria, Light Warehousing
  - NONE
  - PUD - Planned Unit Development
  - R-1 - Single Family Residential
  - R-1-A - Single Family Residential
  - R-1-AA - Single Family Residential
  - R-2 - Single Family Residential
  - R-3 - Multiple Family Residential
  - RIO - Residential, Institutional and Office
  - SR 17 Scenic Highway
  - City Limits

Sources: Haines City

**Figure 10**  
**City of Haines City Existing Land Use**

### Future Land Use

To ensure the protection and preservation of the area's rural character and to provide for a system of orderly growth and maintain the outstanding natural resources, each municipality adopts and amends as necessary Comprehensive Plans and Land Development Regulations. The adopted Future Land Use Map for each of the governmental entities shows a continuation of current land uses. No local governments intend to make notable land use changes, with the exception of annexation by the cities of Haines City and Lake Wales. Detailed future land use maps for each of the local governments are in *Figures 11-16*. Future land use classifications are provided below.

#### *Unincorporated Polk County*

A large majority of land in unincorporated Polk County remains agricultural in the Future Land Use map. Low-density residential areas are located near towns.

The future land use designation for land within unincorporated Polk County located adjacent to SR 17 north of the intersection of SR 17 and US 27 and south of Hillcrest Heights, north of Babson Park and South of CR 640, north of Lake Wales and south of Dundee and just north of Lake Hamilton is Agriculture/Rural Residential (A/RR). The purpose of the A/RR district is to provide lands for the continuation of productive agricultural uses and to provide for low-density residential development within unincorporated rural areas. The A/RR district permits agricultural activities, agricultural support facilities, single- and multi-family dwelling units, farm labor housing, group living facilities, and community facilities.

Babson Park is an unincorporated community located adjacent to Hillcrest Heights. Polk County has designated it a Rural Cluster Center - Residential (RCC-R). The purpose of the RCC-R district is to recognize and protect residential neighborhoods within unincorporated communities. The RCC-R district permits low-density residential development with minimum lot sizes of 20,000 square feet, group living facilities, and community facilities.

The future land use designation for land north of CR 640 and south of Lake Wales is Residential Suburban (RS). The purpose of the RS district is to provide areas for suburban-density residential development to promote the proper transition of land from rural to urban uses. The RS district permits multi-family dwelling units, family care homes, agricultural support uses, and community facilities.

South of Haines City there is an area zoned Residential Low-1 (RL-1): The purpose of the RL-1 district is to provide areas for the low density residential needs of residents in urban areas who desire areas with larger sized lots, a minimum of 40,000 square feet.

#### *City of Frostproof*

There are no major changes from the existing to future land use map in the City of Frostproof along the Ridge Scenic Highway. Land uses within the City located adjacent to the Ridge Scenic Highway include Public, Commercial, Industrial (HI), Residential (RL and RM) and Agricultural.

#### *Town of Hillcrest Heights*

In order to maintain and protect open spaces, environmentally sensitive lands and the rural character, the allowable land uses within Hillcrest Heights are single-family residential, open space and recreation. Currently, there are no plans to change any land use designation shown on the Existing Land Use plan. Furthermore, there are no plans to annex property at this time.



*Babson Park has a Future Land Use designation of Rural Cluster Center – Residential.*



### *Village of Highland Park*

Based on existing and intended land development trends there are no changes to any land use designations, with the exception of the historic designation at the northwest portion of the Village. The Future Land Use Element identified existing land areas with potential development limitation as areas of concern. These protected areas include: Floodplain Protection Areas, Wetland Protection Areas, Soils-Limited Protection Areas, Wellhead Protection Areas, and Historic Areas.

### *City of Lake Wales*

The City of Lake Wales intends to annex land north of the existing city limits boundary. A small area of land adjacent to the Ridge Scenic Highway near CR 540 is included in the Future Land Use map as Low Density Residential. The area shown in the existing zoning map as PDP is shown in the Future Land Use map as BPC (Business Park Center), MDR (Medium Density Residential), CON (Conservation), and PI (Public and Institutional). Other land uses shown to occur adjacent to the corridor within the City of Lake Wales include GC (General Commercial), IND (Industrial), NAC (Neighborhood Activity Center), and DD (Downtown District).

### *Town of Dundee*

The Future Land Use map shows minor changes from the existing zoning map. Limited Agricultural District (AL) transitions to Low Density. Industrial District or Downtown Transitional (IL) transitions to Commercial/Industrial or Downtown Transitional. Sites listed as Low Density Single Family Residential (RSF1), Moderate Density Single Family Residential (RSF2), and Mobile Home Subdivision (RMH) all appear as Low Density Residential areas in the Future Land Use map.

### *City of Haines City*

At the southeast corner of SR 17 and SR 544, Haines City recently established a Central Business District to encourage commercial in-fill in the city's downtown area. Other land uses located adjacent to SR 17 include Community Activity Center, Residential, and Commercial.

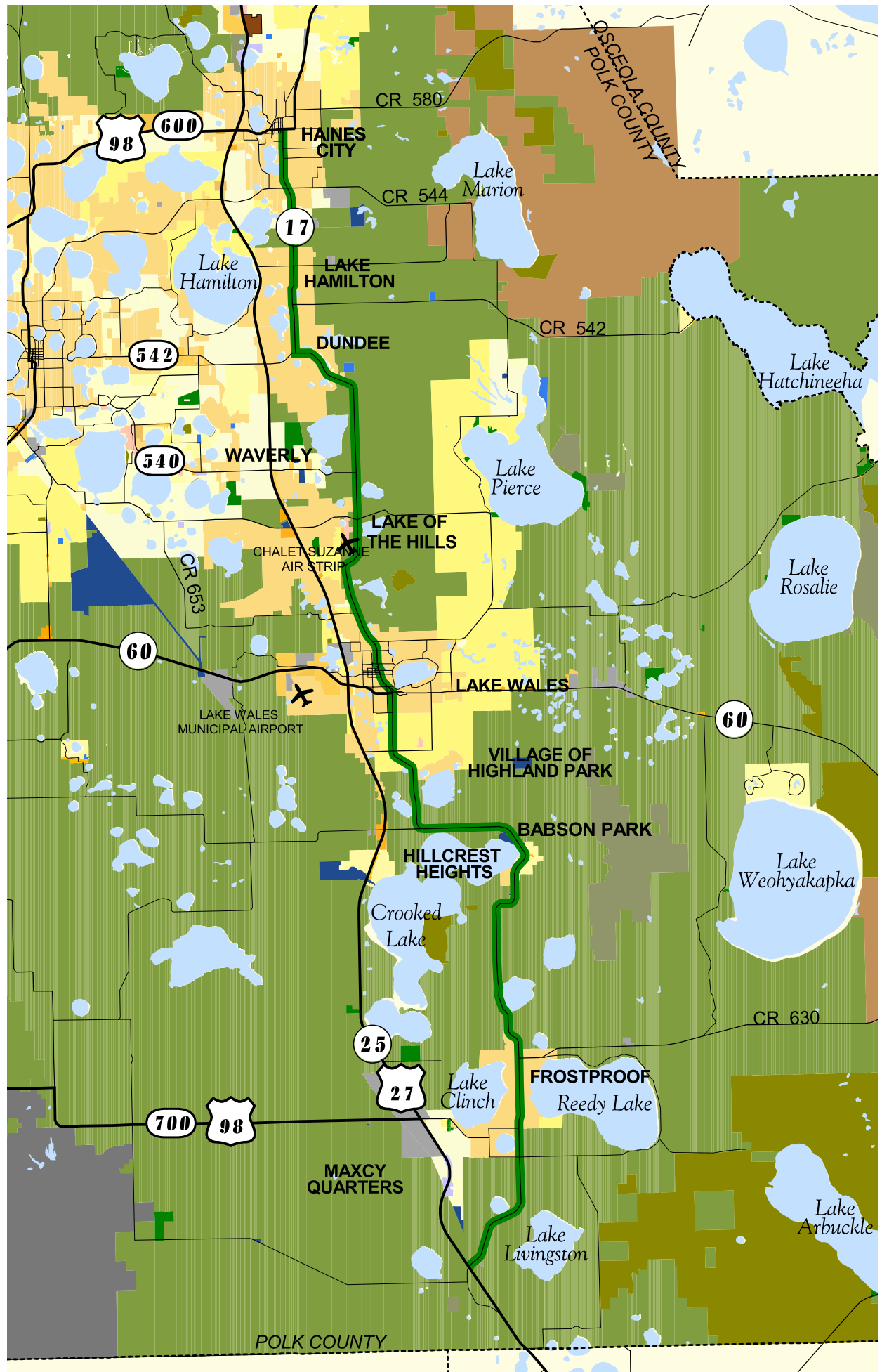
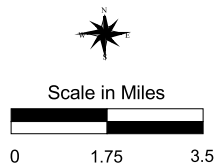
The city intends to annex and develop land to its south.

### *Opportunities and Constraints*

The Corridor Vision seeks to preserve the existing open space and agricultural character of the rural areas. Two future land use issues constrain that vision.

In unincorporated Polk County, the Agriculture/Rural Residential future land use designation permits residential development at a density of 1 dwelling unit per 5 acres. Even at low densities, residential development directly adjacent to SR 17 can destroy the corridor's open vistas. Additionally, potential annexations by Lake Wales and Haines City will introduce urban and suburban development into currently rural areas.

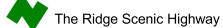
The Corridor Management Entity seeks to balance the property rights of rural landowners and the right and need of cities for annexation and growth with a preservation of scenic viewsheds that makes the corridor a desirable place for development. Within the Action Plan, the Corridor Management Entity will establish a clearinghouse for innovative conservation and open space design and incentives, and will encourage design regulations that can maintain a rural character.



#### LEGEND

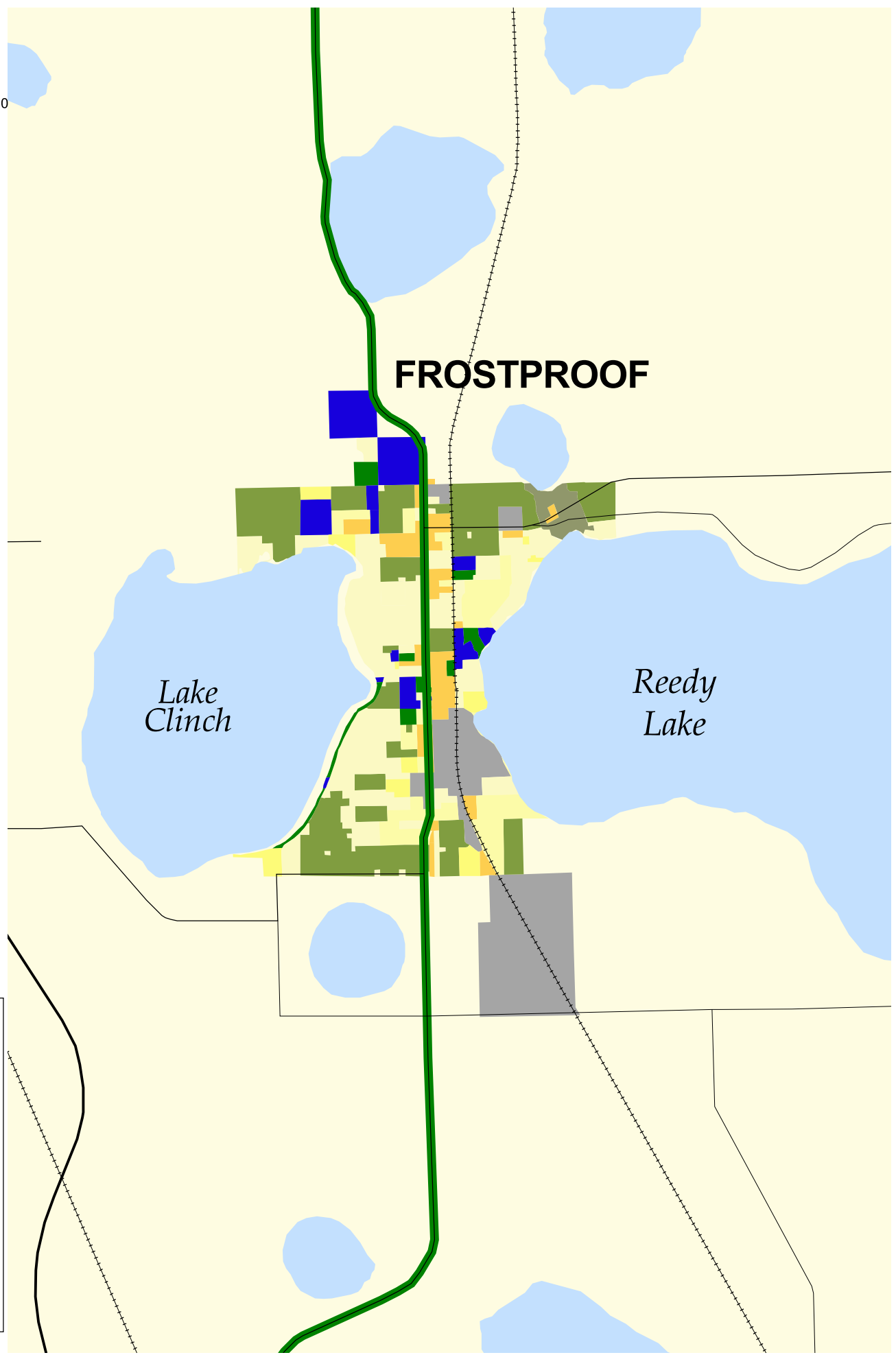
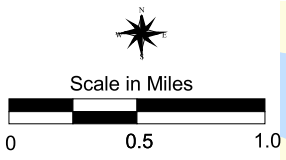
##### Polk County Future Land Use

- A/RR - Agricultural/Rural Residential
- BPC-1 - Business Park
- BPC-2 - Business Park
- CAC - Community Activity Center
- CC - Convenience Center
- CE - Commercial Enclave
- CITY
- CORE
- DRI
- EC
- HIC - High Impact
- Commercial Center
- IND - Industrial
- INST-1 - Institutional
- INST-2 - Institutional
- LCC - Linear
- Commercial Corridor
- L/R - Leisure/Recreational
- NAC - Neighborhood Activity Center
- OC - Office Center
- PI
- PM - Phosphate Mining
- PRESVATION
- RAC - Regional Activity Center
- RCC - Rural-Cluster Center
- RCC-R
- RH - Residential High
- RL-1 - Residential Low
- RL-2 - Residential Low
- RL-3 - Residential Low
- RL-4 - Residential Low
- RM - Residential Medium
- ROS - Recreation and Open Space
- RS - Residential Suburban
- TC
- TCC - Tourist Commercial Center



Source:  
Polk County

**Figure 11**  
**Polk County Future Land Use**

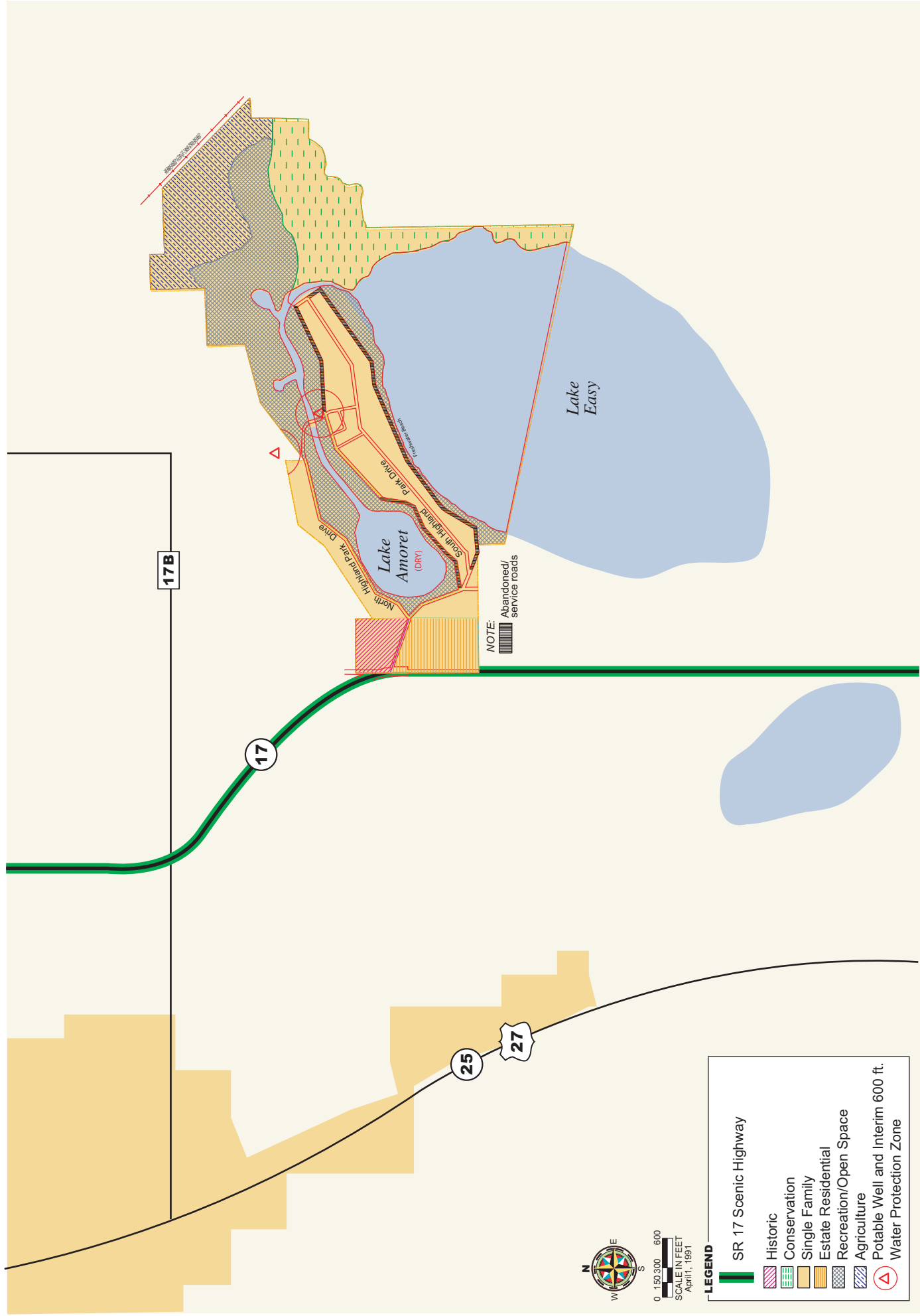


**LEGEND**  
Frostproof  
Future Land Use

AG - Agricultural
C - Commercial
CON - Conservation
HI - Heavy Industrial
P - Public
REC - Recreation
RH - Residential High
RL - Residential Low
RM - Residential Medium
SR 17 Scenic Highway
City Limits

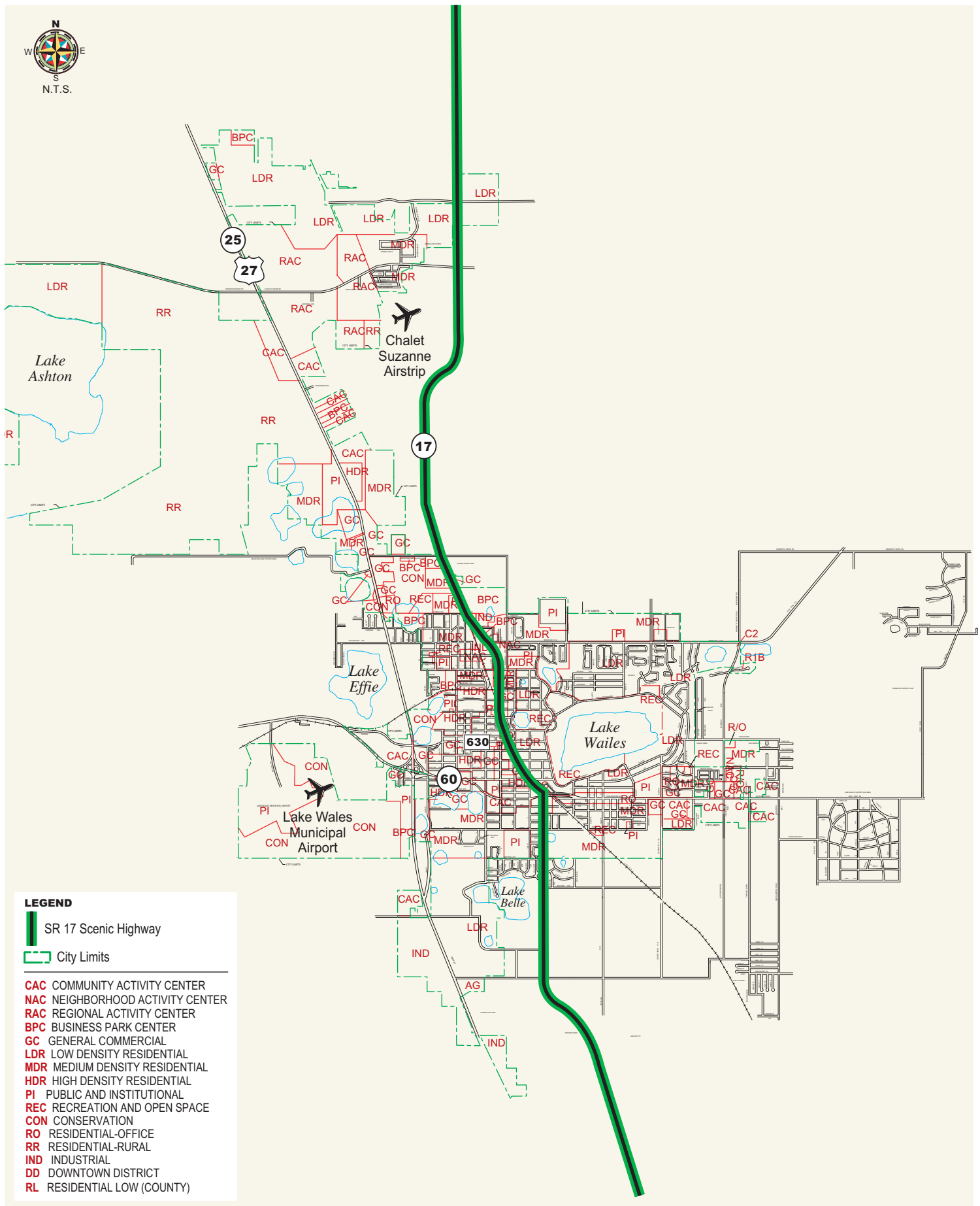
Source:  
City of Frostproof

**Figure 12**  
**City of Frostproof Future Land Use**



Source: Central Florida Regional Planning Council

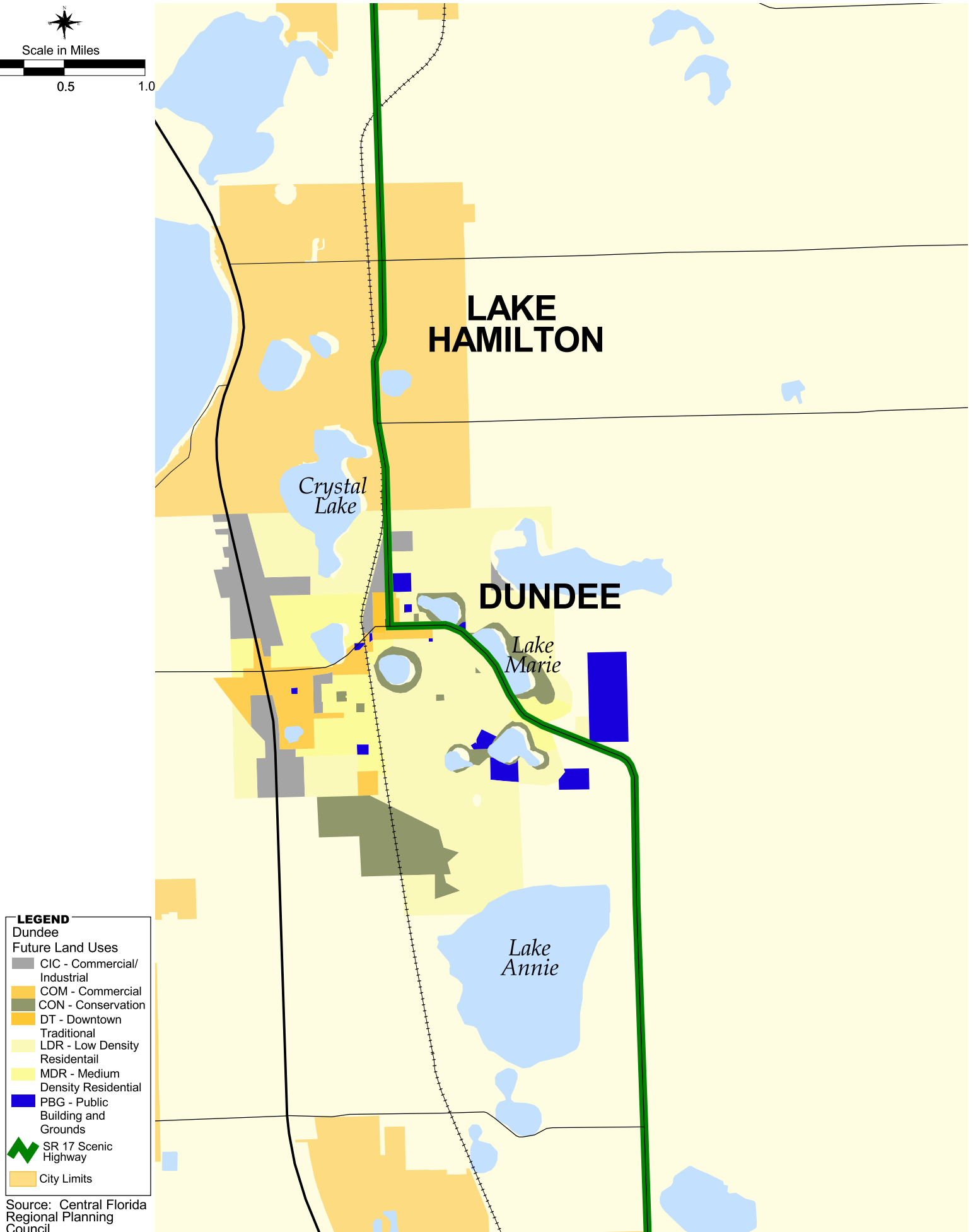
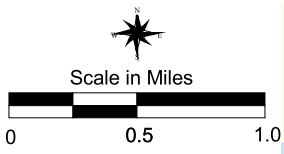
Figure 13  
Village of Highland Park Future Land Use



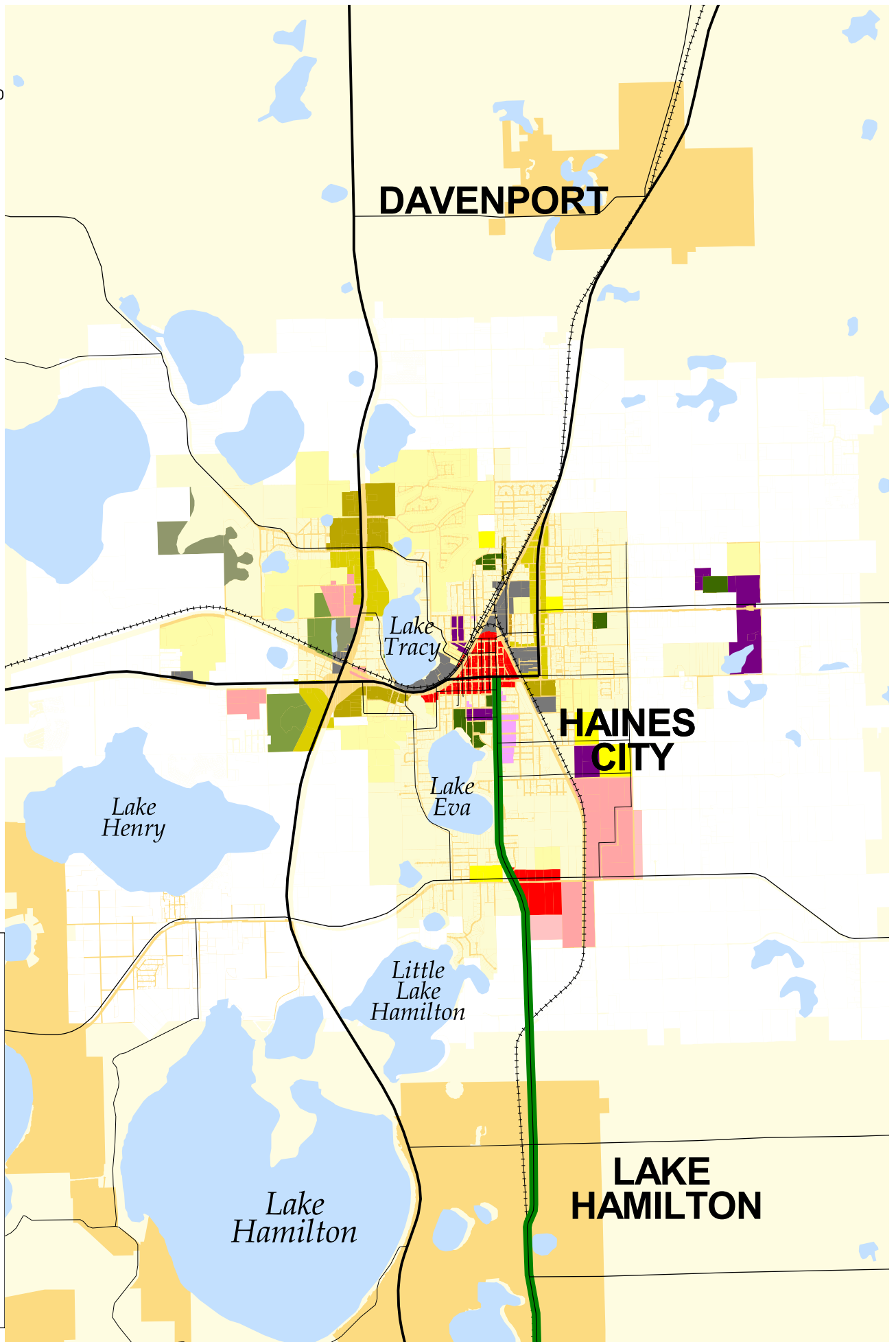
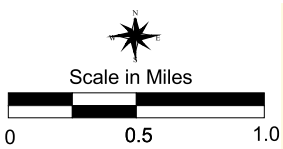
Source: City of Lake Wales

**Figure 14**  
**City of Lake Wales Future Land Use Map, 2015**





**Figure 15**  
**Town of Dundee Future Land Use**



- LEGEND**
- Haines City  
Future Land Use
- AG - Agricultural
  - BP - Business Park
  - BPM - Business Park Modified
  - CAC - Community Activity Center
  - CC - Commercial Corridor
  - CE - Commercial Enclave
  - CON - Conservation
  - CPU - City/Public Use
  - IN - Industrial
  - INS - Institutional
  - LDR - Low Density Residential
  - MDR - Medium Density Residential
  - NAC - Neighborhood Activity Center
  - NONE
  - PR
  - SCH - School
  - SR 17 Scenic Highway
  - City Limits

Source: Haines City

**Figure 16**  
**City of Haines City Future Land Use**

## Signage

The Florida Department of Transportation and Chapter 479, Florida Statutes regulate the type and placement of signs within the right-of-way. Additionally, each governmental entity controls the number, size, legibility, functionality, safety, location, and character of all signs on properties located within their boundaries through their land development regulations. Below is a general summary of the signage ordinances for each governmental agency.

### *Unincorporated Polk County*

Pursuant to Chapter 7, Section 760, Signs, all signs, including their supports, electrical parts, painted and display area must be installed and maintained in accordance with the building and electrical codes adopted by the County. No sign shall be placed or erected on a public right-of-way unless the County Transportation Department or the Florida Department of Transportation approves.

#### **On-premise signs**

Polk County permits on premise signs, which include freestanding, solid base, building mounted, and entrance signs within specific zoning districts. In no instance shall a sign exceed the maximum structure height as provided in *Table 3*.

#### **Off-premise signs**

Off-premise signs are permitted only in the Business-Park Center-1 (BPC-1), Business-Park Center-2 (BPC-2), Industrial (IND), Tourism-Commercial Center (TCC), Regional Activity Center (RCC), Community Activity Center (CAC), High-Impact Commercial Center (HIC), and Leisure/Recreation (L/R) land uses and in any of such land use districts located within the Green Swamp Area of Critical State Concern or a Special Protection Area overlay land use district, unless otherwise prohibited.

Minimum spacing between off-premise signs shall be no less than 1,000 feet apart, linearly. The county prohibits off-premise signs within less than 500 feet, measured radially, from a residential land use district. However, spacing may reduced to 250 feet, provided a landscaped

buffer is planted at the base of the sign. The Community Services Director or his designee must approve this variation. In the proximity of any public or private school or public park, off-premise signs must be spaced no less than 250 feet. Setbacks from the property line must be measured from the portion of the sign in closest proximity to the respective property line. Minimum setback from the front property line must be 50 feet and 10 feet from the side and rear property line.

### *City of Frostproof*

Only signs erected by a government agency can be located in public right-of-way. On-site signs are limited to type and area. No variances from those standards shall be granted without due cause.

### *Town of Hillcrest Heights*

Article 5, Chapter 2 of the Town of Hillcrest Heights Land Development Regulations establishes the regulations for the size, type, and location of signs within the town boundaries. Approval by the town commission is required to erect or replace any signs, unless specifically listed in section 1.02, Exempt sign. On-site signs are limited to type and area depending on number of dwelling units in residential zones and square footage in non-residential zones. No ground or projecting sign is allowed closer than five feet of public right-of-way, and no ground sign is to be higher than 25 feet above the crown of the adjacent street.



*In Frostproof, only signs erected by a government agency can be located in public right-of-way.*

*Village of Highland Park*

Objective 1, Policy 1.1 of Highland Park's Comprehensive Plan states that the Village of Highland Park shall regulate signage using the

Florida Department of Transportation signage standards and ensure the compatibility of adjacent land uses.

**Table 3: Unincorporated Polk County On-Premise Sign Standards**

<b>Future Land Use Designation</b>	<b>Max Square footage per face; Maximum of 2 faces</b>	<b>Max Sign Height</b>	<b>Minimum Setback to achieve maximum height (5' min = 15'sign)</b>
Regional Activity Centers (RAC)	300 square feet	40 feet	17.5 feet
Industrial (IND)	Parcels < 5 acres	Parcels < 5 acres	12.5 feet
Phosphate Mining (PM)	200 square feet	30 feet	
Business-Park Center-1 (BPC-1)	250 square feet	30 feet	12.5 feet
Business-Park Center-2 (BPC-2)			
Community Activity Centers (CAC)	Parcels < 5 acres	Parcels < 5 acres	7.5 feet
High-Impact Commercial Centers (HIC)	150 square feet	20 feet	
Linear Commercial Corridor (LCC)			
Tourism-Commercial Centers (TCC)			
Neighborhood Activity Centers (NAC)	80 square feet	20 feet	7.5 feet
Office Center (OC)	50 square feet	12 feet	5 feet
Rural-Clusters Centers (RCC)			
Convenience Centers (CC)			
Commercial Enclave (CE)			
Leisure/Recreation (L/R)	80 square feet	15 feet	10 feet
Institutional (INST)			
Recreation and Open Space (ROS)	40 square feet	8 feet	10 feet
Preservation Areas (PRESV)			
Residential-Suburban (RS)	40 square feet	8 feet	10 feet
Residential-Low-1 (RL-1)			
Residential-Low-2 (RL-2)			
Residential-Low-3 (RL-3)			
Residential-Low-4 (RL-4)			
Residential-Medium (RM)			
Residential-High (RH)			
Agriculture/Residential Rural (A/RR)	80 square feet	15 feet	10 feet

\*Sign area and height shall be reduced by 15 % in all Selected Area Plans that do not have adopted sign standards.

Source: Polk County Land Development Code – Chapter 7, Section 760

*City of Lake Wales*

Article II, Division 9 – Sign Regulations of the City of Lake Wales Code of Ordinances regulates the height, surface area, setback from public roads, lighting, movement, number and placement of signs which can be seen from the

right-of-way of any public street or highway, including permanent window signs. All signs or other advertising structures are required to have a permit from the enforcing official, the city manager, or his designated agent, prior to its construction, alteration, and/or installation. No

signs, except those erected by a public agency, are permitted within the public right-of-way. On-site signs are limited to type and area depending on the area classification and are as follows:

#### **Residential**

On-site signs that notify the location of home-based occupations may not exceed three square feet and must be mounted flat against the residence.

#### **Professional**

Each firm is entitled to one sign, not to exceed ten per firm, not to exceed ten square feet in area and ten feet in height. In cases where more than one firm occupies a single building, the building

is entitled to one directory sign, not to exceed twenty square feet.

#### **Industrial/Commercial**

Wall-mounted signs are permitted on any sidewall that faces a public street or open lot. The sign may occupy thirty percent of the signable area, which must be free of windows, doors, or any major architectural detail.

Ground-mounted signs are permitted if the nearest edge of the building is set back from the edge of the adjacent street by no less than thirty-five feet. The maximum allowable area for the signs depends on the driving lanes and the speed limit of the adjacent street. Please refer to *Table 4* for more detailed information.

**Table 4: City of Lake Wales Industrial Sign Standards**

<b>Speed Limit</b>	<b>Allowable area (Two-lanes)</b>	<b>Allowable Area (Four-lanes)</b>
35 mph or less	(1) 42 square feet (2) 20 feet	(1) 64 square feet (2) 24 feet
More than 35 mph	(1) 64 square feet (2) 24 feet	(1) 108 square feet (2) 26 feet

- (1) Denotes the maximum allowable area for the face of the sign.
- (2) Denotes the maximum allowable area for the height of the sign.

#### *Town of Dundee*

The Town of Dundee's Code of Ordinances, Article 4 – Sign Regulations, dictates the number, size, type, location, and other provisions relating to signs. The sign regulations regulate outdoor signs of all types, to provide fair and comprehensive regulations that will foster a good visual environment and to complement the requirements of the adopted building and electrical codes. Signs of a commercial or industrial nature are prohibited from land uses in which commercial or industrial activities are prohibited. On-site signs are limited to the size of the development site and no more than three one-site commercial signs are permitted. Billboards are permitted in areas zoned as Commercial or Industrial and shall not exceed 672 square feet.

#### *Town of Lake Hamilton*

Within C-1, C-2, and M-1 districts, districts located along the Ridge Scenic Highway, no advertising device can overhang or be located within the right-of-way. Along the Ridge Scenic Highway, advertising devices are limited to no more than 45 square feet and no higher than 20 feet. Advertising devices cannot contain blinking, flickering, or flashing lights.

#### *City of Haines City*

The intent of the regulations stated in the Haines City Land Development Regulation, Chapter 7 - Signs, is to regulate, under reasonable control, signs in certain areas of the City based on the number, sizes, location, and character. Signs or other advertising structures must be constructed and maintained in accordance with the building code, Land Development Regulations, and other applicable City codes and ordinances. Signs of a commercial or industrial nature are prohibited



from land uses in which commercial or industrial activities are prohibited. In most residential land uses, signs are limited to on-site and noncommercial signs. No signs, except those erected by a public agency, are permitted within the public right-of-way.

#### *Opportunities and Constraints*

Although the local government signage standards do not promote inappropriate signs, only one large sign can block a significant vista. Within the scenic highway designation, new outdoor advertising is prohibited by federal law. Title 23, United States code, Section 131 (s) mandates that states having a scenic byways program withhold the issuance of permits for new outdoor advertising signs on the Interstate, the National Highway System (NHS), and Federal Aid Primary (FAP) highways that are

designated as scenic highways or byways. The Florida Department of Transportation will not issue new outdoor advertising permits once it designates the scenic highway.

#### **Safety Issues**

During the three-year period from January 1, 1999 to December 31, 2001, 326 crashes occurred between MP 0.000 (US 27) and MP 34.807 (US 17). These crashes resulted in 6 fatalities and 419 injuries of varying degrees. The most predominant crash type found along the corridor are rear-end crashes, which account for close to one-half of all crashes. This is followed by angle, sideswipe, right-turn, and left-turn crashes. *Table 5* presents a summary of the crashes.

**Table 5: Crash Data Summary, January 1, 1999 – December 31, 2001**

Harmful Event	Code	1999		2000		2001		Total	
Rear-end	01	23	17.6%	91	85.8%	37	41.6%	151	46.3%
Head-on	02	3	2.3%	7	6.6%	2	2.2%	12	3.7%
Angle	03	40	30.5%	4	3.8%	0	0.0%	44	13.5%
Left-turn	04	15	11.5%	4	3.8%	0	0.0%	19	5.8%
Right-turn	05	1	0.8%	0	0.0%	22	24.7%	23	7.1%
Sideswipe	06	7	5.3%	0	0.0%	18	20.2%	25	7.7%
Backed into	07	1	0.8%	0	0.0%	1	1.1%	2	0.6%
Collision with parked car	08	1	0.8%	0	0.0%	2	2.2%	3	0.9%
Coll. w/MV on roadway	09	1	0.8%	0	0.0%	0	0.0%	1	0.3%
Collision with pedestrian	10	1	0.8%	0	0.0%	0	0.0%	1	0.3%
Collision with bicyclist	11	1	0.8%	0	0.0%	0	0.0%	1	0.3%
Collision with bicyclist (bike lane)	12	0	0.0%	0	0.0%	4	4.5%	4	1.2%
Collision with animal	15	1	0.8%	0	0.0%	0	0.0%	1	0.3%
Hit sign/sign post	16	2	1.5%	0	0.0%	0	0.0%	2	0.6%
Utility/light pole	17	4	3.1%	0	0.0%	0	0.0%	4	1.2%
Hit tree/shrubbery	22	8	6.1%	0	0.0%	0	0.0%	8	2.5%
Ran in ditch/culvert	29	4	3.1%	0	0.0%	0	0.0%	4	1.2%
Ran off road in water	30	2	1.5%	0	0.0%	0	0.0%	2	0.6%
Overturned	31	6	4.6%	0	0.0%	0	0.0%	6	1.8%
All other	77	10	7.6%	0	0.0%	3	3.4%	13	4.0%
Total		131	100.0%	106	100.0%	89	100.0%	326	100.0%

Source: Florida Department of Transportation and Glatting Jackson

*Figures 17 and 18* present the high crash locations along the Ridge Scenic Highway. The five locations with the highest number of crashes during the three-year period evaluated are the intersections of SR 17 with:

- CR 17A (Chalet Suzanne Road),
- Mountain Lake Cutoff Road,
- Seminole Avenue,
- CR 540 (Waverly Road), and
- CR 544 (Lake Marion Road).

### *Opportunities and Constraints*

To increase safety along the corridor, the Florida Department of Transportation and local government will regularly invest in intersection improvements. These improvements can represent both constraints and opportunities. A roadway improvement design may not adequately preserve the historic character of urban and rural areas. However, a safety investment provides an opportunity to improve safety for not only motorists, but for bicyclists and pedestrians as well.



*SR 17 at CR 544 (Lake Marion Road) in Haines City*

High Crash Locations Chart

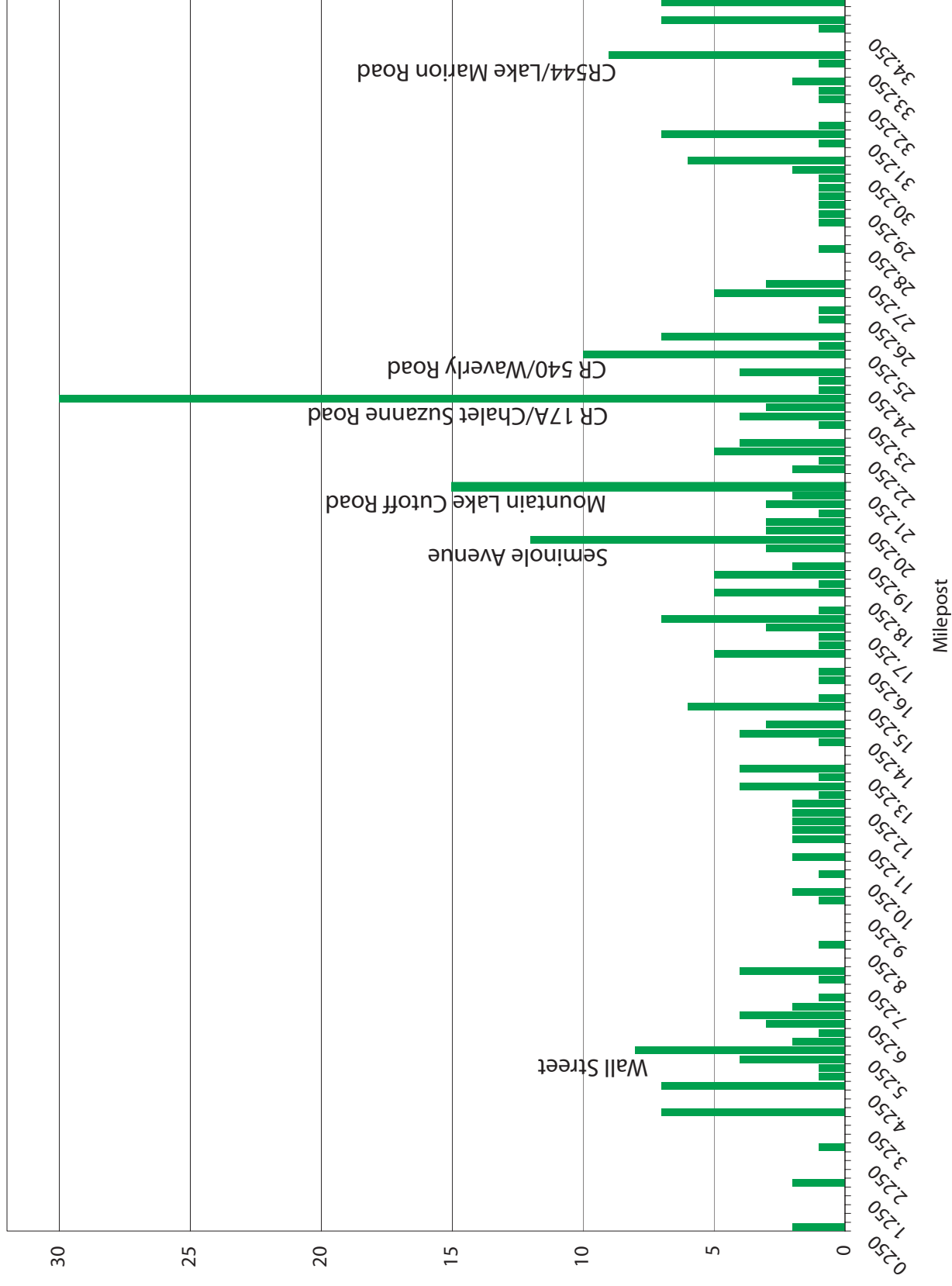
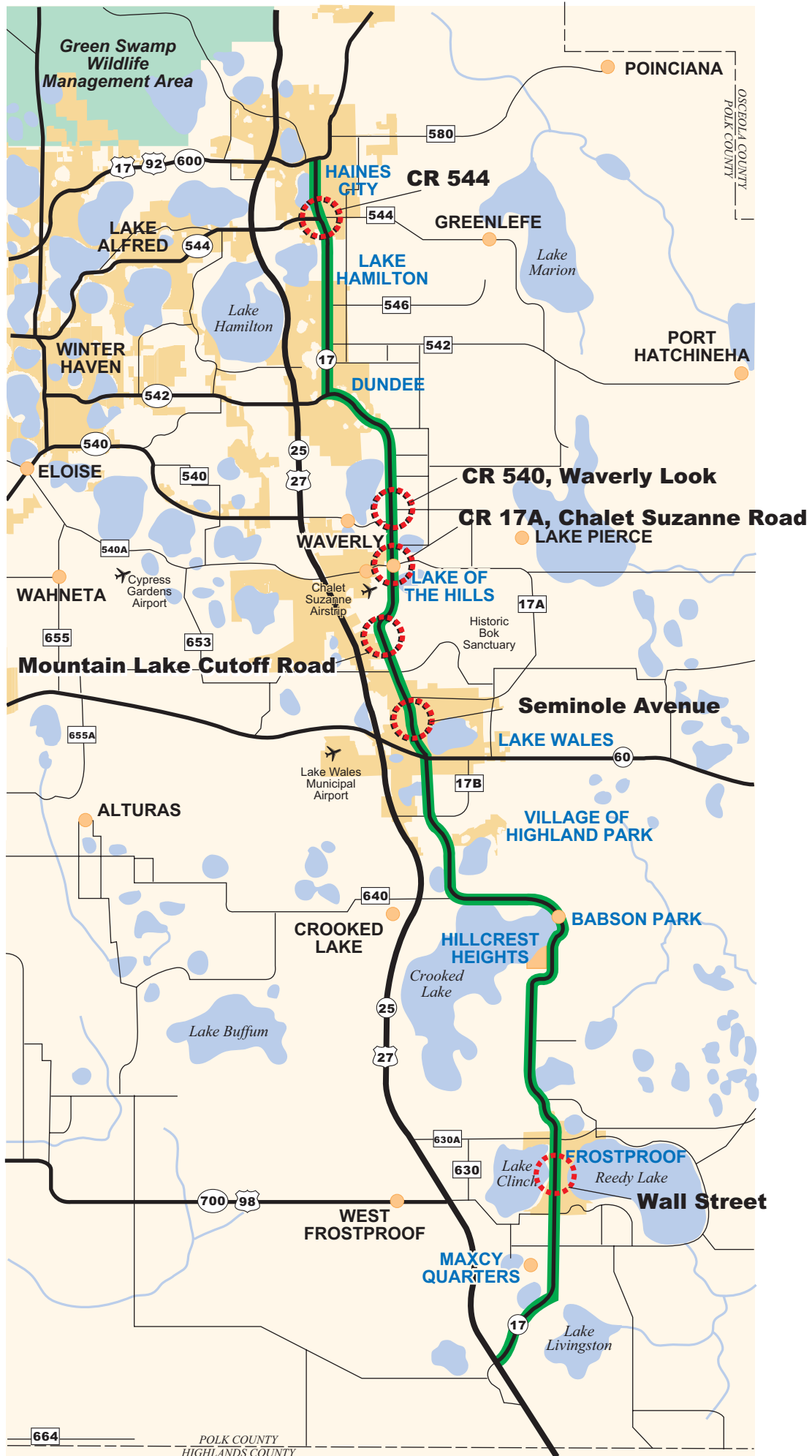
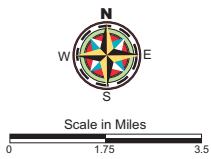


Figure 17  
High Crash Locations Chart



**LEGEND**

- SR 17 Scenic Highway
- 1999-2001 High Crash Locations

**Figure 18**  
**High Crash Location Map**

## Traffic Volumes/User Types

Traffic volumes along the Ridge Scenic Highway are consistent with those found on similar rural, two-lane, uninterrupted roadways. Higher volumes are generally located in more urban settings. Historic traffic volumes throughout the corridor have remained essentially the same with minor variances.

There are 15 traffic count stations maintained by the Florida Department of Transportation within the limits of the corridor. Volumes range from 2,700 Average Annual Daily Traffic (AADT) to 11,600 AADT.

Except for limited areas, non-motorized travel along the corridor is limited. The length of the corridor, rural land uses, and the lack of pedestrian facilities contribute to the low number of pedestrians. Bicyclists do make frequent use of the existing five-foot wide shoulders in rural areas, particularly south of SR 60. This route is popular with bicycle clubs from all over the state.

Sections of the corridor feature transit service. Polk County InterCity Transit currently operates two routes between Frostproof and Haines City, connected with a transfer at the Eagle Ridge Mall. Route 30N serves the Eagle Ridge Mall, Waverly, Dundee, Lake Hamilton, and Winter Haven. Route 30S serves Frostproof, Babson Park, Lake Wales and the Eagle Ridge Mall. Service is provided on these routes Monday through Friday from 6:00 a.m. to 6:00 p.m. The section of SR 17 between Highland Park and Haines City is included in the Urban Transit Service Area, an area defined as targeted and expected to have transit service with headways of one hour or less.

*Table 6* presents the AADT along the corridor and presented on *Figure 19*. Also shown are the K (the ratio of the traffic volume in the study hour to the annual average daily traffic), D (directional distribution factor, or proportion of an hour's total volume occurring in the higher volume direction), and T (truck factor, or the adjustment factor for heavy vehicles) factors, as well as traffic forecast for Year 2025. Truck traffic along the corridor is considerably higher than normal, possibly due to the agricultural land uses along the route.

### *Opportunities and Constraints*

The agriculture vistas attract two types of road users that are frequently incompatible. SR 17 roadway design will need to balance the needs of both bicyclists and agricultural product distribution trucks.

As mentioned in the next section, the Polk Transportation Planning Organization has not determined a need for the widening of SR 17 through the year 2025. Forecasted 2025 traffic volumes are moderate, suggesting that widening of SR 17 will not be necessary for two decades.

## Levels of Service

*Table 7* contains the adopted levels of service (LOS), existing levels of service, and projected levels of service for the Ridge Scenic Highway. *Figure 20* graphically presents level of service information.

### *Opportunities and Constraints*

Forecasted traffic levels are expected to meet Adopted Level of Service standards for most of the corridor. SR 17 in high growth areas in Lake Wales and Haines City will likely see increased congestion.



**Table 6: Existing and Forecasted Vehicle Volumes**

<b>Location</b>	<b>AADT</b>	<b>K%</b>	<b>D%</b>	<b>T%</b>	<b>Forecast (2025)*</b>
Southwest of Livingston Lake Road	2,700	9.81	56.11	17.42	4,007
South of CR 630, Frostproof	7,500	9.81	56.11	9.68	14,217
Northwest of Libby Road, Babson Park	6,400	9.81	56.11	6.08	9,210
South of Belleview Drive, Lake Wales	4,400	9.81	56.11	3.77	5,601
Southeast of Polk Avenue, Lake Wales	4,900	9.81	56.11	4.20	8,863
Northwest of Polk Avenue, Lake Wales	9,600	9.81	56.11	4.20	20,325
North of Central Avenue, Lake Wales	10,400	9.81	56.11	4.20	6,835
South of Mountain Lake Cut-off Rd, Lake Wales	11,600	9.81	56.11	6.54	22,234
South of CR 17A, Chalet Suzanne Road	7,300	9.81	56.11	8.28	15,578
South of Waverly Road	6,000	9.81	56.11	11.18	12,771
East of Center Street, Dundee	6,800	9.81	56.11	8.84	10,845
Center Street, North of Main Street, Dundee	7,100	9.81	56.11	6.49	13,971
10 <sup>th</sup> Street, South of SR 544, Haines City	7,100	9.81	56.11	7.43	14,059
10 <sup>th</sup> Street, North of SR 544, Haines City	10,800	9.81	56.11	6.38	18,789
10 <sup>th</sup> Street, South of US 17/92, Haines City	11,400	9.81	56.11	5.42	15,202

\* Forecast projected using straight-line linear interpolation of most recent historical count data.

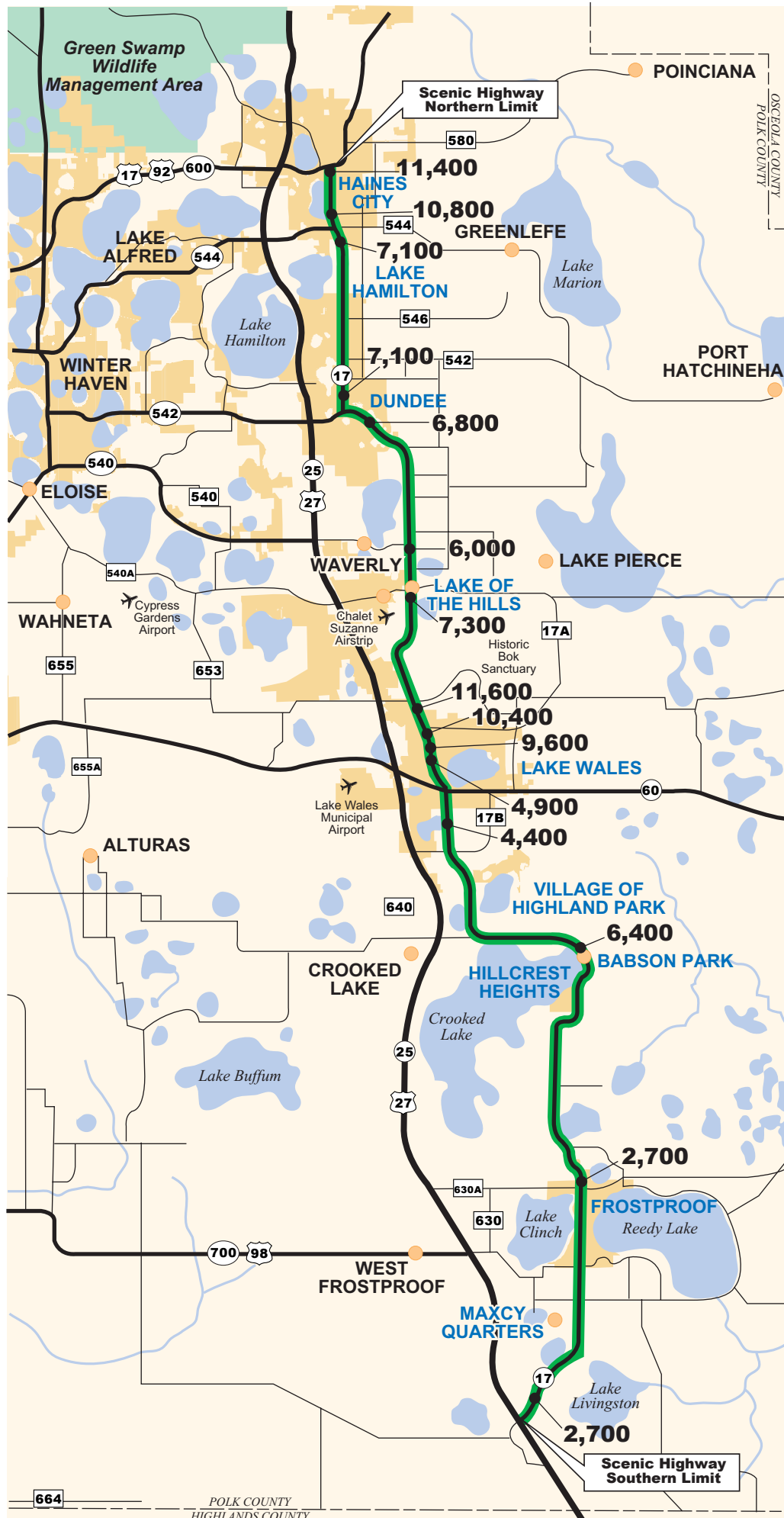
Source: Florida Department of Transportation

**Table 7: SR 17 Level of Service**

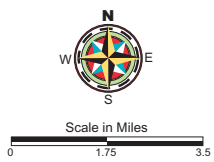
<b>Segment location</b>	<b>Adopted LOS</b>	<b>Existing LOS</b>	<b>Projected LOS (Year 2025) *</b>
Southwest of Livingston Lake Road	C	B	B
South of CR 630, Frostproof	C	B	D
Northwest of Libby Road, Babson Park	D	C	D
South of Belleview Drive, Lake Wales	D	B	D
Southeast of Polk Avenue, Lake Wales	D	C	C
Northwest of Polk Avenue, Lake Wales	D	C	F
North of Central Avenue, Lake Wales	D	C	C
South of Mountain Lake Cut-off Rd, Lake Wales	D	C	F
South of CR 17A, Chalet Suzanne Road	D	C	E
South of Waverly Road	D	C	D
East of Center Street, Dundee	D	C	C
Center Street, North of Main Street, Dundee	D	C	D
10 <sup>th</sup> Street, South of SR 544, Haines City	D	C	D
10 <sup>th</sup> Street, North of SR 544, Haines City	D	C	F
10 <sup>th</sup> Street, South of US 17/92, Haines City	D	C	D

\*Assumes existing roadway characteristics




Source: 2003 Polk County Roadway Network Database

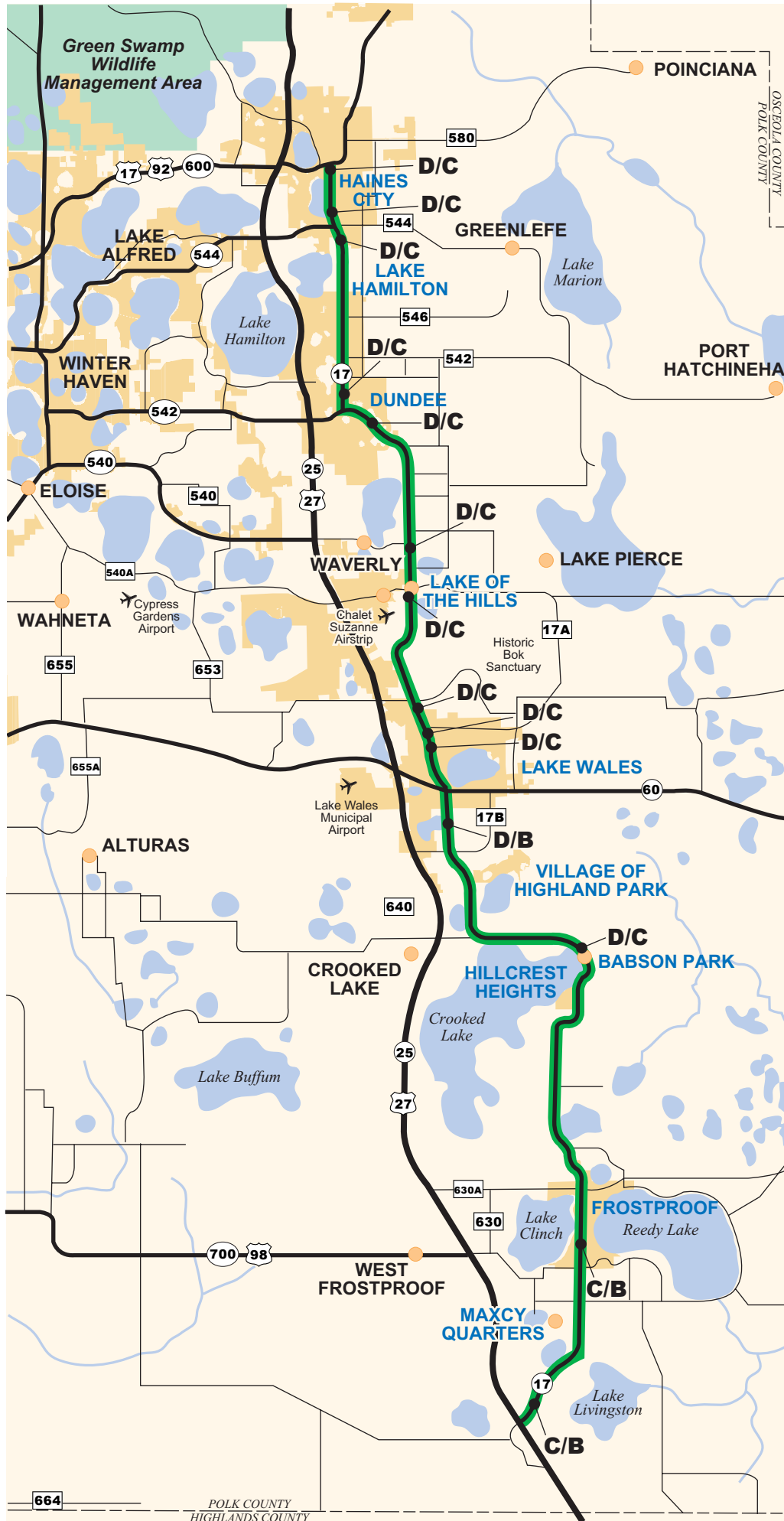


Source: FDOT



**LEGEND**

-  SR 17 Scenic Highway
-  Unincorporated Community
-  City Limits
- C/B** Adopted LOS/  
Existing LOS



Source: FDOT/Haines City/Lake Hamilton/Dundee/Lake Wales/Village of Highland Park/Hillcrest Heights/Frostproof

**Figure 20**  
**Levels of Service Map**

### Transportation Planning

The Polk County Transportation Planning Organization is the lead transportation planning agency for Polk County. It is responsible for the development and implementation of the federal urban transportation process in Polk County.

In December 2000, the Transportation Planning Organization adopted the Polk County 2025 Long-Range Transportation Plan (LRTP). This plan represents an update to the previous long-range plan adopted in 1995 for the horizon year 2020. There are no proposed road improvements on SR 17 or immediately adjacent within the 2025 LRTP.

#### *Multi-Use Trails Master Plan*

The 2025 LRTP placed a strong emphasis not only on transportation improvements that will meet the community's travel needs, but also on improving intermodal access, or connections between two or more modes of travel, and increasing the opportunities for non-motorized travel within the County. The Transportation Planning Organization is developing a countywide Multi-Use Trails Master Plan that will serve as a guide for local governments to identify potential corridors, potential costs, and funding sources. Furthermore, the Multi-Use Trail Master Plan will link existing trails with various city and county bicycle/pedestrian facilities, county and state parks, state forests, preserves, wildlife management areas, historic districts, downtown areas, neighborhoods, and multimodal access points.

Three multi-use trail projects are identified in the 2025 LRTP. One project is funded, while the others are proposed and unfunded.

#### **Lake Wales Trailways**

The City of Lake Wales has been successful in competing for and receiving federal transportation enhancement funds that are made available through the Transportation Equity Act for the 21st Century. The Lake Wales Trails has been programmed in the Florida Department of Transportation's District One FY 2000/01 - 2004/05 Adopted Work Program, and is scheduled to be constructed in FY 2005/06. This

multi-use trail will cover 2.1 miles on abandoned CSX rail bed extending from SR 17 to Buck Moore Road with a linkage to the existing Lake Wales Trail. This trail will provide the residents of eastern Lake Wales with access to Downtown Lake Wales. The Lake Wales Trailways functions as an urban trail providing access to several city parks, recreational facilities, and community buildings. The trail is also in close proximity to the Polk County InterCity Transit Service, which operates a fixed-route through Lake Wales.

#### **Bartow-to-Lake Wales Trail**

This proposed trail would connect Bartow and the proposed Ft. Fraser Trail with Lake Wales and the Lake Wales Trailways multi-use trail. This trail transverses primarily agricultural lands in central Polk County and crosses the Peace River and Peace River Canal. Currently, most of this proposed rail-to-trail is still in operation; however, sections of this railroad are inactive in the Bartow area. This corridor needs to be examined further to determine if it would be feasible to convert to a rail-to-trail or if an alternate route would be more achievable. The trail planning and construction is unscheduled.

#### **Highlands County Connector**

Highlands County has identified and prioritized an abandoned rail line between Sebring and the Polk County line as a rail-to-trail conversion. This abandoned rail line continues north into Polk County ending in Frostproof. This corridor would provide a non-motorized corridor



*Abandoned CSX rail bed and planned location for Lake Wales Trailways*

between Highlands and Polk Counties and connect the “Ridge Cities” with Highlands County via the Ridge Scenic Highway. The trail planning and construction is unscheduled.

#### *Local Governments*

Local governments do not have roadway investments planned that may affect the scenic highway, but several municipalities are looking into other enhancements that would benefit the corridor. The Town of Hillcrest Heights is working to convert land owned in conjunction with Polk County into a hiking trail to access Crooked Lake (*Town of Hillcrest Heights Comprehensive Plan, p. 11*). The City of Lake Wales is planning to retrofit stormwater facilities on US 27, as outlined in the Envisors stormwater study (*City of Lake Wales Comprehensive Plan, p. 32*).

#### *Opportunities and Constraints*

The multi-use trail projects now scheduled for construction and other proposed trails directly support the Corridor Vision.

#### **Roadway Improvements**

The adopted five-year work programs of the Florida Department of Transportation and Polk Transportation Planning Organization identify improvements planned along the Ridge Scenic Highway. The projects identified include three resurfacing projects and one project to widen a narrow section of road to typical 12-foot lanes with shoulder. *Table 8* summarizes the projects programmed for construction within the next five years.

#### *Opportunities and Constraints*

During resurfacing projects, the Florida Department can designate shoulders as bike lanes for little cost.

**Table 8: Programmed Roadway Improvements**

<b>Location</b>	<b>Description</b>	<b>Year</b>
CR 17B from US 27 to SR 60	Widen existing to 12-foot lanes w/ 4-foot shoulders	2002
SR 544 from East of US 27 to SR 17, Haines City	Resurfacing	2003
SR 17 from US 27 to CR 630 and from CR 630 to North of Webber International University, Frostproof/Hillcrest Heights/Babson Park; Florida Department of Transportation will be designating the shoulders in this area as bike lanes, with marking and signage.	Resurfacing	2005
SR 17 from Mountain Lake Cutoff Rd to N of Sixth Street, Lake Wales	Resurfacing	2003

*Source: Polk Transportation Planning Organization’s Transportation Improvement Program, 2001*

#### **Protection Techniques**

##### *Environmental Protection*

Potential impacts to ecologically significant resources, such as rare wildlife species or wetlands, are subject to review by a variety of regulatory agencies. Regulatory review over environmental features occurs at the federal, state, and county levels. In addition, other conservation measures such as public and private conservation land acquisition programs are ongoing within the region surrounding the Ridge Scenic Highway. The following is a brief

description of the regulating agencies as well as a brief description of the land acquisition programs currently in place within the region.

##### **Federal**

The US Army Corps of Engineers (ACOE), under Section 404 of the Clean Water Act, exerts regulatory authority for dredge and fill activities over the “waters of the United States,” including wetlands. Applicants for impacts to wetlands are required to prepare one of several types of permits that generally includes the area of proposed wetland impacts, proposed



mitigation, a public interest review, avoidance and minimization and economic analyses. The US Environmental Protection Agency (EPA) and the US Fish and Wildlife Service (USFWS) may comment on an ACOE permit application. A recent Supreme Court decision has limited the regulatory authority of the ACOE over isolated wetlands, so that they are limited in scope to those wetlands that are connected to waters of the United States. Generally, mitigation is required for impacts to wetland systems, which can include the purchase of credits within a mitigation bank, protection, and/or enhancement of wetland systems on a project site, or off-site purchase of mitigation lands.

The USFWS, through the Endangered Species Act and other regulation, regulates potential impacts to species listed as threatened or endangered by the federal government. The USFWS can review an application for impacts to listed species or their habitat through one of two different processes, both of which require an application package that reviews the areas of proposed impacts, proposed mitigation, a public interest review, and an avoidance and minimization analysis. The first process consists of a Section 7 consultation on an ACOE permit application in which the USFWS provides a Biological Opinion on the proposed wildlife and/or plant species impacts, which is incorporated into the ACOE permit. The second process consists of a Section 10 Habitat Conservation Plan in which the USFWS is the sole federal permitting agency with purview over the project site. In either case, an Incidental Take Permit (ITP) or relocation permit may be authorized by the USFWS if the impact is deemed to not adversely affect the long-term survival of the species in question and/or the project provides a long-term benefit for the listed species (i.e. through the proposed mitigation).

The USFWS also protects listed species and their habitats through land acquisition efforts. In 1990, the USFWS established the Lake Wales Ridge National Wildlife Refuge (LWRNWR) in Polk and Highlands County, which included lands near the Ridge Scenic Highway. The USFWS targeted a large number of parcels for

acquisition and inclusion in the LWRNWR to protect the significant populations of rare and endangered plant species occurring on them. Only a few parcels have been acquired to date, of which none occur within the immediate vicinity of the Ridge Scenic Highway. The land acquisition program for the USFWS is ongoing, but a large portion of the land identified for inclusion in the LWRNWR have been acquired through other public (i.e. the State of Florida and Polk County – see below) and private land acquisition programs (i.e. Green Horizon Land Trust and The Nature Conservancy).

### State

The regulatory purview of the Southwest Florida Water Management District (SWFWMD), together with the ACOE, provides some protection to wetland areas in and around the Ridge Scenic Highway area. In association with stormwater permitting efforts, regulation of impacts to wetlands within the State of Florida has been delegated to water management districts, and the Ridge Scenic Highway is located within the boundaries of SWFWMD. The SWFWMD regulations for wetland delineation and review of proposed wetland impacts are included in the Environmental Resource Permitting Information Manual for Environmental Resource Permit (ERP) applications. Like the ACOE, mitigation is generally required for impacts to jurisdictional wetlands. As discussed for ACOE mitigation, several options including purchase of credits from a mitigation bank, off-site mitigation land purchase, and/or on-site wetland preservation, enhancement, or creation may be used as mitigation for wetland impacts.

The State of Florida has designated Crooked Lake, including Little Crooked Lake and the connecting waterway, as Outstanding Florida Waters (OFWs). This designation affords these areas with the highest degree of protection for surface waters. Generally, the Department of Environmental Protection (DEP) cannot issue permits for direct pollutant discharges to OFWs that would lower ambient water quality, or for indirect pollutant discharges that would degrade OFWs. Impacts to these systems must be shown to be in the public interest.

The Florida Fish and Wildlife Conservation Commission (FFWCC), through chapter 68 of the Florida Administrative Code and other regulations, regulate impacts to state-listed rare and endangered wildlife species. Prior to initiation of any proposed impacts to listed wildlife species, the FFWCC requires a permit application that documents the size of the wildlife population and extent of occupied habitat, type of impact, avoidance and minimization analysis and proposed mitigation. Potential mitigation measures include the avoidance of the listed species in question, the on-site preservation and management of suitable habitat, the purchase of off-site lands and/or relocation of the affected individuals of the species depending upon its listed status.

The State of Florida through the Department of Environmental Protection (DEP) has instituted a conservation land acquisition program that was historically funded through the Preservation 2000 funding structure and now is funded through the Florida Forever program. A variety of different programs such as the Save Our Rivers (SOR) program of the Water Management Districts in the state, the Conservation Area and Recreation Land (CARL) program, and the Florida Communities Trust program draw upon the Florida Forever funds to purchase conservation or recreation land. Lands identified for SOR or CARL acquisition typically include ecologically significant natural habitats.

### **Local**

Through their comprehensive plans and land development regulations, local governments can protect the intrinsic resources within and immediately adjacent to their municipal boundaries.

### ***Polk County***

In 1994, Polk County voters approved an Environmental Lands Acquisition and Management Program. The purpose of the program is to acquire, preserve, protect, manage, and restore endangered and environmentally sensitive lands, water resources, and important wildlife habitat.

In its Comprehensive Plan, Polk County outlines activities and programs that protect the environmental features of the county. To protect the quality of its groundwater, the county will develop a groundwater protection program to be implemented through land development regulations. The Comprehensive Plan also calls for the protection of natural wetland systems and the conservation of wildlife and native vegetation communities. The land development regulations promote this goal by the establishment of specified buffers (25 foot average, 15 foot minimum), conservation of wetland areas unless permitted through another state or federal regulatory agency, the establishment of an on-site transfer of density rights program, and the avoidance of development within scrub areas. In addition, the comprehensive plan calls for the acquisition of a minimum of 200 acres annually for the protection of endangered species. This ongoing program is conducted in part by the Environmental Lands Acquisition and Management Program.

### ***City of Frostproof***

To protect the quality of its groundwater, the City of Frostproof will conduct a Cone of Influence study. The study will look to protect water wellfields from adverse impacts of development. Once this study is completed, the City will adopt a Wellfield Protection Ordinance for existing public potable waterwells. The City will also develop a Groundwater Protection Program that ensures that the quality and quantity of groundwater resources are not degraded.

In the Comprehensive Plan, the City of Frostproof outlines activities and programs to protect and improve the quality of Clinch Lake, Lake Reedy, and Lake Ida. The city will do so using a number of tools, including promoting the use of U.S. Department of Soil Conservation Service and Florida Department of Agriculture Best Management Practices to control sediment and erosion during construction and agricultural operations, establishing 25 foot wide buffer zones adjacent to lakes and wetland areas to

preserve natural vegetation wetland areas, and developing general design and construction standards for on-site stormwater management systems for new development.

### ***Village of Highland Park***

To protect the quality of its groundwater, the Village of Highland Park is implementing a comprehensive wellhead protection program, which will identify cones of influence and develop and implement protection strategies.

The Village of Highland Park is a designated bird and wildlife sanctuary. It is unlawful to kill or harm birds or wildlife within the Village of Highland Park.

### ***Haines City***

Through its land development regulations, Haines City protects all natural lakes and water bodies as fishery areas. This protection includes measures to ensure surface water quality, erosion control, and endangered or threatened species habitat preservation.

Haines City also protects native ecological communities through its land development regulations. Native ecological communities include sand scrub communities, climax coniferous and deciduous forest, and long-leaf pine flat woods. Ecological communities documented as existing in an ideal preservation condition by a qualified person are protected from development, if this protection is deemed to benefit the health, safety, and welfare of the community.

### ***Private Land Acquisition***

Several private non-profit conservation organizations, including The Nature Conservancy (TNC) and Green Horizon Land Trust (GHLT) are active in and around the Ridge Scenic Highway Corridor in the purchase of environmentally sensitive land for conservation purposes. These groups are active in fee-simple purchase of conservation lands, the purchase of conservation easements over significant parcels, and facilitation of state acquisition efforts. Conservation lands held by private conservation organizations within the

vicinity of the Ridge Scenic Highway include Hickory Lake Scrub (GHLT) and Tiger Creek Preserve (TNC).

### ***Historic Preservation Areas***

Land development regulations are one tool municipalities can implement to preserve historic structure and districts.

### ***City of Frostproof***

As stated in the Comprehensive Plan, the City of Frostproof will establish guidelines within its land development regulations for the alteration and demolition of historic structures. Frostproof will include a historic preservation evaluation within its development review process to ensure that development projects occur in a manner that minimizes impacts to historic resources.

### ***Lake Wales***

### ***Historic Preservation Board***

The Historic Preservation Board conducts ongoing surveys and inventory of historic buildings, areas and archaeological sites in the city and plans for their preservation.

### ***Historic Preservation Areas***

In its comprehensive plan, the City of Lake Wales looks to develop the historic preservation ordinance, which would enable the City Commission to designate sites, districts, and buildings as historic (Historic Preservation Element, Policy 1.03).



*The renovations to the gymnasium portion of the Lake Wales Recreational and Cultural Centers are complete.*

### ***Lake Wales Recreational and Cultural Center***

The City of Lake Wales is renovating this area, which consists of six historic buildings dating from 1919 to 1947, to serve as a recreational and cultural center. The Lake Wales Recreational and Cultural Center is located in the Lake Wales Historic Residential District, listed on the National Register of Historic Places. The area includes a 1919 school building, currently being restored to serve as a Performing Arts Center with a 500-seat auditorium. The 1920 Primary School is being restored to serve as a Boys and Girls Club for disadvantaged youth. The 1947 cafeteria is being restored as a community and activity center. In addition, the city recently received a grant to restore the 1920 agricultural facility into a Trail Head Center to serve the 2.3-mile Lake Wales Trailways.

### ***Olmsted Landscaping Grant***

The City of Lake Wales recently received a grant to implement the landscaping plan completed by Fredrick Law Olmsted Jr. and his firm, the Olmsted Brothers, for the City of Lake Wales in 1930.

### ***Lake-of-the-Hills/North Lake Wales Master Plan***

In its Comprehensive Plan, Lake Wales established the Lake-of-the-Hills/North Lake Wales Master Plan, designed to address development around this historic community in a comprehensive manner. The Plan intends to provide stability in the area and prevent hopscotch development, establishing a pattern of development consistent with the rural character of the area. The plan includes urban design standards for landscaping, setbacks, and signage. The plan also develops a vision for Route 17A, which includes sidewalks and bicycle lanes.

### ***Haines City***

#### ***Central Business District***

Through zoning regulations, Haines City protects the character and historic structure and features of the downtown historic area (zoned Central Business District)

### ***Community Redevelopment Area***

Haines City established a citywide Community Redevelopment Area (CRA). The plan pools rising property tax revenues within the CRA and directs the money toward economic development-spurring public improvements. High-end properties are exempt from the ad valorem diversion plan. Haines City will develop a Master Plan that will look at opportunities to improve links between the city, Haines City Main Street and the Greater Haines City Chamber of Commerce and housing rehabilitation as the top issues before the CRA.

### ***Opportunities and Constraints***

A strong network of organizations dedicated to the preservation of the area's environmental and historical resources already exists within the corridor. The Action Plan seeks to strengthen and expand these existing efforts.

### ***Environmental Conditions – The Unique Lake Wales Ridge***

The Ridge Scenic Highway is located in the central portion of an area known as the Lake Wales Ridge, which extends from southern Highlands County to rolling hills occurring just west of Lake Apopka in Lake County. The rolling topography and sandy soils of the Lake Wales Ridge formed approximately 2.5 million years ago during the late Pliocene era as a series of beach and dune formations (*Figure 21* presents SR 17 in relation to the topography of the Lake Wales Ridge). Over the next million years, multiple sea level fluctuations occurred, often resulting in dry, semi-arid conditions during low water periods and isolated sandy islands during high water periods for high sand dune areas like the Lake Wales Ridge. During low water periods, the vegetation communities in Florida were continuous with western North America, leading to an influx of western biota to Florida. The initial development of several xeric vegetation communities, such as sandhill and scrub forest systems, that characterized the Lake Wales Ridge until very recent times, began during these dry periods. Later high water periods isolated the developing xeric systems and the wildlife and plants which occurred



within these habitats to islands such as the Lake Wales Ridge, which evolved over time to form the rich endemic biota of the Lake Wales Ridge.

The Lake Wales Ridge area in which the study area occurs is comprised primarily of coarse to fine xeric, well-drained sands that occur on rolling to steeply sloping topography. Because of the composition of the soils (coarse, well drained) in this area, the depth of the sands, and the lack of a clay-confining layer under the sands, the Lake Wales Ridge area including the study corridor represent significant recharge areas for the underlying Florida aquifer. These soil characteristics also result in the formation of numerous cover-collapse sinkholes, which contribute to the formation of lakes and the significant slopes characteristic of the topography of the area. In addition to the significant slopes near SR 17, some of the highest elevations within the peninsula of Florida also occur. The highest point in Central Florida occurs on Iron Mountain within the Historic Bok Sanctuary, which occurs less than 2 miles from SR 17.

Before the rapid urbanization of Florida and the conversion of natural habitats to agriculture, the Lake Wales Ridge was composed of a mosaic of high pine, scrub, wet prairies, freshwater marshes, sinkhole lakes, and forested wetlands. The pyrogenic sandhills and scrub communities, and to a lesser extent freshwater marshes, were intricately connected within the landscape setting, which allowed fires to start in one habitat, typically the highly flammable sandhills, and burn into the adjacent communities. Lightning activity during late spring started the

majority of these fires, although Native Americans also conducted numerous burns. The fires maintained the open conditions favorable for the rare and endemic species occurring within these habitats. Following settlement, the majority of the natural vegetation communities was converted to agricultural uses, primarily citriculture within the region surrounding the Ridge Scenic Highway, or underwent development. The small patches of existing native vegetation, especially scrub and sandhill systems, typically occur in isolated areas that require intense management such as prescribed burning to mimic the historic natural disturbance of landscape level fire.

Numerous lakes occur adjacent to or within the viewshed of SR 17. The majority of these lakes occur within the basins created by one or more ancient to recent cover-collapse sinkholes. Because these lakes were located within sandy, low nutrient habitats common to the Lake Wales Ridge, the lakes historically occurred as highly oligotrophic, very clear lakes. However, the



*Scrub (photo provided by The Nature Conservancy)*



*Sandhill wildflowers (photo provided by The Nature Conservancy)*



water quality within some of these lakes has declined due to the leaching of nutrients applied to agricultural fields, citriculture groves, and/or residential lawns. Typically, a narrow littoral marsh fringe of vegetation surrounds the lakes, which provides limited habitat for young fish and prey species. Because the hydrology of the lakes is typically tied to groundwater levels, the water levels in the lakes, which can range from completely dry to many feet deep, can change dramatically over short periods.

The Lake Wales Ridge is home to one of the highest densities of different rare and endemic plant and wildlife species due primarily to the long isolation period imposed by fluctuating sea levels. The majority of these species are adapted to the extremely dry, sandy, and pyrogenic characteristics of the scrub and sandhill communities occurring on the Lake Wales Ridge. Plants such as the pygmy fringe-tree (*Chionanthus pygmaeus*), scrub plum (*Prunus geniculata*), sandlace (*Polygonella myriophyllum*), Lewton's polygala (*Polygala lewtonii*), pigeon-wings (*Clitoria fragrans*), scrub-buckwheat (*Eriogonum floridanum*), and wide-leaf warea (*Warea amplexifolia*) are known to occur in naturally vegetated habitats adjacent to the SR 17 corridor. Rare wildlife species primarily restricted to native habitat adjacent to the study corridor include the "sand swimming" sand skink (*Neoseps reynoldsi*), the blue-tailed mole skink (*Eumeces egregius lividus*), and the Florida scrub jay (*Aphelocoma caerulescens*). The gopher tortoise (*Gopherus polyphemus*) is a relatively common listed species that occurs in most altered or unaltered well-drained upland areas adjacent to the corridor. Because of the rarity of the habitat required for these species, state or federal agencies list many as endangered or threatened.

#### *Lands Identified as Naturally Significant*

While much of the natural vegetation communities were converted to agricultural uses, primarily citriculture within the region surrounding the Ridge Scenic Highway, or underwent development, many areas along and near the corridor still serve as significant wildlife habitat. State or local agencies own and manage many of these areas. Others, identified

as significant by state agencies or environmental groups, remain in private ownership. *Figure 22* presents lands along and near the Ridge Scenic Highway that are currently in conservation or under public ownership. *Figure 22* also presents lands identified as significant by state agencies or environmental groups as significant natural areas, which remain under private ownership. These lands include:

- Proposed Conservation Lands (TNC and CARL,
- Wetlands (as listed by the Southwest Florida Water Management District and South Florida Water Management District),
- Naturally vegetated uplands (as listed by the Southwest Florida Water Management District and South Florida Water Management District), and
- Areas identified as containing seven or more target species, ranging from common large mammals to rare small creatures, occur (as listed by the Florida Fish and Wildlife Conservation Commission).



*A gopher tortoise (Gopherus polyphemus)*





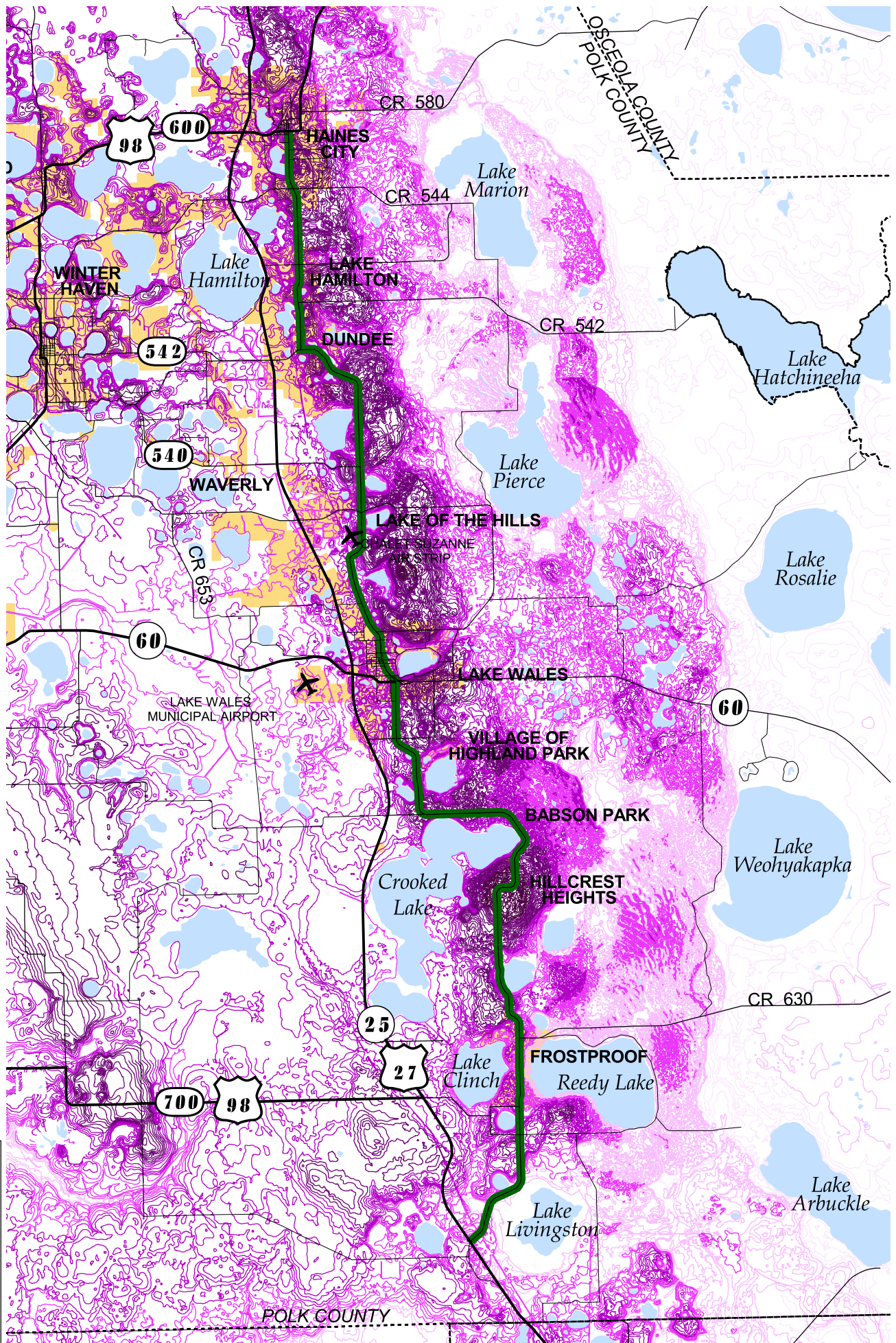
**LEGEND**

Topography (in feet)

- 0 - 70
- 71 - 95
- 96 - 120
- 121 - 155
- 156 - 236
- 237 - 310

SR 17 Scenic Highway

City Limits












**Figure 21:**  
**Topography**



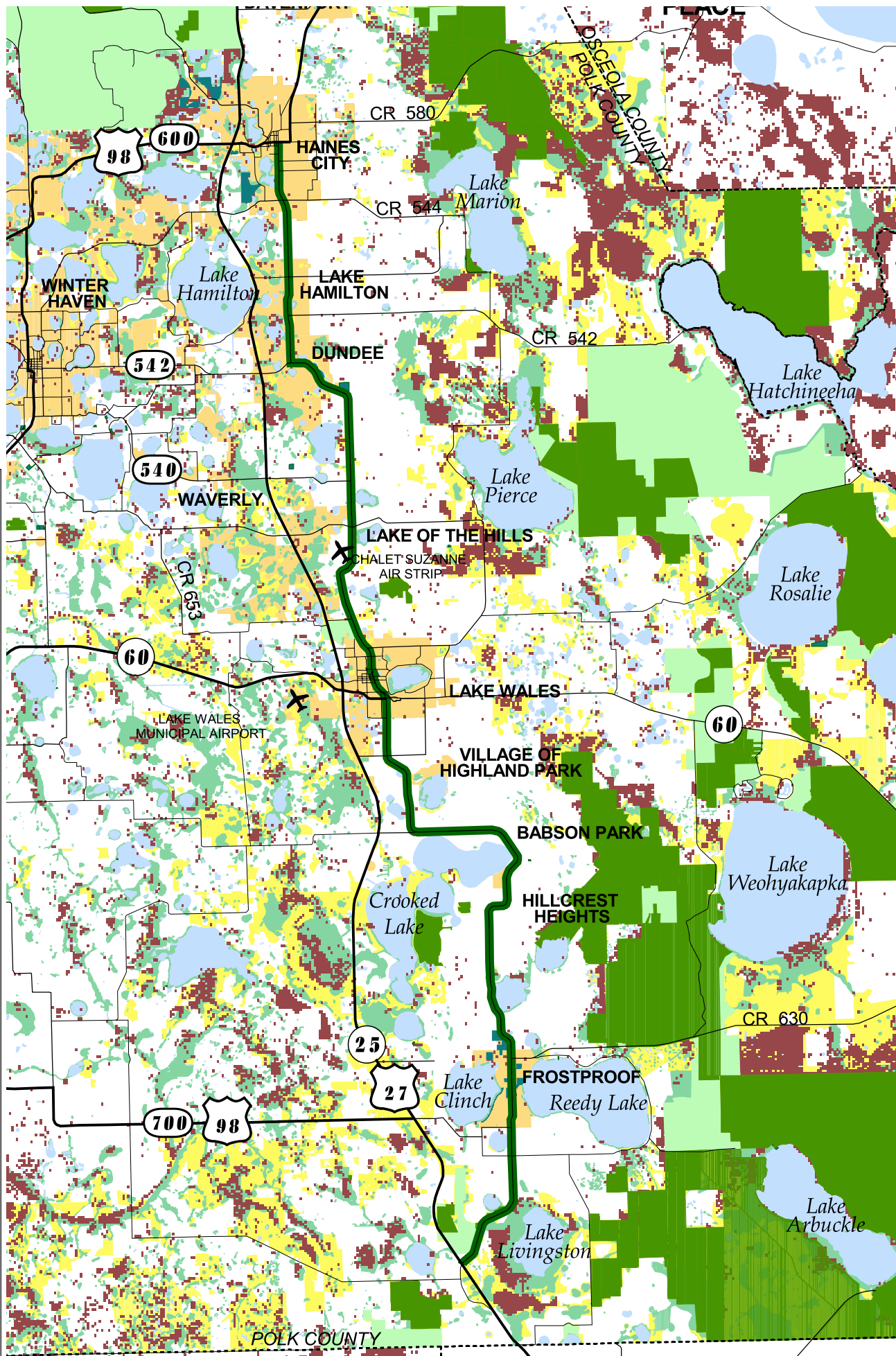


# **LEGEND**

-  SR 17 Scenic Highway
-  Existing Conservation Lands (TNC & TPO)
-  Public Parks (Polk Co., City of Frostproof & Haines City)
-  Proposed Conservation Lands (TNC/ CARL)
-  Target Species 7+ (FWC)
-  Open Water (SWFWMD & SFWMD)
-  Wetlands (SWFWMD & SFWMD)
-  Naturally Vegetated Upland (SWFWMD & SFWMD)
-  City Limits

## **Source:**

- TNC The Nature Conservancy
- TPO Transportation Planning Organization
- SWFWMD Southwest Florida Water Management District
- SFWMD South Florida Water Management District
- FWC Florida Fish & Wildlife Conservation Commission
- CARL Conservation & Recreation Lands 1998



**Figure 22:**  
**Ecological Features**

### Other Programs

The programs identified in the Corridor Management Plan, in combination with public and non-profit beautification and economic development efforts, as well as the strong determination and commitment of local support, will result in a successful and prosperous scenic highway. The number of existing programs that would prove beneficial may include:

- Local Governments
- Chambers of Commerce
- Lake Wales Ridge Ecosystem Working Group
- Florida Department of Transportation Work Program
- Florida Economic Council, Inc.
- Central Florida Development Council
- Green Partners
- Central Florida Resource Conservation and Development Council, Inc.
- Polk County Nature Conservancy
- Ridge Audubon Society
- Polk Group – Sierra Club
- Polk County's Environmental Lands Program
- Ridge Rangers
- Polk County Historical Association
- Polk County Historical Museum
- Dundee Depot Museum
- Lake Wales Depot Museum
- Frostproof Historical Museum and Library
- Central Florida Historic Trails Association
- Keep Polk County Beautiful
- Central Florida's Polk County Visitors and Convention Bureau
- Polk County Tourism Board
- Murals



# Intrinsic Resource and Designation Criteria





## 8 Designation Criteria

### Universal Criteria 1: Resources Must be Visible from the Roadway.

The *American Guide Series, Florida, A Guide to the Southernmost State*, described what it was like to travel the Ridge Scenic Highway in 1939.

*This route climbs the rolling hills of the ridge section, circles sparkling blue lakes, and for miles winds through large citrus groves. From the hilltops the land is a changing checkerboard of green trees, sapphire and silver water, and brown tilled fields.*

This description still captures the scenic beauty that drivers experience as they travel the Ridge Scenic Highway today. Beyond capturing lakes and citrus groves, traveling the Ridge Scenic Highway offers an introduction to the ecology, history, and culture of Central Florida. Travelers and residents experience these resources through the many historic sites and structures preserved along the corridor, the natural and recreational lands, and the cultural and civic institutions and the unique attractions found throughout the Ridge Scenic Highway.

Resources located within the viewshed of the Ridge Scenic Highway are detailed under Universal Criteria 4.

### Universal Criteria 2: The Corridor Must “Tell a Story” that Relates to Its Intrinsic Resources.

A trip along the Ridge Scenic Highway introduces travelers to historic, rural Florida.



*The rolling terrain provides significant vistas to the SR 17 traveler.*

The Corridor Story for the Ridge Scenic Highway is included in *Section 9: Corridor’s Story*.

Mechanisms by which to relay the Corridor Story are included in the Vision, Goals and Strategies and Action Plan. They include are detailed in *Section 3: Community Participation and Promotion*.

### Universal Criteria 3: Must be a Public Road that Safely Accommodates Two-Wheel Drive Automobiles.

The Ridge Scenic Highway, known locally as Scenic Highway, is designated SR 17 by the Florida Department of Transportation. The two-lane urban collector serves between 2,700 Annual Average Daily Traffic (AADT) and 11,600 AADT, with the AADT lowest in the southern section of the corridor. Residents and commercial farmers use the roadway year round, with truck traffic ranging from 4 percent to 17 percent of the total traffic.

### Universal Criteria 4: Corridor Must Exhibit Significant, Exceptional, and Distinctive Features of the Region it Traverses.

The Ridge Scenic Highway contains an abundance of archeological, historic, cultural, recreational, natural, and scenic resources. The intrinsic resources found along the Ridge Scenic Highway, taken as a whole, teach residents and guests of the unique and irreplaceable ecology and culture found along the Lake Wales Ridge.

#### *Archeological Resources*

Archeological sites preserving the unique history of the Lake Wales Ridge are located along The Ridge Scenic Highway. The City of Frostproof has identified one such site along SR 17 Scenic Highway. Early inhabitants of Frostproof became aware of a presemiole Indian burial mound, located at the corner of Lake Reedy Boulevard and Wall Street. The burial mound contained artifacts from the Calusa Indians. Originally, the size of the mound was 10 times greater than it is today. Today a monument

designates the mound. The City of Frostproof owns and maintains the site.

According to the State Historic Preservation Office in March 2003, 109 surveys of areas located in the viewshed have shown presence of archeological findings. These sites vary in type and integrity.

Due to the sensitive nature of archeological sites, the State Historic Preservation Office asks that archeological sites not be open to the public not be mapped or presented at open public events. Therefore, no map of archeological resources is provided.

### *Historic Resources*

The Ridge Scenic Highway serves communities with long and rich histories. The cities, towns, and unincorporated communities have invested in preserving their historic structures and historic centers. The historic sites and centers identified by the National Register of Historic Places, the State Historic Preservation Office and the cities and towns are mapped on *Figure 23*.

### **Historic Districts**

There are six historic districts located along the Ridge Scenic Highway.

**Downtown Haines City Commercial District –** Hinson Avenue, Ingraham Avenue, Fourth



*SR 17 is a 2-lane roadway that accommodates all 2-wheel drive automobiles.*

Street, and Seventh Street are the rough boundaries of the Downtown Haines City Commercial District. Constructed between 1913-1937, the Downtown Haines City Commercial District is the historic commercial area of downtown. It contains 25 buildings, 20 of historical interest. The architectural styles represented include Masonry Vernacular, Mediterranean Revival, and other Revival styles. The Downtown Haines City Commercial District was added to the National Register of Historic Places in 1994.

**Chalet Suzanne –** In 1931, Bertha Hinshaw and her family began entertaining weary travelers in their home a short distance from what was then US Highway 27 and today is known as SR 17. What started as a small country inn has slowly grown over the years (and generations) into a little village reminiscent of old Europe, including a restaurant, 30-guestroom inn, shops, airstrip, soup cannery, gardens, museum, family cemetery, citrus groves and vineyard, many of which have celebrated national and international acclaim. Chalet Suzanne is listed on the National Register of Historic Places and their homegrown gourmet soups and sauces have been served in many famous places, including the surface of the moon!

**Mountain Lake Estates Historic District –** Constructed in the early 1920s as a winter community for wealthy northerners, the Mountain Lake Estates Historic District contains 101 buildings, 65 of historical interest. The



*This plaque denotes a listed property on 6<sup>th</sup> Street in the Downtown Haines City Commercial District.*

Olmsted Brothers of Brookline, Massachusetts, designed the community. The Mountain Lake Estates Historic District was added to the National Register of Historic Places in 1993. It contains two properties that are also listed by the National Register of Historic Places – El Retiro and the Colony House.

**North Avenue Historic District** – The North Avenue Historic District extends across nine acres and contains 12 contributing structures. It is located in the City of Lake Wales, north of the Lake Wales Historic Residential District, south of G Street and Winston Avenue is the eastern boundary. The prevalent architecture is frame vernacular.

**Lake Wales Historic Residential District** – The Seaboard Airline railroad grade, CSX railroad tracks, East Polk Avenue, and South and North Lake Shore Boulevards are the boundaries of the Lake Wales Historic Residential District. It contains 206 contributing historic buildings.

The Lake Wales Historic Residential District was added to the National Register of Historic Places in 1997.

**Lake Wales Commercial Historic District** – SR 17, Central Avenue, Market Street, and Orange Avenue are the rough borders of the Lake Wales Commercial Historic District. It was originally constructed between 1913 and 1928, the earliest phase of development of the City of Lake Wales. It contains 21 buildings, 16 of historical interest. The Lake Wales Commercial Historic District was added to the National Register of Historic Places in 1990.

#### National Register of Historic Places Historic Sites and Structures

According the State Historic Preservation Office, there are 19 historic sites and structures located within a mile of the Ridge Scenic Highway. These sites are shown on *Figure 23* and listed in *Table 9*.

**Table 9: Buildings Listed on National Register within One Mile of the Ridge Scenic Highway**

Name	National Register Reference Number	Address	City	Date of Construction	Architectural Style	Notes
St. Mark's Episcopal Church	94000159	102 N. 9th St.	Haines City	1890	Steeply pitched cross-gable roof	Oldest standing structure in Haines City
Landmark Baptist College and Christian Bookstore (Polk Hotel)	94000151	800--810 Hinson Ave.	Haines City	1926	Italian Renaissance Revival	First skyscraper built in Haines City and still one of the largest buildings
Central Grammar School, Old	94000160	801 Ledwith Ave.	Haines City	1925	Mission Revival	The first modern educational facility erected in Haines City; presently used as a cultural arts center
Haines City National Guard Armory, Old	94000158	226 S. 6th St.	Haines City	1932	Colonial Revival	The only historic facility in the community that is related to the state militia and U.S. National Guard
Dundee ACL Railroad Depot, Old	01000739	103 Main St.	Dundee	1911		Currently serves as a museum
Lake of the Hills Community Club	00000265	41 E. Starr Ave.	Lake Wales	1929		

# DESIGNATION CRITERIA

Name	National Register Reference Number	Address	City	Date of Construction	Architectural Style	Notes
Mountain Lake Colony House	91000113	E of FL 17, on N shore of Mountain Lake	Lake Wales	1916	Mediterranean	Designed by Frederick Law Olmsted Jr. and Charles R. Wait; in its day one of Central Florida's most fashionable resort hotels
Historic Bok Sanctuary	72000350	1151 Tower Boulevard	Lake Wales	1929		
El Retiro/Pinewood Estate	8500333		Lake Wales	1930	Mediterranean Revival	Home of C. Austin Buck. Now part of Historic Bok Sanctuary
Roosevelt School	01000306	115 East St. N	Lake Wales			
Johnson, C. L., House	89001481	315 E. Sessoms Ave.	Lake Wales			
Tillman, G. V., House	90001276	301 E. Sessoms Ave.	Lake Wales			
Dixie Walesbilt Hotel	90001273	115 N. First St.	Lake Wales	1926	Vernacular masonry	One of the few historic skyscrapers in Florida
Lake Wales City Hall	90001274	152 E. Central Ave.	Lake Wales	1928	Masonry Vernacular with Mediterranean Revival elements	The first building in the town to serve a local government function
First Baptist Church	90001275	338 E. Central Ave.	Lake Wales	1923	Classical Revival	Considered an excellent example of its style
Atlantic Coast Line Railroad Depot	90001277	325 S. Scenic Hwy.	Lake Wales		Mediterranean Revival	
Bullard, B. K., House	90001272	644 S. Lakeshore Blvd.	Lake Wales			
Church of the Holy Spirit	90001271	1099 Hesperides Rd.	Lake Wales	1927	Spanish Mission	Currently serves as the Lake Wales Art Center.
Casa De Josefina	75000567	2 mi. SE of Lake Wales off U.S. 27	Lake Wales	1923	Florida Boom	Built as a residence for Polk County banker and realtor Irwin Arthur Yarnell
Babson Park Woman's Club	97001229	1300 N. Scenic Hwy	Babson Park		Mediterranean Revival	
Frostproof High School, Old/ Current City Hall	97001420	111 W. First St.	Frostproof		Mediterranean Revival	Renovated to serve as City Hall.

Source: <http://www.freac.fsu.edu/HistoricPlaces/Counties/Polk.html> (April 2003), The State Historic Preservation Office

### Potential Historic Sites and Structures

The State Historic Preservation Office maintains a list of sites and structures that may be of

historic significance. This list is based on a windshield survey of an area, and contains many, but not all, sites and structures that could be of historic significance.

**Table 10: Buildings Listed on State Historic Site File within 500 feet of the Ridge Scenic Highway**

Site Name	Address	Year Built	Style	Structure Use
10 N 10th Street	10 N 10th Street	1920c	Frame Vernacular	Residence
1003 10th Street	1003 10th Street	1917	Frame Vernacular	Residence
1014 Jones Avenue	1014 Jones Ave	1924c	Georgian Revival	Residence
1019 Elizabeth Avenue	1019 Elizabeth Ave	1938c	Frame Vernacular	Residence
1020 Marion Street	1020 Marion Street	1925c	Frame Vernacular	Residence
1037 Elizabeth Avenue	1037 Elizabeth Ave	1925c	Bungalow	Residence
1045 Elizabeth Avenue	1045 Elizabeth Ave	1925c	Bungalow	Residence
108 E Seminole Ave	108 E Seminole Ave	C1924	Frame Vernacular	Agricultural
114 E Seminole Ave	114 E Seminole Ave	C1925	Industrial Vernacular	Agricultural
114 S 10th Street	114 S 10th Street	1925c	Bungalow	Residence
146 E Osceola Ave	146 E Osceola Ave	1920c	Frame Vernacular	Residence
1515 Lake Eva Circle	1515 Lake Eva Circle	1925c	Georgian Revival	Residence
1619 10th Street	1619 10th Street	1924c	Mediterranean Revival	Residence
1629 10th Street	1629 10th Street	1925c	Frame Vernacular	Residence
1670 10th Street	1670 10th Street	1926c	Mediterranean Revival	Residence
1690 10th Street	1690 10th Street	1926c	Mediterranean Revival	Residence
17 N Third St	17 N Third St	1924c	Frame Vernacular	Residence
18 N Third St	18 N Third St	1928c	Bungalow	Residence
200 E Crystal Ave	200 E Crystal Ave	1920c	Masonry Vernacular	Retail Establishment
200 E Tillman Ave	200 E Tillman Ave	1930c	Bungalow	Residence
211 N Scenic Hwy	211 N Scenic Hwy	1924c	Masonry Vernacular	Residence
218 E Seminole Ave	218 E Seminole Ave	1920c	Bungalow	Residence
219 E Sessoms Ave	219 E Sessoms Ave	1928c	Bungalow	Retail Establishment
221 E Stuart Ave	221 E Stuart Ave	1930c	Masonry Vernacular	Retail Establishment
222 E North Ave	222 E North Ave	1920c	Bungalow	Residence
222 E Stuart Ave	222 E Stuart Ave	1928c	Masonry Vernacular	Retail Establishment
224 E Park Ave	224 E Park Ave	1920c	Masonry Vernacular	Retail Establishment
224 E Seminole Ave	224 E Seminole Ave	1924c	Frame Vernacular	Residence
225 E Sessoms Ave	225 E Sessoms Ave	1920c	Frame Vernacular	Residence
229 E Sessoms Ave	229 E Sessoms Ave	1930c	Frame Vernacular	Residence
230 E Seminole Ave	230 E Seminole Ave	1924c	Frame Vernacular	Residence
234 S 10th Street	234 S 10th Street	1925	Georgian Revival	Residence
236 E Seminole Ave	236 E Seminole Ave	1924c	Bungalow	Residence
237 E Stuart Ave	237 E Stuart Ave	1928c	Masonry Vernacular	Retail Establishment
240 E Park Ave	240 E Park Ave	1920c	Mission	Residence
247 E Park Ave	247 E Park Ave	1920c	Masonry Vernacular	Residence
28 N 10th Street	28 N 10th Street	1922c	Frame Vernacular	Residence
282 E Park Ave	282 E Park Ave	1928c	Mission	Apartment
303 E Central Ave	303 E Central Ave	1920c	Bungalow	Residence



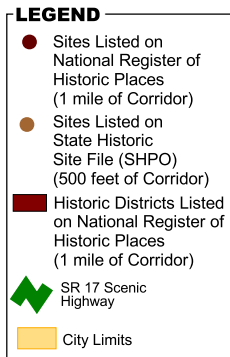
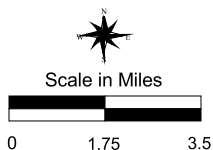
# DESIGNATION CRITERIA

Site Name	Address	Year Built	Style	Structure Use
307 Florida Avenue	307 Florida Avenue	1930c	Frame Vernacular	Residence
308 E Central Ave	308 E Central Ave	1924c	Frame Vernacular	Residence
310 E Polk Ave	310 E Polk Ave	1928c	Frame Vernacular	Residence
311 E Polk Ave	311 E Polk Ave	1924c	Bungalow	Residence
315 E Polk Ave	315 E Polk Ave	1928c	Bungalow	Commercial/Residence
316 E Polk Ave	316 E Polk Ave	1930c	Bungalow	Residence
316 E Tillman Ave	316 E Tillman Ave	1928c	Frame Vernacular	Residence
319 E Johnson Ave	319 E Johnson Ave	1930c	Bungalow	Residence
32 N 10th Street	32 N 10th Street	1925c	Bungalow	Residence
320 E Polk Ave	320 E Polk Ave	1930c	Bungalow	Residence
322 E Polk Ave	322 E Polk Ave	1930c	Frame Vernacular	Residence
322 E Tillman Ave	322 E Tillman Ave	1928c	Bungalow	Residence
325 E Johnson Ave	325 E Johnson Ave	1920c	Bungalow	Residence
332 E Polk Ave	332 E Polk Ave	1920c	Bungalow	Residence
333 E Johnson Ave	333 E Johnson Ave	1930c	Shingle	Residence
336 E Polk Ave	336 E Polk Ave	1928c	Frame Vernacular	Residence
338 E Tillman Ave	338 E Tillman Ave	1928c	Mediterranean Revival	Residence
342 E Tillman Ave	342 E Tillman Ave	1928c	Frame Vernacular	Residence
37 N 10th Street	37 N 10th Street	1925	Bungalow	Residence
400 C Street	400 C Street	1930c	Bungalow	Residence
408 E Bullard Ave	408 E Bullard Ave	1928c	Mediterranean Revival	Residence
425 C Street	425 C Street	1930c	Frame Vernacular	Residence
427 C Street	427 C Street	1930c	Frame Vernacular	Residence
427 E Bullard Ave	427 E Bullard Ave	1928c	Bungalow	Residence
428 E Bullard Ave	428 E Bullard Ave	1928c	Bungalow	Residence
432 E Bullard Ave	432 E Bullard Ave	1928c	Mediterranean Revival	Residence
433 E Bullard Ave	433 E Bullard Ave	1928c	Mediterranean Revival	Residence
438 E Polk Ave	438 E Polk Ave	1925c	Frame Vernacular	Residence
450 N Scenic Hwy	450 N Scenic Hwy	1920c	Mission	Residence
502 E Polk Ave	502 E Polk Ave	1925c	Bungalow	Residence
529 N Scenic Hwy	529 N Scenic Hwy	1920c	Frame Vernacular	Residence
533 N Scenic Hwy	533 N Scenic Hwy	1920c	Frame Vernacular	Residence
620 N Scenic Hwy	620 N Scenic Hwy	1928c	Mission	Retail Establishment
701 Oak Avenue	701 Oak Avenue	1938c	Frame Vernacular	Apartment
709 Oak Avenue	709 Oak Avenue	1938c	Mediterranean Revival	Residence
802 S 10th Street	802 S 10th Street	1927c	Mediterranean Revival	Residence
912 Jones Avenue	912 Jones Avenue	1920c	Bungalow	Residence
Alexander, B H House	314 E Central Ave	1919	Bungalow	Residence
Babson Park Elementary School	SR 17	1916c	Mediterranean Revival	Unknown
Babson Park Garage	SR 17	1916c	Mediterranean Revival	Unknown
Babson Park Woman's Club	1300 N Scenic Hwy	1931	Mediterranean Revival	Lodge (Club) Building
Boyle Auto Supply	122 E Crystal Ave	1928c	Mission	Retail Establishment
Bullard, B K Building	247 E Stuart Ave	1919	Masonry Vernacular	Retail Establishment
Burns Arcade	260 E Stuart Ave	1917	Masonry Vernacular	Commercial
Chevrolet Dealership	318 S Scenic Hwy		Mediterranean Revival	Commercial
Citizen's Bank Of Frostproof	Wall St And Scenic Hwy	1925	Neo-Classical Revival	Commercial
Citizens Bank Of Lake Wales	251 E Park Ave	1921	Masonry Vernacular	Bank

## DESIGNATION CRITERIA

Site Name	Address	Year Built	Style	Structure Use
Crown Cafe	252 E Stuart Ave	1920	Mission	Restaurant
Former Frostproof City Hall	47 W Wall St	1928	Neo-Classical Revival	Private Business
Former Frostproof High School	111 W First	1926	Mediterranean Revival	City Hall
G W Wilson House	Wilson Rd @ SR27	1911		Residence
Gibson And Lilly Building	208-216 E Stuart Ave	1928c	Masonry Vernacular	Retail Establishment
Hotel Wales	318 N Scenic Way	1912	Frame Vernacular	Hotel, Motel, Inn
Johnson Funeral Home	322 N Scenic Hwy	1918	Tudor Revival	Residence
Johnson Motor Company	201 N Scenic Hwy	1922	Masonry Vernacular	Retail Establishment
Lake Eva Circle Apartments	1006 Marion Street	1925c	Georgian Revival	Residence
Lake Supply Company	111 E Seminole Ave	C1924	Industrial Vernacular	Agricultural
Lake Wales Children's Museum	290 Cypress Garden Lane	1920	Bungalow	Governmental Offices
Lake Wales Depot	Bullard Ave	1928	Mediterranean Revival	Terminal, Air/Bus/Rail
Lake Wales State Bank Building	250 E Park Ave	1915	Masonry Vernacular	Bank
Lake Wales Water & Ice Plant	330 Market St	1925	Masonry Vernacular	
Lee St (No Address)	Lee St (No Address)	1924c	Frame Vernacular	Residence
Log Cabin Tea Room	301 E Central Ave	1926	Log	Restaurant
Old Central Grammar School	801 Ledwith Avenue	1925	Mission	Education Related
Parker, L H Building	229 E Park Ave	1928	Masonry Vernacular	Retail Establishment
Parker, T J Building	235 E Park Ave	1920	Masonry Vernacular	Retail Establishment
Parker, T S Building	245 E Park Ave	1920	Masonry Vernacular	Retail Establishment
Rhodes Building, J T	242 Park Ave		Mediterranean Revival	Commercial
Rhodes, J T Building	233 E Park Ave	1920	Masonry Vernacular	Retail Establishment
Rhodesbilt Arcade	230 E Park Ave	1924	Masonry Vernacular	Retail Establishment
Ridge Motor Company Building	103 E Bullard Ave	1924	Mediterranean Revival	Retail Establishment
Scenic Theater	254 E Stuart Ave	1920	Masonry Vernacular	Theater
Smith, Dr. Jerry, Chiropractor	101 S 10th Street	1924	Bungalow	Residence
Southside Baptist Church	27A @ W Church St	1919c	Frame Vernacular	House Of Worship
St Mark's Episcopal Church	102 North 9th St	1892	Gothic Revival	House Of Worship
Thullberry House	344 E Park Ave	1913	Bungalow	Residence
Tillman, G.V. House	301 E Sessoms Ave	1916	Georgian Revival	Residence
Townsend Bungalow	Third St And Central	1916	Bungalow	Residence
Webber International University	SR 17	1916c	Mediterranean Revival	School, University, College
Webber International University	SR 17	1916c	Mediterranean Revival	School, University, College
Webber International University	SR 17	1916c	Mediterranean Revival	School, University, College
Webber International University	SR17	1916c	Mediterranean Revival	School, University, College
Woman's Club Of Lake Wales	275 E Park Ave	1935	Masonry Vernacular	Lodge (Club) Building
Yeoman's Feed & Farm Supply	201 E Orange Ave	1913	Frame Vernacular	Retail Establishment

Source: State Historic Site File, State Historic Preservation Office



Source:  
State Historic Preservation  
Office (SHPO)



**Figure 23**  
**Historic Resources Listed on the National Register of Historic Places**

### History Museums

There are four history museums located along the Ridge Scenic Highway.

**Haines City Heritage Museum** – Reopened in March 2002 for Haines City Heritage Days. Sponsored by the Northeast Polk County Historical Society, the museum is currently only set up during the Haines City Heritage Days. The museum has an office in the Clay Cut Center that is open by appointment, and intends to open a permanent museum there.

**Dundee Depot Museum** – The Dundee Depot Museum was dedicated on November 18, 2001. The Dundee Depot Committee, a citizen lead volunteer organization, collects donations of historical artifacts and documented information to preserve the past for future generations.

**Lake Wales Depot Museum** - Lake Wales Depot Museum opened its doors in 1976. The Depot Museum serves as a resource center for the collection, conservation, exhibition, and study of materials pertaining to the history of Lake Wales.

**Frostproof Historical Museum and Library** – The Frostproof Historical Society was formed in 1978. The objectives of the Society are to establish and operate the Frostproof Historical Museum Library, to promote interest in the history of the Frostproof area, to preserve the historic monuments and buildings of the area and to collect, maintain and exhibit other items of historical value to visitors and the people of Frostproof (*Source: the Frostproof Historical Society Bylaws*).

### Cultural Resources

Cultural resources are portions of the human environment that express aesthetics, traditions, values, and customs. The Ridge Scenic Highway serves the historic centers of Haines City, Lake Hamilton, Dundee, Lake Wales, Hillcrest Heights, and Frostproof, playing a significant role in the growth of the communities located along the Ridge. Therefore, community gathering places such as churches, government facilities, museums, schools, community centers

and art centers are found in large numbers along and near the Ridge Scenic Highway.

### Churches

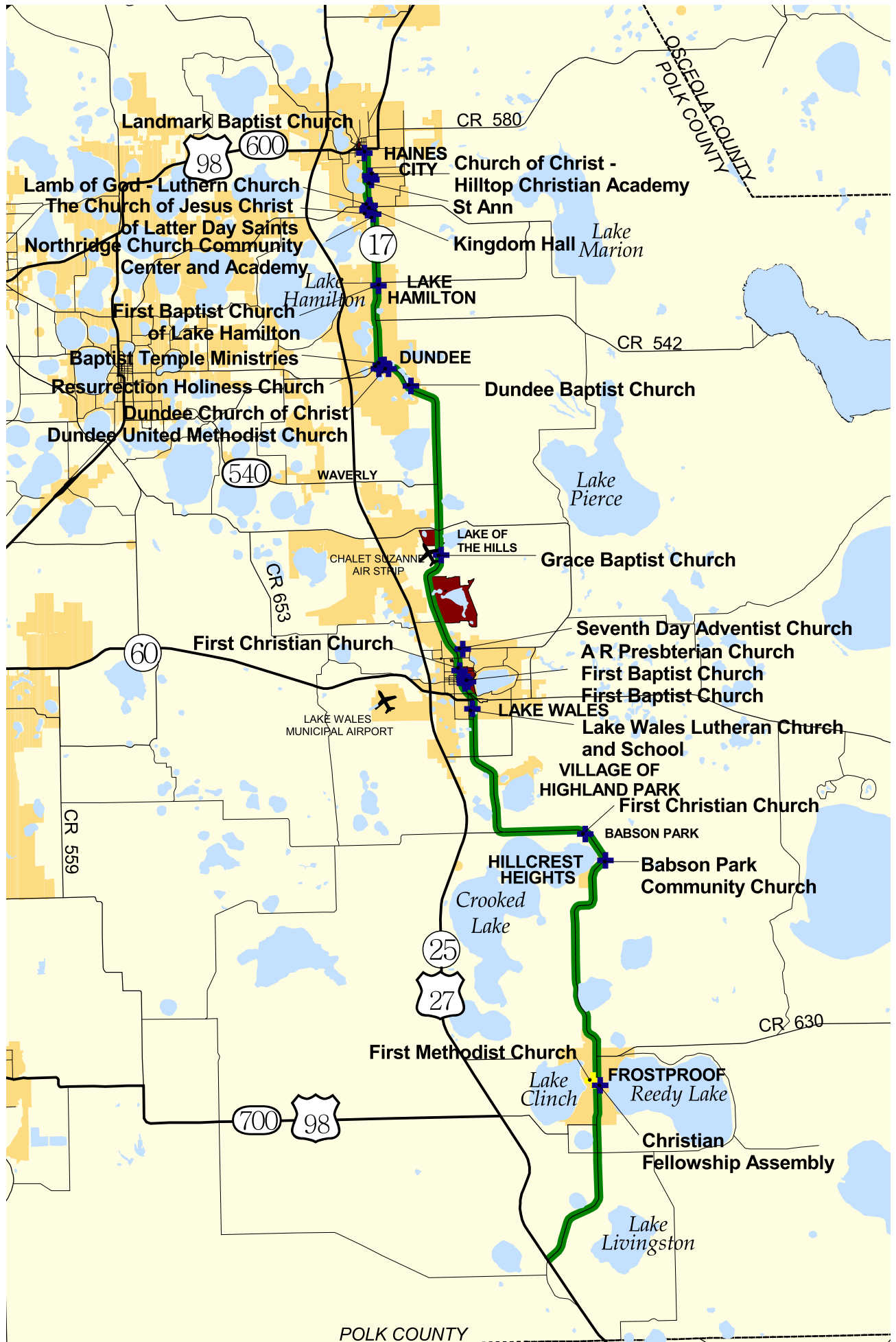
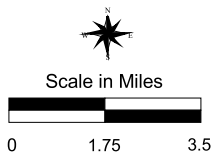
Churches are significant gathering places, serving as the foundation for civic life in many communities. There are 24 churches located immediately along, adjacent or within view of to the Ridge Scenic Highway. The churches found along the Ridge Scenic Highway are mapped on *Figure 24*.

### Government Facilities

Government buildings and services, especially historic structures, represent the community to residents and travelers. The Lake Hamilton Town Hall, the Dundee Town Hall, and the Hillcrest Heights Town Hall are all located on SR 17. The Dundee library, police department, and Chamber of Commerce are also located on SR 17. *Figure 25* maps those City/Town Halls, post offices, schools, libraries, community centers, police departments, and fire departments located within the Ridge Scenic Highway viewshed.



*The Town Hall of Dundee as well as the library, police department, and chamber of commerce are all located on SR 17.*



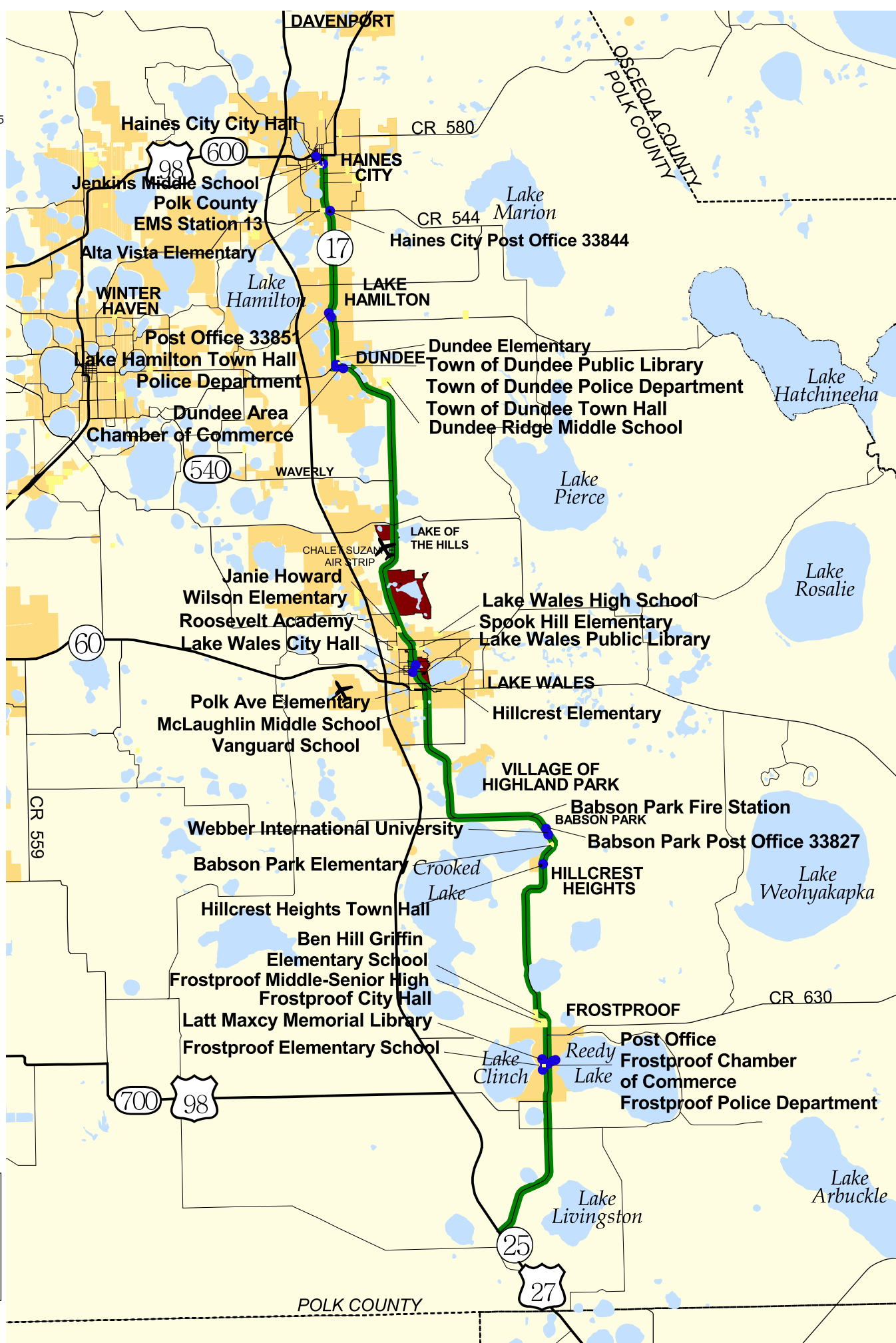
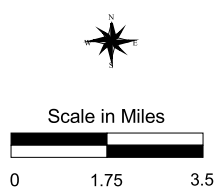
**LEGEND**

- Churches Adjacent to Corridor
- SR 17 Scenic Highway
- City Limits

Source: Glatting Jackson

**Figure 24 Churches**





**Figure 25**  
**Government Facilities**

### Festivals and Events

Festivals and other community events allow residents to express and share their common history and values. Yearly events that occur along the Ridge Scenic Highway include:

**Lake Wales Pioneer Days** – An annual event since 1977, this event honors the founding fathers of Lake Wales. Activities include Pioneer Hour, which opens with the ringing of Tillman Bell and follows with the announcement of the Pioneer of the Year. The event draws an estimated 15,000 people each year (*Source: The Ledger, March 23, 2002*).

**Lake Wales Art Show** – First held in 1972, this annual event features many art mediums, including oils, acrylics, watercolors, clay, wood, glass, metal, and other materials. The event takes place on the shores of Lake Wales.

**Old Fashioned Ice Cream Social Saturday** – The Lake of the Hills Community Club hosts the Old Fashioned Ice Cream Social. This event has occurred annually since 1965. Members and friends of the Lake of the Hills Garden Club dress in red and white vintage costumes and serve homemade cakes, pies, and ice cream. Proceeds from the event benefit further restoration work on the grounds and clubhouse.

**Haines City Heritage Days** – Held annually in March at Lake Eva Park, this event celebrates Haines City's past. The event includes early century displays, arts and crafts of a by-gone era, country music, and food. The week is capped with the selection of Pioneer of the Year and on Saturday, a Heritage Days Parade featuring old cars, marching units of many kinds, bands, cloggers, VIPs, dancers, singers, and floats by civic and religious organizations.

**International Carillon Festival** – Historic Bok Sanctuary hosts the annual International Carillon Festival each year. Considered as the premier listening and performance setting, carillonneurs from around the world attend the annual festival.

**Life of Christ Passion Play** – The Life of Christ Passion Play, located south of Lake Wales at 970 Passion Play Road, presents a play depicting

the life of Jesus Christ. The play occurs through the Christmas and Easter seasons.

### Museums, Theaters, Clubs, Colleges, and Community Centers

Museums, theaters, and community centers educate residents and guests of the history and culture of a community, allow residents to share their talents and experiences and help create a shared sense of community. Museums, theaters, and community centers located along the Ridge Scenic Highway are shown on *Figure 26*. A brief summary of these facilities is provided below.

**Landmark Baptist College and Christian Bookstore** – Landmark Baptists College is housed in the Polk Hotel, a building listed on the National Register of Historic Places. Founded in 1980, this old fashion Baptist college had approximately 160 students in 1999 (*Source: News Chief*).

**Haines City Community Theatre** – Jan Brungard, Tom King, and Nancy March founded the theater in 1981. The mission of the Haines City Community Theatre is to bring family entertainment to the community by providing live theater that can be enjoyed by the whole family, offer cultural advantages and improve the quality of life.



*Lake Wales 2002 Pioneer of Year and CAG Member Vita Hinshaw of Chalet Suzanne.*

**Haines City Community Center** – Located at Ledwith and Sixth Street, the Haines City Community Center is home to many of the recreational activities provided by Haines City and civic gatherings. The Community Center features a modern Nautilus exercise center, basketball court, aerobics center, a meeting/dining room, and a small kitchen.

**Haines City Civic Center** – The Haines City Civic Center, located adjacent to the Haines City Community Center, offers various activities held throughout the year including line dancing, clogging, musical jam sessions, and Tae Kwon Do classes.

**Dundee Community Center** – Located at 603 Main Street, the Dundee Community Center hosts activities, shows, and public meetings. The center contains a postal station

**Dundee Chamber of Commerce** – Located at 310 Main St. (SR17).

**The Museum at Chalet Suzanne** – Opened in 2003, the museum documents the evolution of Chalet Suzanne from its beginning in 1931 to the present using costumes, artifacts, photos and publications. The museum is located across the street from the Organic Vineyard.

**Historic Bok Sanctuary** - Historic Bok Sanctuary has a museum that features the life and legacy of Edward W. Bok, the world-famous carillon, endangered plants, and animals found on property as well as a topographical map of the Lake Wales Ridge.

**Lake Wales Little Theatre** - The Lake Wales Little Theatre is an independent, volunteer operated community theater company located at 411 North Third Street. The theater hosts fine dramatic, comedic, and musical productions for adult audiences, as well as an active program for young people and drama students.

**Lake Wales Art Center** - The Lake Wales Arts Center, constructed in 1927, originally housed the Holy Spirit Catholic Church. The Arts

Center is now home to art exhibitions, concerts, and arts education activities.

**Lake Wales Model Railroad Club** - Formed in 1989, the Railroad Club has served the Depot Museum by providing assistance with the restoration of the museum's three vintage railroad cars as well as providing educational tours and programs for area school, scout and community groups. The Railroad Club played an instrumental role in restoring the 1916 SAL Freight Depot in its new location in the CSX Historic Corridor. The Railroad Club also worked to restore the freight depot and establish a small railroad museum within it. In late 1995, the restoration was completed, and the 1916 SAL Freight Depot was dedicated on Pioneer Day of that same year.

**Lake Wales Museum and Cultural Center** - Since opening in 1976, the Depot Museum has evolved into a resource center for the collection, conservation, exhibition, and study of materials pertaining to the history of Lake Wales, Florida. The Lake Wales Museum and Cultural Center is popularly known as The Depot Museum. It strives to serve as the means by which historic



*Entrance to Historic Bok Sanctuary*

record of Lake Wales may be preserved and shared with the citizens of the community.

**Highland Park Club** – I.A. Yarnell, a partner of Harold F. Fairchild, formed the Highland Park Club in the early 1920's. Membership was restricted to those who purchased a 10-acre grove with a right to purchase a building lot. The "Colony" was marketed towards well-to-do northerners who wanted to winter in Florida. The Highland Park Club continued as a private club until 1994, when the club dispersed and sold the property. In January of 1996, the present owners purchased the club. The building is currently known as the LeKarica Restaurant and Inn.

**Webber International University** – Originally founded as a women's college in 1927, Webber College today is a private, non-profit, co-educational university of business. The university offers associate and bachelor degrees in business with ten different majors to its approximately 550 students. Webber also awards Master of Business Administration degrees with options in Accounting, Management, Marketing, and Sport Management.

**Babson Park Woman's Club** – Originally the Literary and Sewing Society, the Babson Park Woman's Club was founded in 1923 to further the development of highest ideals in the community. The Babson Park Woman's Club building was constructed in 1931 and listed on the National Register of Historic Places on

October 17, 1997. The organization continues to be active in the community.

**Frostproof Art League and Gallery** – The Frostproof Art League and Gallery hosts shows and exhibits, organizes field trips, and offers classes and workshops on drawing, oil, watercolor, and acrylic painting.

**Frostproof Chamber of Commerce** – The Frostproof Chamber of Commerce, located at 118 East Wall Street, promotes businesses and develops relationships between businesses in Frostproof through promotional efforts, chamber luncheons, networking opportunities and monthly newsletters. The Frostproof Chamber of Commerce recently purchased the historic theater on Wall Street and is slowly restoring the structure.

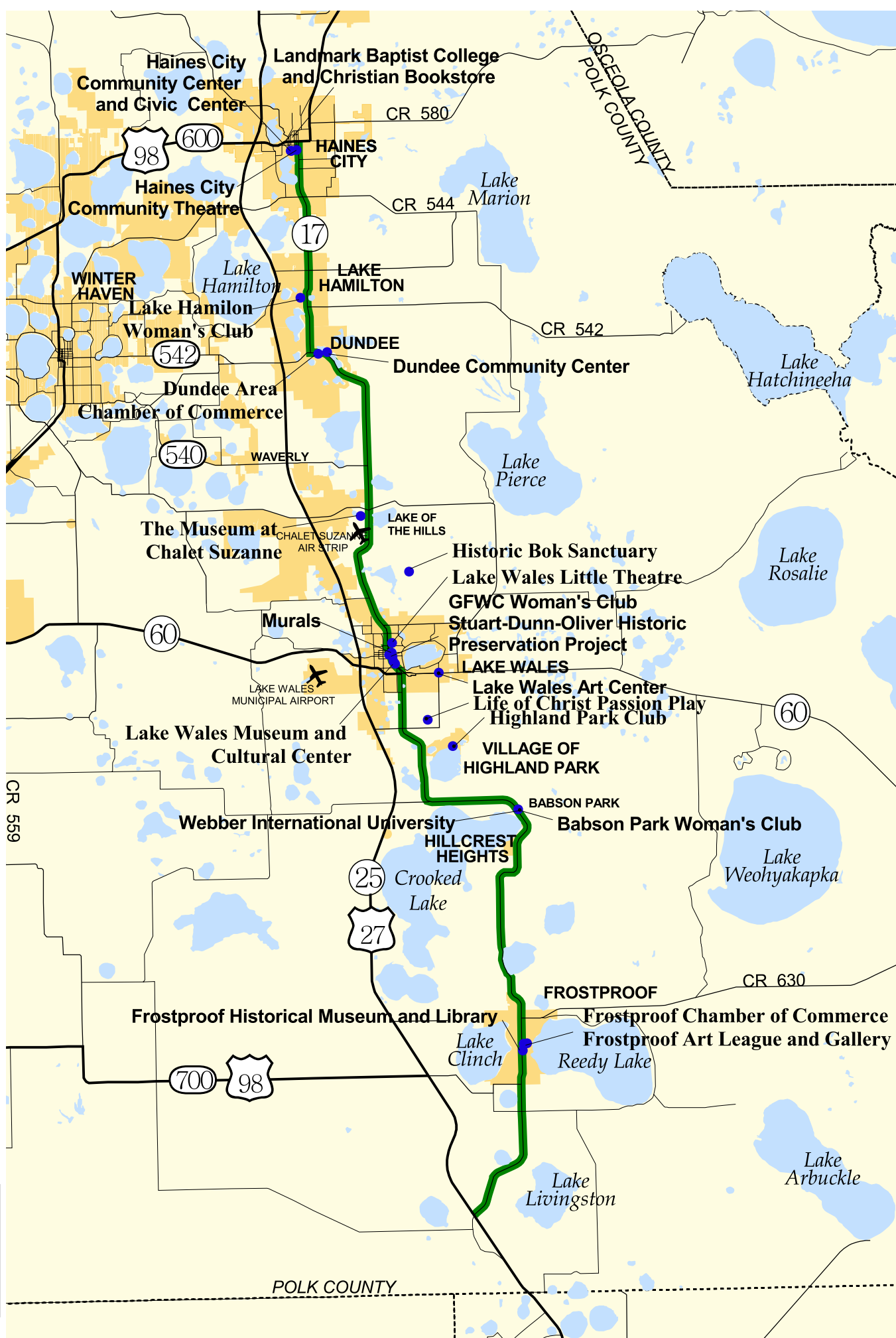
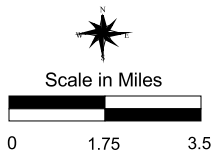
**Frostproof Depot** – Houses the Chamber of Commerce. Luncheons and meetings are held in the back of the facility.

**Frostproof Historical Museum and Library** - The Historical Museum is located at 210 Scenic Highway. The building, erected in 1922, originally served as the first public library in Frostproof. The Museum houses historical artifacts, photographs, maps, newspapers, books, records, audio, and video-taped interviews, genealogy, and history of many of the founding families of Frostproof. The Museum and Library provides tours for youth groups and school classes.



*Webber International University, founded in 1927, offers 10 majors to its 550 students.*





**Figure 26**  
**Museums, Theaters, Clubs, Colleges, and Civic Centers**



### *Recreational Resources*

Parks, trails, and recreational complexes are located along the length of the Ridge Scenic Highway, providing access to parks and natural areas, active recreation areas, and gathering opportunities. Recreational sites are mapped on *Figure 27*.

**Railroad Park** – Located on Jones Avenue in Haines City, Railroad Park is a mini park site with a gazebo.

**Lake Eva Park and surrounding recreational facilities** – Lake Eva Park, located in Haines City, provides beautiful views of Lake Eva. The park contains a boat launch, picnic facilities, swimming pool, and tennis courts. Shuffleboard courts and a children’s playground are located north of Lake Eva Park, across from the Haines City Community Center.

**Yale Field** – Located north of Lake Eva in Haines City, south of JD Daniel Academy of Technology Middle School, this complex contains football, baseball, and softball fields.

**Park in Lake Hamilton** – Located across from the town hall, this park contains a baseball field and a children’s playground.

**Merrill Street Park** – An athletic mini park located in Dundee.

**Lake Marie Park** - Located on the northwest edge of Lake Marie in Dundee, this park provides shuffleboards, a children’s playground and picnic area.

**Lake Marie Bike Path** - Lake Marie Bike Path is a 1.8 mile pedestrian and bicycle trail that circles Lake Marie in Dundee. Picnic facility and barbeque areas are available.

**Lake Menzie Fitness Trail** - The Lake Menzie Fitness Trail is 1.5 miles long and has eight fitness stations. The trail includes a boat ramp, picnic facility, and playground.

**Johnson Park** – An urban mini park located in Dundee.

**East Central Park** – East Central Park is a Polk County facility. This athletic park contains a fitness trail, baseball fields, concession stands, and a press box building. The park is open from sunrise to sunset.

**Hardman Recreational and Cultural Complex** – Listed on the National Register of Historic Places, the Hardman Recreational and Cultural Complex includes a skate park, cultural arts center, gym, weight room, and future aquatic center. The 1939 Gymnasium has been restored to its original architectural integrity. The 1920 Primary School, which will be used as a Boys and Girls Club, is undergoing renovations. The 1947 Cafeteria is also undergoing restoration as a community and activity center. The complex ties into the programmed rails-to-trails facility. The community is currently pursuing funds to restore the 1920 agricultural facility located adjacent to the CSX rail bed into a Trail Head Center.

**Lake Wailes Park** - Lake Wailes Park provides scenic views of Lake Wailes. A bicycle and pedestrian trail rings the lake edge. The park is open from 6 am to 10 pm.

**Crystal Lake Park** – Crystal Lake Park is a community park with playground facilities and a 120x120 bowling green.

**Carson Park** – This property, located north of Hillcrest Heights, is a stormwater retrofit project jointly funded by Polk County and the Peace River Basin Board of the Southwest Florida



*Farmer's market in Railroad Park in Haines City.*

Management District. The park presents information on stormwater management. Covered picnic facilities are available.

**Crooked Lake Park** – Located at the southern end of Catherine Avenue in Hillcrest Heights, the pier provides views to the water and access to swim in the lake. Access to the pier is by permission only. The gate is locked at all times.

**Friendship Park** – Friendship Park is located along Wall Street at the railroad crossing and next to the Chamber of Commerce in the City of Frostproof. Friendship Park contains picnic facilities.

**Frostproof Sports Complex** – The sports complex contains softball fields, baseball fields, soccer fields, and tennis courts. Restroom facilities and full concession stands are available.

**Fewox Park** – This neighborhood park located at 101 F Street in Frostproof contains a fitness course.

**Henderson Field** – Located across from Reedy Lake on Lake Avenue, this facility contains baseball fields and concession stands.

**Lake Reedy Park** – Located on Lake Reedy Drive, this park contains two restrooms, one shelter, five tables, open play area, fishing, boat ramp, and canoe access.

**Boardwalk at Reedy Lake** - The boardwalk at Reedy Lake is located across from the Frostproof Little League on the west edge of Reedy Lake.

**Frostproof Football Field** – The Frostproof football field is located across from Frostproof Elementary School.

**Wall Street Park** – Wall Street Park is an athletic community park located at 110 West Wall Street in Frostproof.

**Clinch Lake Park** – Located at the terminus of West 1<sup>st</sup> Street, the park provides swimming facilities on Lake Clinch.

**City Gymnasium** – The Frostproof City Gymnasium is located at 150 South Oak Street.

**Lake Clinch Public Boat Dock** – The Lake Clinch public boat dock is located along S. Clinch Lake Boulevard, near Lauterbach Street.

**Lake Livingston Boat Ramp** – The Lake Livingston Boat Ramp is located on the west edge of Lake Livingston. Boaters may access it from SR17 along Livingston Lake Road.

**Polk County Recreational Trails** – There are a number of existing recreational trails along the Ridge Scenic Highway identified on the Polk County Recreational Trails map, including:

- Trail in Pine Ridge Nature Preserve,
- The Lake Wailes Trail, which follows the southern and eastern shore of Lake Wailes,
- The Lake Wales Trailways, a hiking trail that runs along the old east-west railroad tracks from east of SR 17 to the eastern city limits,
- Trails located in Tiger Creek Preserve,
- Trails in Crooked Lake Prairie, and
- Trail located in Hickory Lake Scrub.

The Polk County Recreational Trails map also shows committed and proposed trails that would directly serve the Ridge Scenic Highway. These are discussed in detail in *Section 7: Background Conditions Analysis*.



*Lake Clinch Public Boat Dock, Frostproof*

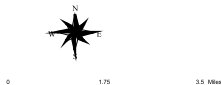
**Water Access** – Anglers have labeled Polk County the “Bass Capital of the World.” Crooked Lake, an Outstanding Florida Water, provides opportunity for good bass and bluegill

fishing. Peace River offers largemouth bass, bluegill and redear sunfish. *Table 11* lists sites along the Ridge Scenic Highway that provide fishing opportunities to the public.

**Table 11: Water Access**

	<b>Fishing</b>	<b>Boat Ramp</b>	<b>Canoe Access</b>	<b>Camping</b>
Lake Eva Park Fifth Street		X		
Lake Annie Boat Ramp	X	X	X	
Lake Pierce Boat Ramp Off Berkley Road	X	X	X	
Lake Marion Boat Ramp Jim Edwards Road	X	X	X	
Lake Wailes Boat Ramp	X	X	X	
Crooked Lake (Hillcrest Heights, at Catherine Avenue)		X		
Little Crooked Lake (Keene Landing) Off 630A at Keen Park Road	X	X	X	
Lake Walk-in-Water Park Lake Walk-in-Water Road	X	X	X	
Lake Arbuckle Park Lake Arbuckle Park Road	X	X	X	X
Lake Clinch Park	X	X		
Lake Reedy Park Lake Reedy Park Drive	X	X	X	
Lake Livingston Boat Ramp Lake Livingston Road	X	X		

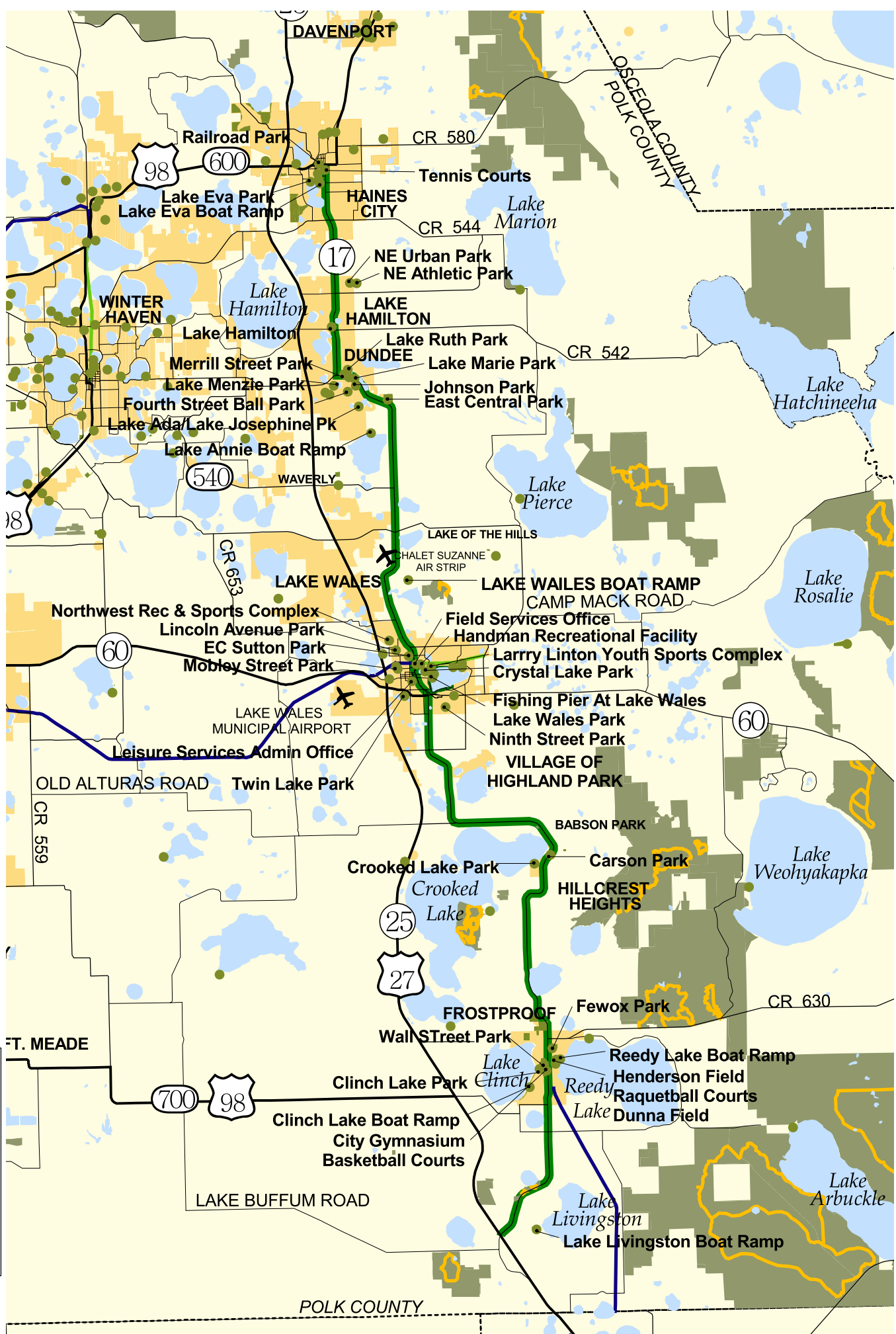
*Source: Central Florida’s Polk County “Bass Capital of the World” Fishing Secrets. Central Florida Visitors and Convention Bureau, Polk County Transportation Planning Organization, Glatting Jackson.*



**LEGEND**

- Hiking trails
- Multi Use Trails - Existing
- Multi Use Trails - Committed
- Multi Use Trails - Proposed
- Conservation Areas
- Parks
- Airports
- SR 17 Scenic Highway
- City Limits

Source:  
Polk County Transportation  
Planning Organization,  
City of Frostproof,  
Haines City,



**Figure 27**  
**Recreational Facilities**



### Attractions

The Ridge Scenic Highway is home to some of the oldest, original tourist attractions in Florida. It is where tourists come to experience Old Florida. Within a one-hour drive of Disney World and west coast beaches, the Ridge Scenic Highway provides an educational, entertaining, and unique day trip or weekend family trip for vacationers.

**Historic Districts and Structures** - Historic districts, containing antique shops, boutiques, dining, and historic buildings (detailed in previous sections) educate and entertain.

**Chalet Suzanne Soup Cannery** – Owned and operated by the Hinshaw family since 1931, Chalet Suzanne is an internationally recognized restaurant and country inn. The Cannery produces more than a dozen varieties of soup as well as three sauces, and is the home of the “Soups that went to the Moon.” The actual freeze-dried soup in a pouch as served to the astronauts on Apollo flights is available for viewing. Educational tours are available for student groups with a reservation. Individual visitors are always welcome.

**Historic Bok Sanctuary-** Historic Bok Sanctuary, a National Historic Landmark located on peninsular Florida's highest point, offers abundant opportunities for aesthetic, cultural, and personal enrichment for people of all ages. In 1929, President Calvin Coolidge dedicated the Sanctuary as a gift to American from Edward W. Bok. Today, it encompasses more than 250-acres as a Sanctuary for people, plants, and animals. Historic Bok Sanctuary features stunning Olmsted-designed historic landscape gardens, a majestic 205-foot-tall marble and coquina belltower crafted by the foremost artisans in the 1920s, a 60-bell Taylor carillon renowned as one of the world's finest carillons and Pinewood Estate, a historic Mediterranean Revival mansion built in the early 1930s open for daily tours.

Historic Bok Sanctuary includes an award-winning visitor center and museum that gives a historical perspective on the life and legacy of Edward W. Bok. It also features the story of the

Sanctuary's creation, the artistry of its famous craftsmen and a fascinating overview of the habitat and topography of the Lake Wales Ridge. Music from the 60-bell carillon fills the Sanctuary daily. The Pine Ridge Nature Preserve Trail offers a unique 3/4-mile walking trail through a native scrub habitat to provide a glimpse of the native flora and delicate ecosystem of the Lake Wales Ridge.

**Spook Hill** – The legend of Spook Hill has entertained locals and tourists alike for generations. It is said that the tribal chief, Cufcowellax, battled a huge bull alligator that was harassing his tribe. The chief fought the gator for a moon and was victorious over the gator. The battle created a small lake near the large lake in which the battle had taken place. When the chief died, he was buried on the shore of the little lake, Ticowa. The legend was passed on through the generations. Later, citrus riders noticed that their horses labored while riding downhill towards the lake. They named the location Spook Hill. Years later, the road was paved and residents found that their cars would roll uphill by themselves.

**Packing Plants** - The Ridge Scenic Highway is home to some of Florida's largest citrus cooperatives and plants. Founded in 1924, the Dundee Citrus Growers Association (CGA) today has 325 growers whose groves produce 6.7 million 1-3/5 bushel boxes of fruit. Lake Wales CGA and Winter Haven CGA joined the



*Members of the Corridor Advocacy Group exploring Pinewood Estate at Historic Bok Sanctuary*



Dundee CGA fresh fruit family in 1999. In 2000, Dundee purchased Fruit Pack International (formerly Lykes Pasco) packinghouse. The Dundee CGA and its three packinghouses finished the 2000-2001 as the largest volume packing company in the state. The Dundee CGA is recognized as one of the most quality-minded progressive cooperatives in the state.

Six local citrus growers founded the Haines City CGA as an agricultural cooperative by in 1909, and today it has 174 growers whose groves produce 2.8 million boxes of fruit annually. The packinghouse is still located at its original 7.5 acres in downtown Haines City, Florida. Haines City CGA is the second oldest citrus cooperative in Florida and the fifth largest packing operation in the state (out of 75 commercial packers).

The Florida's Natural Grove House, located off US 27, offers a gift shop, a museum, and a theater. The theater shows how Florida's Natural Brand juices develop from the tree to the glass. The Florida's Natural Grove House includes a meeting room that is made available for community organizations.

The Waverly Growers Cooperative, founded in the 1950's, originally transported the citrus of its members by horse-drawn wagons. By its 40th birthday, Waverly joined with five other citrus cooperatives to form Florida Cannery Cooperative at Lake Wales.

Cargill Citro-America, also known as Cargill Juice Products, owns and operates an orange juice processing plant at 100 East 6<sup>th</sup> Street in Frostproof. It is a wholly owned subsidiary of Cargill, an international marketer, processor, and distributor of agricultural, food, financial, and industrial products with some 79,000 employees in more than 1,000 locations in 72 countries and with business activities in 100 more. Latt Maxcy, Snow Crop, Ben Hill Griffin Inc, and Procter and Gamble were early owners of this plant. The plant was purchased in 1992 from Procter and Gamble.

The main office for Ben Hill Griffin Inc and the fresh fruit packinghouse, both built in 1983, are located along SR 17.

**Great Florida Birding Trail** - The Great Florida Birding Trail (GFBT) is a collection of sites throughout Florida selected for their excellent bird watching or bird education opportunities. Three sites included in the East Section Guide are located along the Ridge Scenic Highway: Historic Bok Sanctuary, Lake Wales, and the Ridge Audubon Nature Center. Birdwatchers can spot birds such as kestrels, nighthawks, pileater woodpeckers, and loggerhead shrikes at Historic Bok Sanctuary. Waders, anhingas, sandhill cranes, and wintering duck species can be seen around Lake Wales. Birds like eastern towhees, white-eyed vireos, ground doves, and nighthawks can be spotted at the Ridge Audubon Center.

**Murals** – The murals found in the Lake Wales Historic District and City of Frostproof capture the character and history of these towns. The “Crown Jewel of the Ridge” depicts one of the main business streets in downtown Lake Wales as it stood in 1931. The mural painted on One Scenic Central Building portrays the turpentine works and the Atlantic Coastline Railroad. The “Root of the Community” mural, located on the curved area of the Sullivan Real Estate office on North Scenic Highway in Frostproof, portrays the citrus industry in the Frostproof area.



*Turpentine works depicted in one of two murals in Lake Wales*

### *Natural Resources*

The preservation of the Lake Wales Ridge's unique habitats is being undertaken through the collaborative efforts of private and public groups, including federal, state, and local government agencies, non-profit organizations, research groups, and citizen activists. *Figure 28* shows lands under conservation by Polk County, local municipalities, state agencies, and non-profit organizations (*sources: Haines City, Polk County, the Central Florida Regional Planning Council, The Nature Conservancy*). Natural or conservation sites open to the public located within the viewshed are detailed below.

**Village of Highland Park** – The Village of Highland Park is a designated bird and wildlife sanctuary.

**Historic Bok Sanctuary Pine Ridge Nature Preserve Trail and Endangered Plant Nursery** – The Historic Bok Sanctuary is a member of the Center for Plant Conservation, a national organization headquartered in the Missouri Botanical Garden in St. Louis. The Historic Bok Sanctuary has a Rare and Endangered Plant Species program with a nursery where such plants are grown. The Historic Bok Sanctuary also participates in the National Seed Storage Laboratory Collections in Fort Collins.

The Pine Ridge Nature Preserve is a Longleaf Pine/Turkey Oak ecosystem. The site allows researchers and visitors to learn more about the sandhill ecosystem. The preserve is home to six listed plant species, including wide-leaf warea (*Warea amplexifolia*) and two endangered species such as the Indigo Snake and Gopher Tortoise. Habitat management projects include:

- The Fire and Management Plan for Historic Bok Sanctuary's Natural Areas (Babb, Carpenter, and Price, 1989)
- A Vegetation Management Plan for the Pine Ridge Preserve (Zander, 1998)
- Annual counts of endangered wide-leaf warea (*Warea amplexifolia*) and Letwon's polygala (*Polygala lewtonii*)
- Annual collection of seed, propagation, and reintroduction of native sandhill plants
- Annual use of prescribed fire

- Control of invasive species
- Archbold Biological Station, in conjunction with Historic Bok Sanctuary, is conducting experiments with ziziphus seed pollination and propagation.

**Ridge Audubon Nature Trail** – The Ridge Audubon Nature Trail contains two habitats, the sandhill and scrub communities and the oak dome habitat. The one-fourth mile trail with trail signs and self-guided tour maps allows travelers to learn about the plants and animals that inhabit these habitats.

**Crooked Lake Sandhill** – Crooked Lake Sandhill is owned and operated by the Polk County Board of County Commissioners through the Natural Resources Division, Environmental Lands Program. The 25-acre site made up of longleaf pines is home to a number of rare species. The site includes old growth canopy, with some trees approximately 200 years old. The site includes a 0.8-mile self-guided trail.

**Crooked Lake** – Crooked Lake, the second largest lake in Polk County, is designated an Outstanding Florida Water by the Florida Department of Environmental Protection. An Outstanding Florida Water is a water designated worthy of special protection because of its natural attributes. This special designation is intended to protect existing good water quality.

**Crooked Lake Prairie** - Crooked Lake Prairie protects over 2 miles of Crooked Lake's



*An informational kiosk in Crooked Lake Prairie describes the process of prescribed burns.*

shoreline. Upland resources include 130 acres of scrub on the Lake Wales Ridge. A series of adjoining trails offer 1.3- to 3.6-mile walks through scrub and scrubby flatwood communities, pine forests, and marsh habitat.

**The Peace Creek Canal System** – The Peace Creek Canal system was dredged more than 50 years ago to regulate water levels in a broad area from Dundee to Bartow. It serves as a major contributing source to the Peace River, which begins at the confluence of the Peace Creek Canal system and Saddle Creek. The canal system and its surroundings provide limited habitat for a variety of wildlife species, including foraging habitat for wading birds such as the state-listed Florida sandhill crane (*Grus canadensis pratensis*), white ibis (*Eudocimus albus*), and little blue heron (*Egretta caerulea*).

**Tiger Creek Preserve** – Named after the pristine blackwater stream that forms the spine of this sanctuary, the preserve encompasses over 4,800 acres. The preserve includes most of Tiger Creek, its surrounding hardwood swamps, hammocks, oak scrub, pine flatwoods, sandhill, and longleaf pine/wiregrass habitat. Rare animals, such as skinks, gopher tortoises, the Florida mouse, indigo snakes, and gopher frogs, and plants, such as the scrub plum, pygmy fringe tree, and Carter's mustard live in the preserve

The Nature Conservancy owns and manages Tiger Creek Preserve. The Nature Conservancy conducts rare species monitoring, prescribed burning, and hydrological monitoring at the preserve to maintain and improve habitat for rare species. It recently opened the Tiger Creek Center to educate the community about living safely in Florida's flammable landscape.

**Hickory Lake Scrub** – This 57-acre preserve, owned and managed by Polk County, contains ancient scrub, lakeshore and a small stream, cutthroat seep and oak hammock. Wildlife that may be observed includes gopher tortoises, Florida scrub lizards, and wading birds.

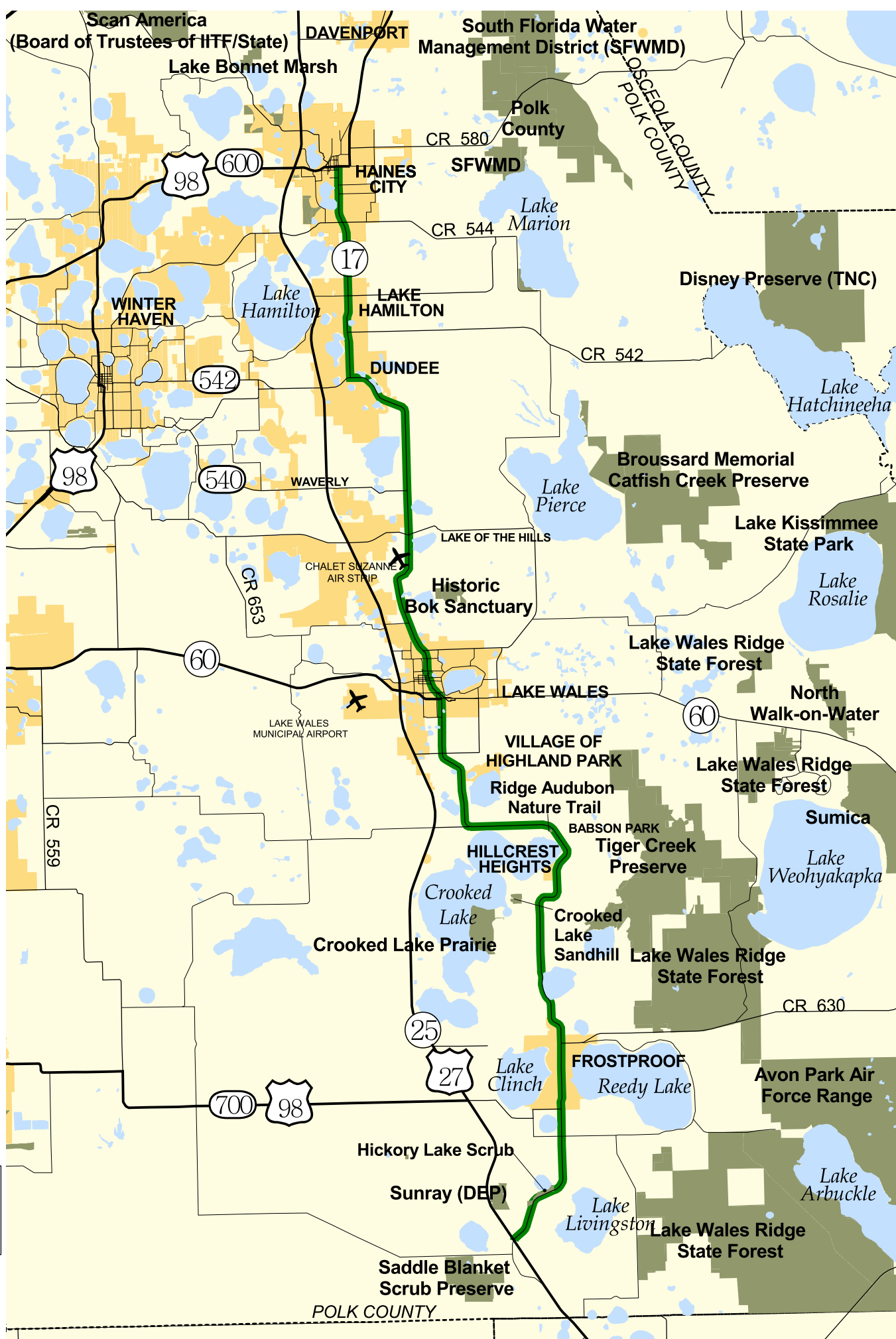
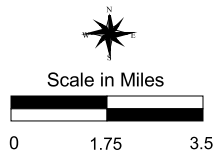
**Lake Wales Ridge State Forest** – The Lake Wales Ridge State Forest consists of two separate tracts, the Arbuckle Tract and the Walk

in the Water Tract, both purchased under the Florida's Conservation and Recreation Lands Program. The Walk in the Water Tract is located 2 miles east of Frostproof on County Road 630. The Arbuckle Tract is located 5 miles south of Frostproof on Lake Arbuckle Road. The Lake Wales Ridge State Forest provides a habitat for 24 plants and 19 animals currently having federal or state status as threatened or endangered. This list includes the scrub jay and the sand skink. Rare and endangered plants include the pygmy fringe tree, scrub plum, Carter's mustard, scrub-blazing star, and bear grass.

**Lake Kissimmee State Park** - The 5,930-acre park is named for Lake Kissimmee, the third largest lake in the state. The park offers outstanding fishing, bird watching, picnicking, camping, boating, and hiking on 13 miles of beautiful trails and is home to a number of rare and endangered species.



Hickory Lake Scrub



**Figure 28**  
**Land in Conservation**



## Scenic Resources

The Ridge Scenic Highway winds along the Lake Wales Ridge, and through historic communities, agricultural fields, and natural landscapes. The Ridge Scenic Highway offers ever-changing views. Each curve in the road, change in elevation and change in adjacent uses creates a new visual experience for the traveler.

### View Types

Each location along the Ridge Scenic Highway provides a unique view that introduces the traveler to one or more intrinsic resource. In general, the scenic highway has four types of views. The location of each view type is depicted in *Figure 29*.

**Historic Community Center** – In these areas, the Ridge Scenic Highway travels through historic communities, providing views of historic structures, government buildings, cultural facilities, recreational facilities, and public art. In these areas, the built environment, as seen from the road, continues to preserve historic development patterns and presents the identity of the community to travelers.

**Rural Residential** – Usually located near the entrance to the towns or villages, near crossroads, or along lakes adjacent to the corridor, these areas contain low to moderate density homes whose front door is SR 17. These homes reflect the transition from developed areas to rural areas, and reflect the character of both. Between these homes, travelers obtain broken views of lakes or natural landscapes.

**Citrus Agriculture** – In these areas, tall lush groves line the Ridge Scenic Highway.

**Cattle Grazing** – These areas provide views of cattle and grazing lands, usually terminated by tall pines.



*Historic Community Center: Downtown Lake Wales*



*Rural Residential*



*Citrus Agriculture*



*Cattle Grazing*



### Significant Vistas

There are several locations along the Ridge Scenic Highway that are particularly memorable, where the roadway bends along a large lake or hilltop, providing unhindered views of the water and hills beyond. These locations capture the landscape or significant intrinsic resources along the corridor.

At these locations, the Concept Plan and Action Plan proposes scenic pull-off locations. At these off-road pull-offs, travelers can get out of their cars and read about the local history and ecology. Each pull-off would allow parking for a few vehicles.

The sum of the scenic vistas from all proposed pull-off locations are mapped in *Figure 30*. The preservation of open space and active agricultural production is important within the viewsheds of these scenic pull-off locations. The Action Plan directs the Corridor Management Entity to research and pursue innovative methods of open space and agriculture preservation.

**Views of Lake Gordon** – From the viewpoint within a park in the Town of Lake Hamilton, the traveler can view relatively close views of Lake Gordon and the hill and water tower behind it. *Figure 31* demonstrates the extent of the view from this point.

**Views of Lake Marie** – Just south of Downtown Dundee, the road travels along the west bank of Lake Marie. Travelers in this area can see open views of the lake, homes, and the hills beyond. Two pull-off locations are possible – a southbound pull-off west of Lake Marie and a northbound pull-off south of Lake Marie. *Figure 32* demonstrates the extent of the views from these points.

**Views to Bok Tower from South of Waverly Road** – There are several locations along the corridor where Bok Tower can be spotted rising above the citrus fields. Perhaps the best view is from a southbound pull-off that is just south of Waverly Road and north of Lake of the Hills. *Figure 33* demonstrates the extent of the view from this point.



*Views of Lake Gordon in Lake Hamilton*



*Views of Lake Marie in Dundee*



*Views of Bok Tower*

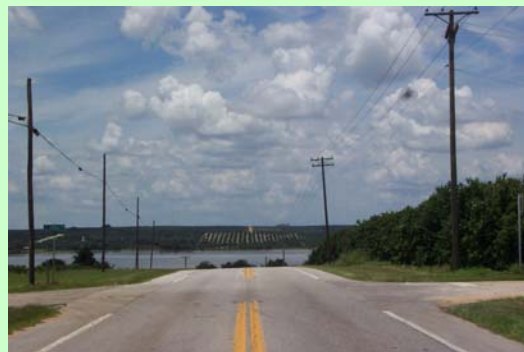
**Windy Hill** – South of Hillcrest Heights, the road takes a sharp turn south and exposes a view along the corridor opens up to hills, rural residential development, citrus agriculture, and the winding roadway ahead. A scenic pull-off that is located at the highest point in the area provides striking views of much of the region. *Figure 30* demonstrates the wide extent of the view from this point.

**Views of Lake Moody** – North of Frostproof, the road changes elevation as it travels along the west bank of Lake Moody. Travelers in this area can see open views of the lake, homes, and the hills beyond. Lake Moody rests within a low point, and the road descends down to it from both directions. The result from both the southbound and northbound pull-offs is a view across Lake Moody that terminates on slopes featuring active citrus agriculture. *Figure 34* demonstrates the extent of the view from this point.

**Murals** – In both Lake Wales and Frostproof, travelers in vehicles and pedestrians on sidewalks can see murals depicting the history and culture of the community. This public art educates travelers and invites them to tour the historic shopping districts to learn more of the area.



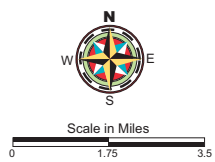
*View near Windy Hill near Hillcrest Heights*



*Views of Lake Moody north of Frostproof*

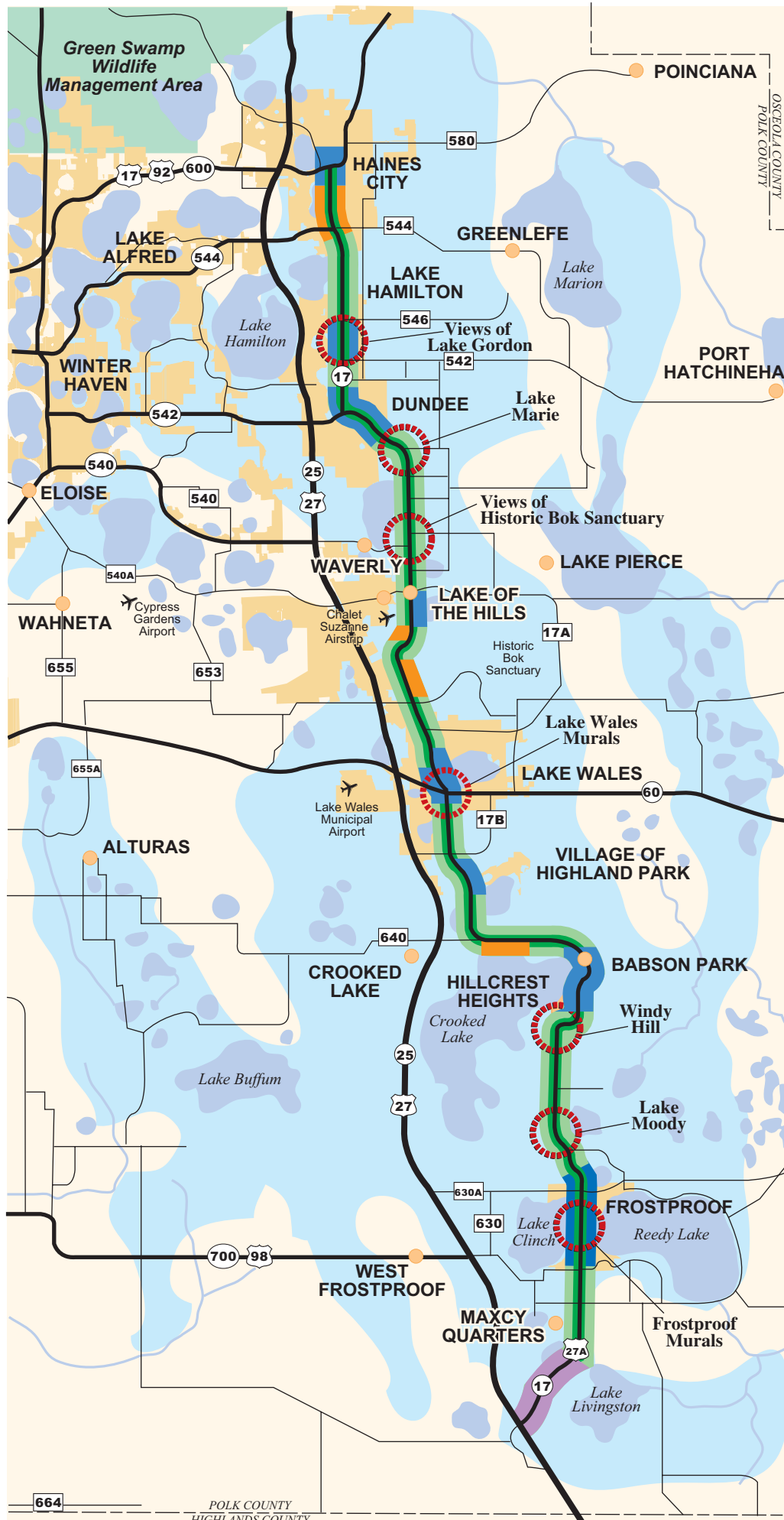


*Murals: Lake Wales*



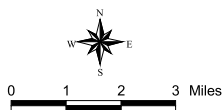
**LEGEND**

- SR 17 Scenic Highway
- View Types**
  - Historic Community Centers
  - Rural Residential
  - Citrus Agriculture
  - Cattle Grazing
- Significant Vistas
- Viewshed












**Figure 29**  
**View Types and Significant Vistas**

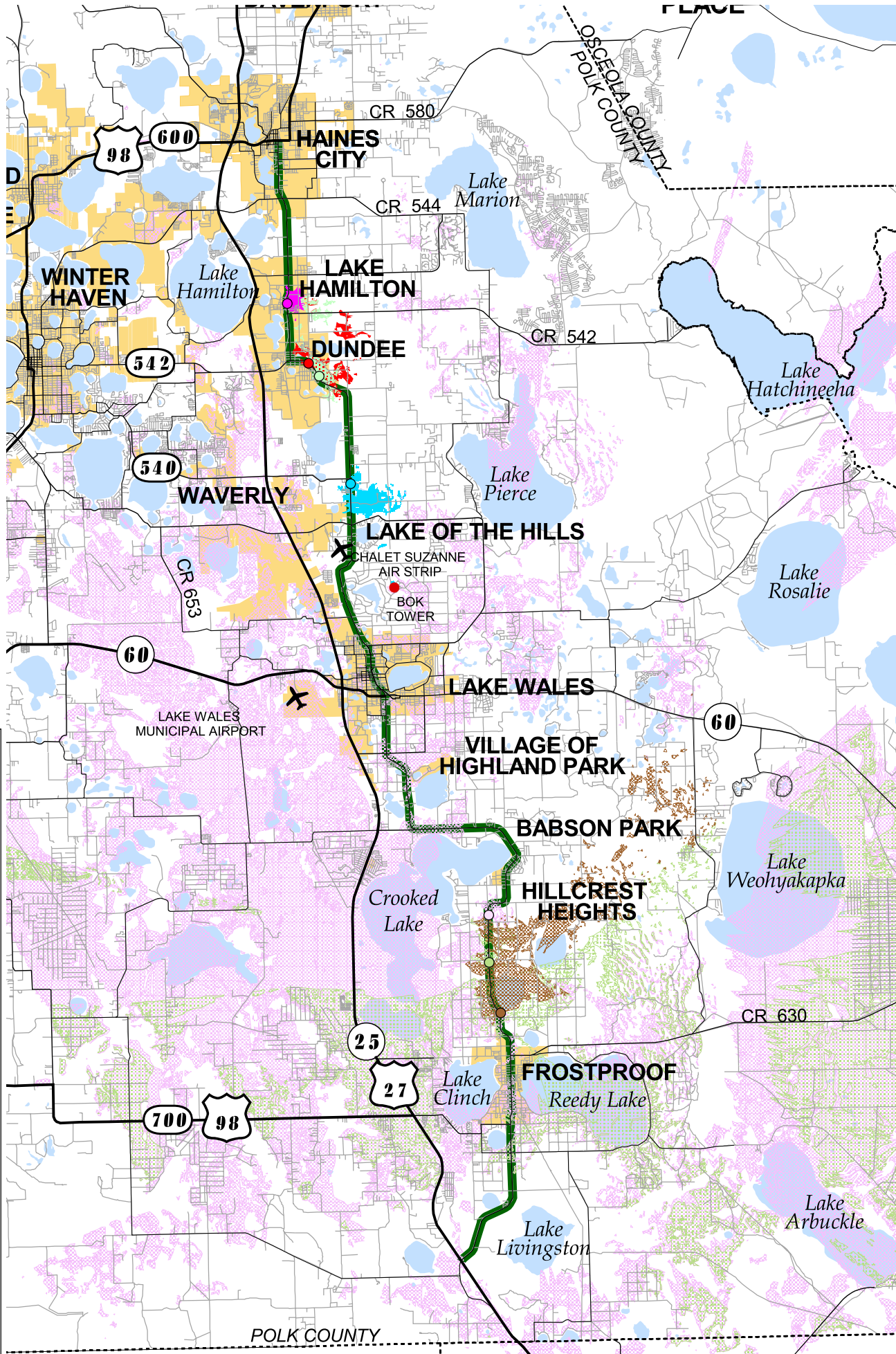




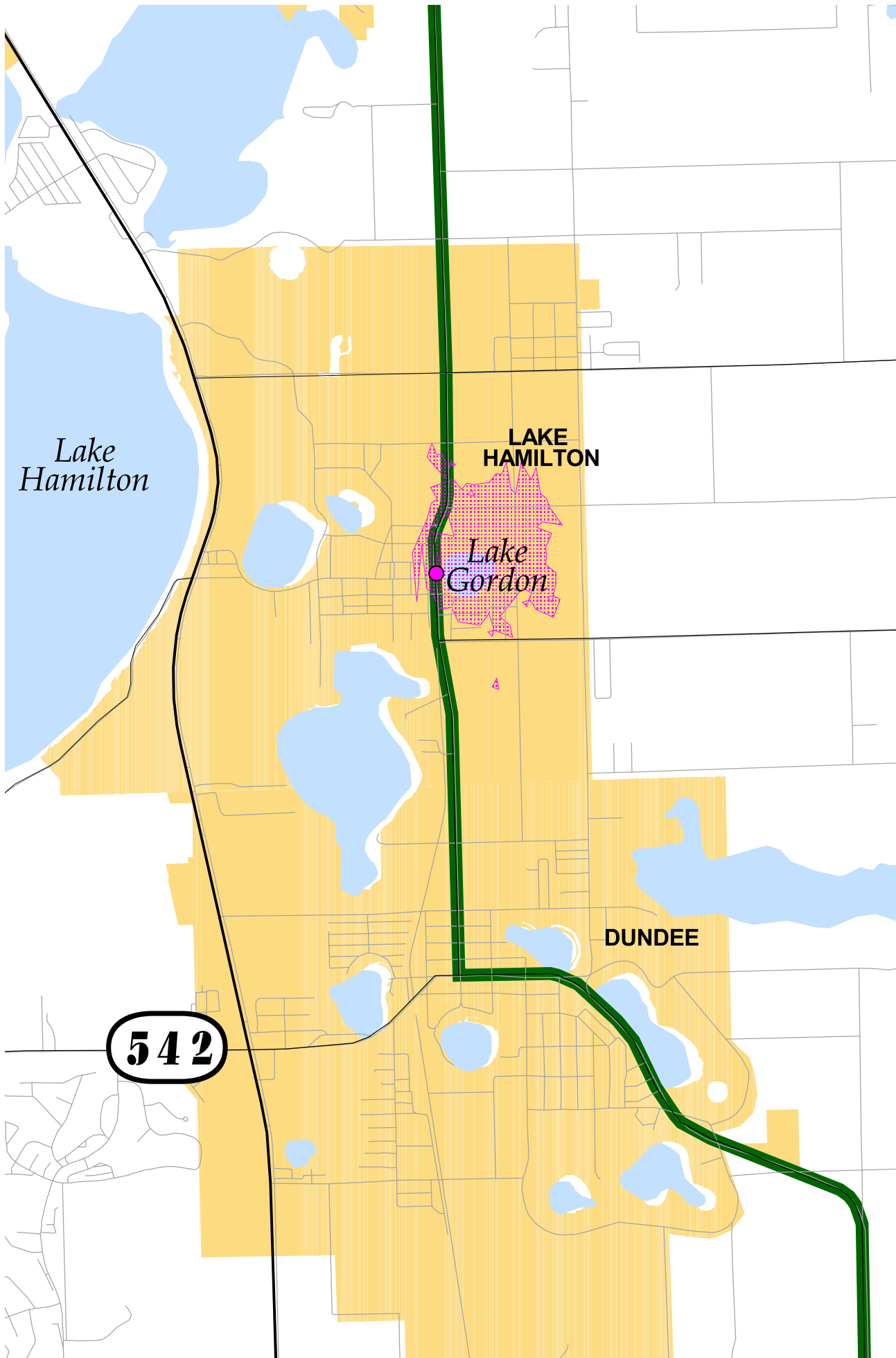
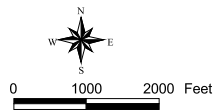
#### LEGEND

-  SR 17 Scenic Highway
-  Lake Hamilton View
-  Dundee View
-  Dundee South View
-  Bok Tower View
-  Windy Hill View
-  Lake Moody Northside View
-  Lake Moody Southside View
-  City Limits




**Source:**  
 Glatting Jackson viewshed analysis. The viewsheds are corrected for the curvature of the Earth and the refraction of light rays passing through the atmosphere. They do not correct for structures or vegetation.



**Figure 30:**  
**Scenic Pull-Off Viewsheds**



**LEGEND**

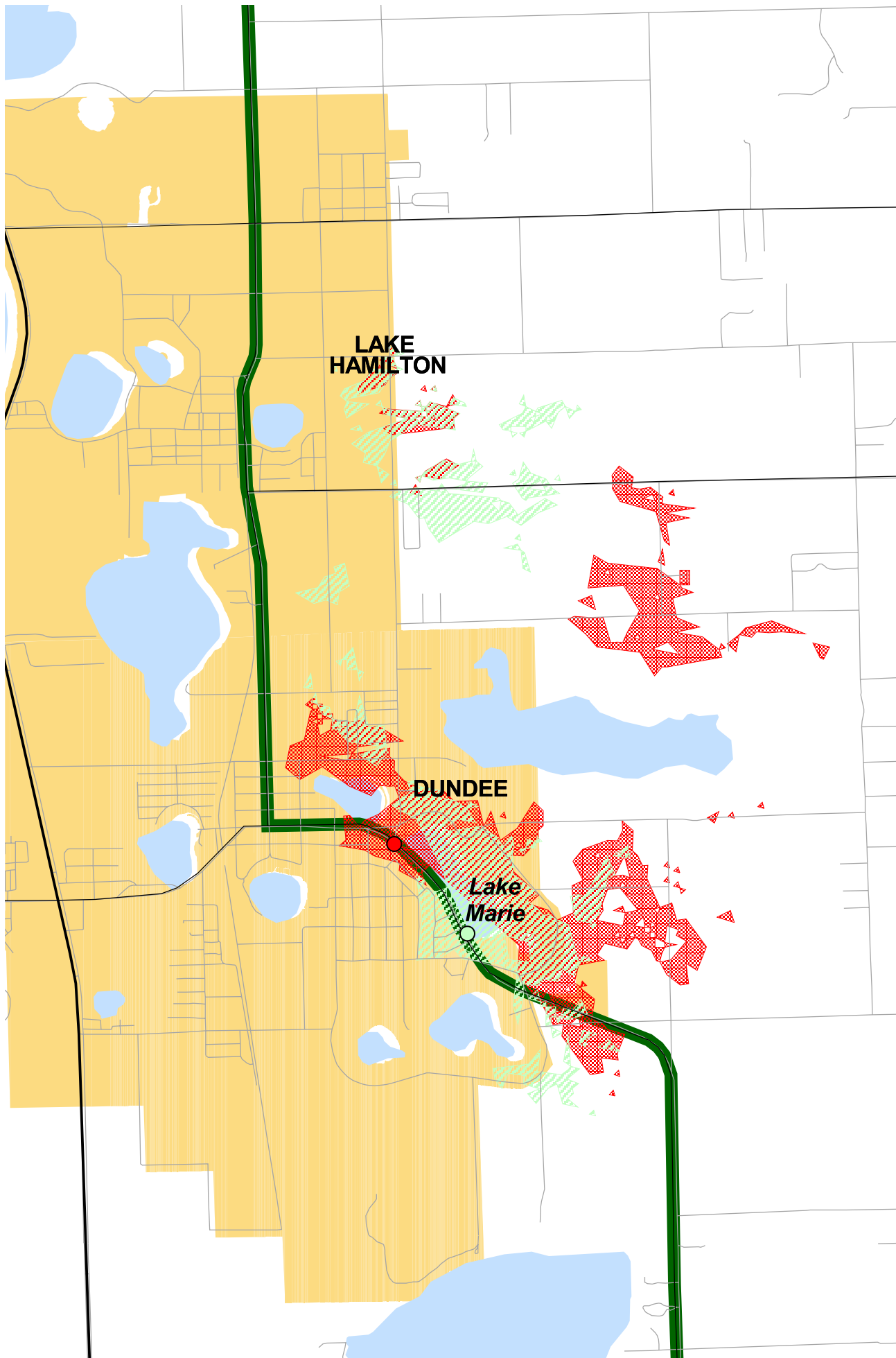
-  SR 17 Scenic Highway
-  Lake Hamilton View
-  City Limits

**Source:**  
Glatting Jackson  
viewshed analysis.  
The viewshed is  
corrected for the  
curvature of the  
Earth and the refrac-  
tion of light rays  
passing through  
the atmosphere.  
It does not correct  
for structures or veg-  
etation.

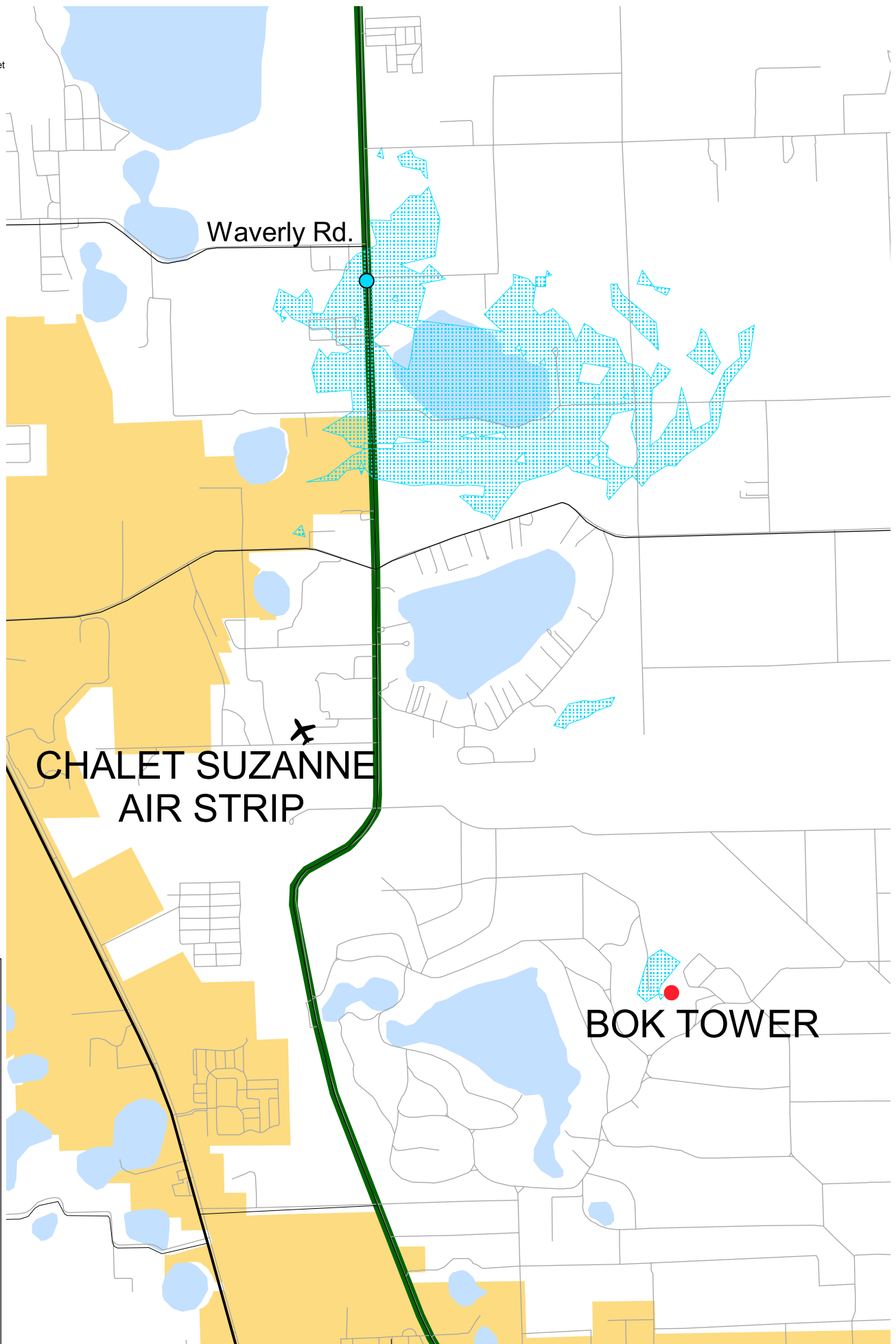
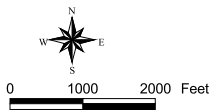
**Figure 31:**

**Lake Hamilton Scenic Pull-Off Viewshed**








**Figure 32:  
-Dundee Scenic Pull-Off Viewsheds**



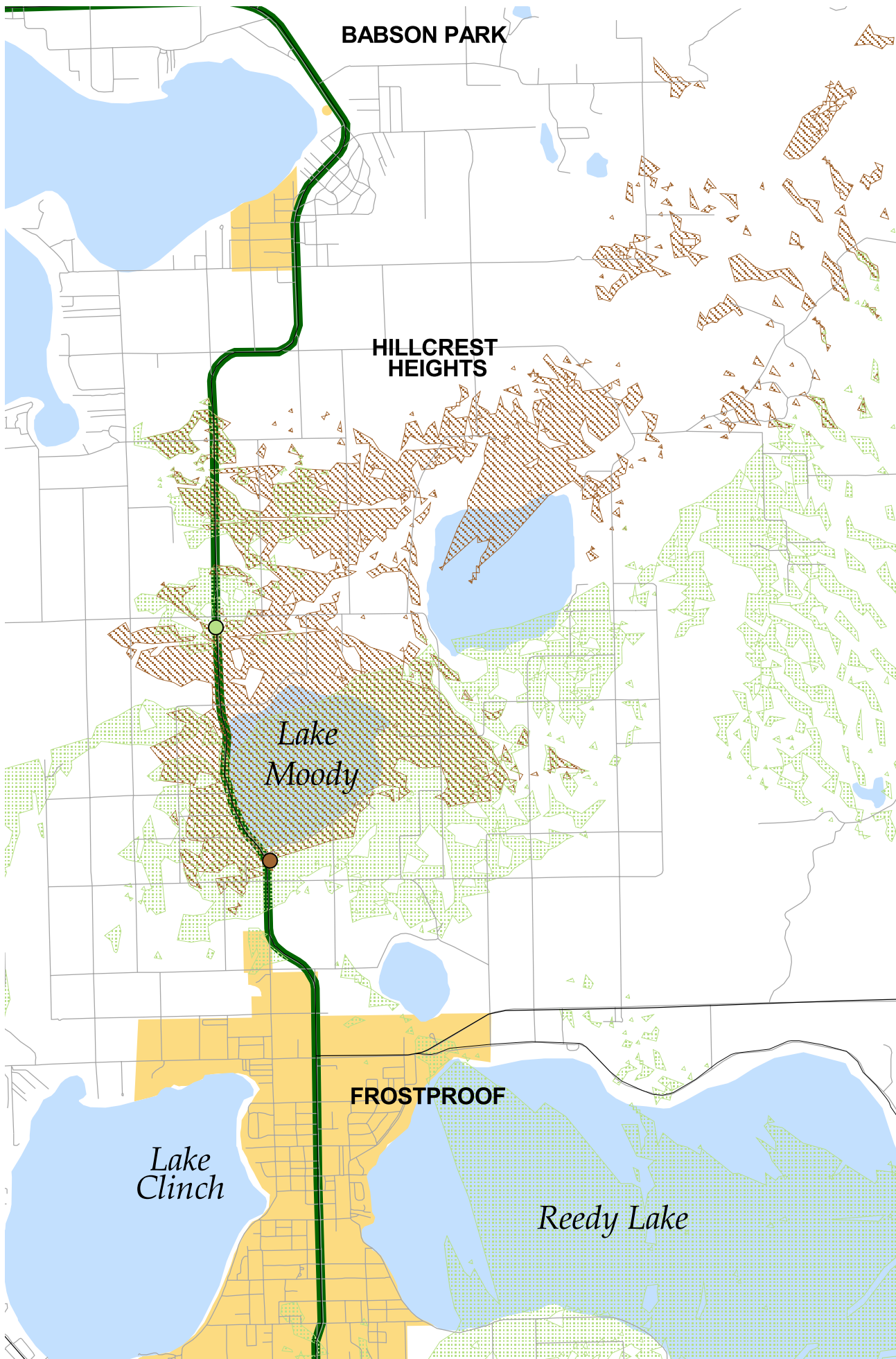
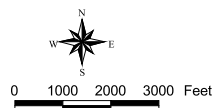
**LEGEND**

-  SR 17 Scenic Highway
-  Bok Tower View
-  City Limits





**Source:**  
Glatting Jackson  
viewshed analysis.  
The viewshed is  
corrected for the  
curvature of the  
Earth and the refraction  
of light rays  
passing through  
the atmosphere.  
It does not correct  
for structures or vegetation.

**Figure 33:**

**Bok Tower Scenic Pull-Off Viewshed**



**LEGEND**

-  SR 17 Scenic Highway
-  Lake Moody Northside View
-  Lake Moody Southside View
-  City Limits

**Source:**  
Glatting Jackson  
viewshed analysis.  
The viewsheds are  
corrected for the  
curvature of the  
Earth and the refrac-  
tion of light rays  
passing through  
the atmosphere.  
They do not correct  
for structures or veg-  
etation.

**Figure 34:**

**Lake Moody Scenic Pull-Off Viewsheds**

## **Universal Criteria 5: Roadway Must be at Least One Mile in Length and, if Appropriate, Provide Access to the Resources.**

The Ridge Scenic Highway extends 38.7 miles along SR 17 from US 27 in unincorporated Polk County north through the municipalities of Frostproof, Hillcrest Heights, the Village of Highland Park, Lake Wales, Dundee, and Lake Hamilton to US 17/92 in Haines City. (See the Corridor Map in the *Section 1: Ridge Scenic Highway Vision and Concept Plan*.) The Ridge Scenic Highway provides direct access to historic, cultural, natural, recreational, and scenic resources, as documented in *Section 8: Designation Criteria*.

## **Universal Criteria 6: A Majority of the Corridor Must Exhibit the Qualifying Resources. These Resources Should be as Continuous as Possible, for the Present and Future.**

*Figure 35* presents the distribution of the intrinsic resources located along the corridor. The graphic shows that the intrinsic resources are located in abundance throughout the corridor. Historic and cultural resources are, in general, concentrated within the cities and towns. Natural and ecologic resources are, in general, located between the cities and towns. Travelers can find scenic resources, ranging from natural to manmade, at every turn along the corridor.



*A meeting of the Corridor Advocacy Group, hosted by Historic Bok Sanctuary*

## **Universal Criteria 7: A Corridor Advisory Group Must be Organized to Support the Scenic Highway Designation.**

The Ridge Scenic Highway Corridor Advocacy Group formally organized on March 11, 2003. The Corridor Advocacy Group consists of a chair, vice chair, treasurer, secretary and 4 executive committee members as well as 44 general members representing each of the municipalities found along the corridor, business groups, civic groups, environmental groups, and local residents.

## **Universal Criteria 8: A Community Participation Program Must be Developed and Implemented.**

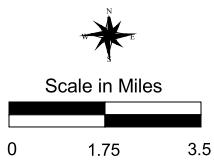
The Community Participation Program is intended to promote community awareness, build consensus, and foster continued public involvement in the preservation and evolution of the Ridge Scenic Highway. The Corridor Advocacy Group developed a Community Participation Program, which is contained in *Section 3: Community Participation and Promotion*. The Corridor Management Entity will evaluate and update the Community Participation Program as needed to ensure public participation in the implementation of the Corridor Management Plan.

## **Universal Criteria 9: Strong Local Support Must be Demonstrated.**

Local governments and residents have shown support through resolutions, letters, and signatures on the Letter of Intent, Eligibility Application, and this Designation Application. See *Section 4: Local Support* for more information.

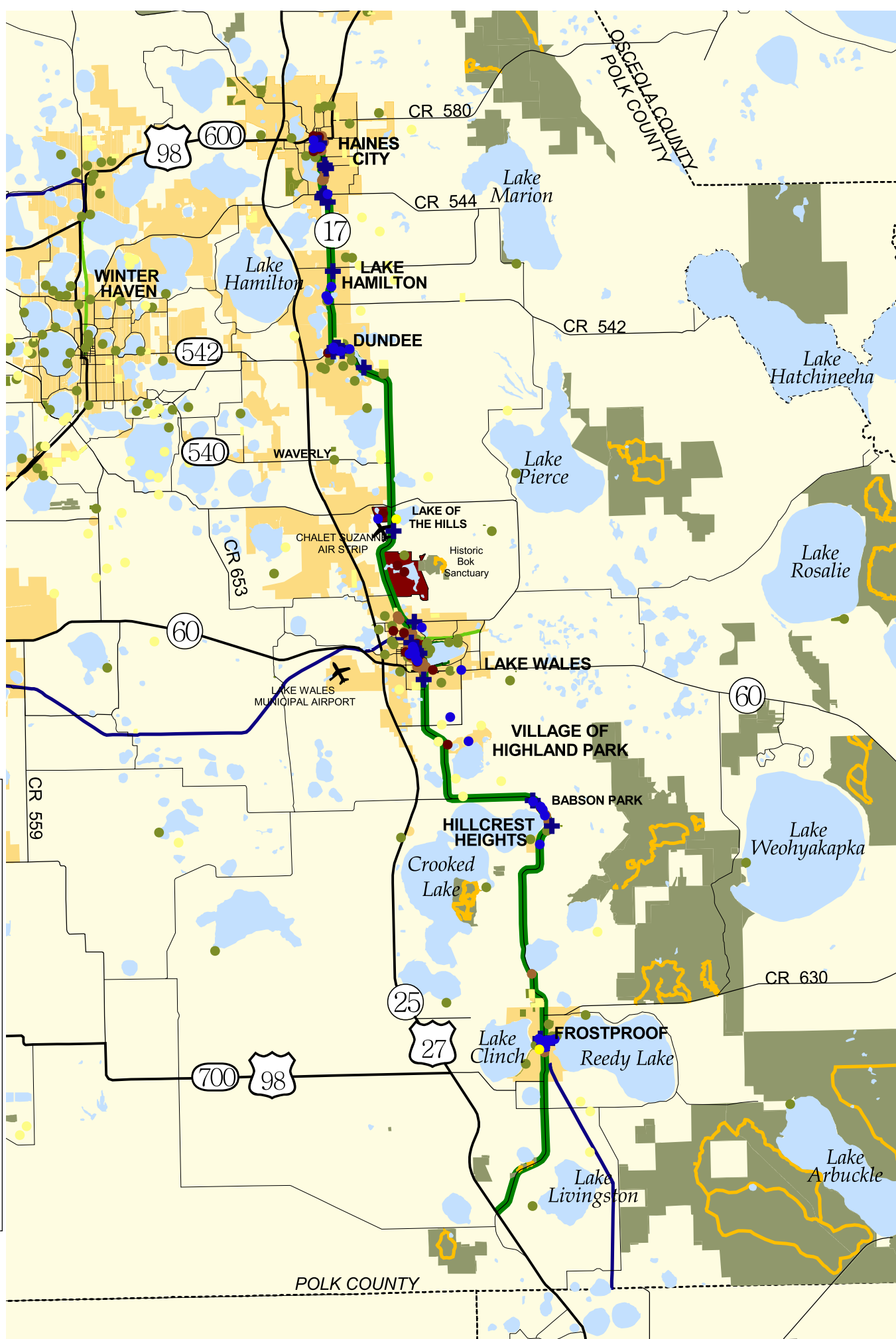
## **Universal Criteria 10: A Corridor Management Plan Must be Developed with the Endorsement of the Local Government.**

Working in partnership with local governments, the Corridor Advocacy Group completed the Corridor Management Plan. Local government representatives have reviewed and edited the Corridor Management Plan. See *Section 4: Local Support* for more information.



- LEGEND**
- Cultural Resources
  - ✚ Adjacent to Corridor
  - ✚ Churches
  - ✚ Adjacent to Corridor
  - Sites Listed on National Register of Historic Places (1 mile of Corridor)
  - Sites Listed on State Historic Site File (SHPO) (500 feet of Corridor)
  - Historic Districts Listed on National Register of Historic Places (1 mile of Corridor)
  - School Boundaries
  - Schools
  - Hiking trails
  - Multi Use Trails - Existing
  - Multi Use Trails - Committed
  - Multi Use Trails - Proposed
  - Conservation Areas
  - Parks
  - ✈ Airports
  - SR 17 Scenic Highway
  - City Limits

Source:  
State Historic Preservation  
Office (SHPO),  
Polk County Transportation  
Planning Organization,  
City of Frostproof,  
Haines City,  
Polk County,  
The Nature Conservancy,  
Glattig Jackson



**Figure 35**  
**Intrinsic Resources Distribution**



# Corridor's Story



## 9 Corridor's Story

Traveling the Ridge Scenic Highway offers an introduction to the ecology, history, and culture of Central Florida. Travelers who take time to walk in the historic communities, tour the unique attractions, or partake of the activities available in the parks and conservation areas located along The Ridge Scenic Highway leaves travelers with a new understanding of Central Florida, its ecology, its history, and its people.

*How is the Corridor Story told today? Captions and photos in the green boxes highlight only a few of the many attractions, historic sites, museums, conservation lands, and views that teach travelers of the rich history of the Ridge Scenic Highway and the communities found along it.*

### Natural Setting along the Corridor

The Ridge Scenic Highway is located along the Lake Wales Ridge, which extends from southern Highlands County north to rolling hills occurring just west of Lake Apopka in Lake County. During ancient sea level rises, the sand dunes and sandhills that comprise the Lake Wales Ridge became islands isolated from the mainland of the United States of America. The isolation imposed during these periods led to the evolution of numerous plant and animal species, many of which are endemic species found living

*Travelers along the Lake Wales Ridge can explore the rare habitats found in the Lake Wales Ridge by hiking in the conservation and recreation lands found along the Ridge Scenic Highway, including:*

- Historic Bok Sanctuary
- Mountain Lake Cutoff (Lake Wales)
- Peace Creek Canal System
- Ridge Audubon Nature Trail
- Crooked Lake Sandhill
- Crooked Lake Prairie
- Tiger Creek Preserve
- Hickory Lake Scrub
- Lake Wales Ridge State Forest



*Crooked Lake Prairie*



*Hickory Lake Scrub*

exclusively on the Lake Wales Ridge, adapted to the specific conditions of these arid areas. Because of the rarity of the habitat required for these species, many are listed by state or federal agencies as endangered or threatened.

Although a variety of habitat types occur on the Lake Wales Ridge, two of the rare habitats are of specific concern to ecologists: the high pine/sandhill areas and Florida scrub. High pine historically occurred throughout much of the southeast on dry sandhills or other extremely well drained sands. These areas typically had a

very open canopy of longleaf pine (*Pinus palustris*) with a dense herbaceous layer dominated by wiregrass (*Aristida beyrichiana*). Florida scrub occurs on extremely well drained sands and is typically comprised of a sparse to dense canopy of sand pine (*Pinus clausa*) or various scrub oak species (*Quercus* spp.). The herbaceous layer of these areas was typically sparse and consisted of a variety of plant species, including several federally listed endangered plant species.

### Early Residents along the Corridor

Native Americans made their homes along the lakes of the Lake Wales Ridge, taking advantage of the rich soils and moderate climate. The Maskaki tribe claimed title to lands in extreme north-central Polk County along the Lake Wales Ridge. Early Americans from the Creek Nation inhabited a village on Lake Pierce. In 1870, there was a small camp of Seminole Indians on Crooked Lake. Leaving behind no written or oral history, their legacy is preserved through artifacts, shell middens, and ceremonial mounds.

Citrus was introduced to Polk County as far back as the 1500's, when Spanish missions planted oranges near the missions, reportedly to induce Native Americans to remain close by (*The History of Polk County, FL p.1*). These oranges were not the sweet treats we enjoy today, but were a sour variety. The orange trees survived and were used by later settlers who found the area well suited for citrus. Growing only a few trees near their homes, the settlers found use for both sour and sweet oranges, eating and trading the sweet oranges, and using sour oranges to season their meat.

The Spanish also brought cattle to Florida. Native Americans made use of these creatures, which were a coarse-haired, bony animal that could survive the Florida weather.

Settlers began arriving to Polk County following the purchase of Florida by the Colonies in 1819. One settlement was reported northwest of Lakeland, west of the Ridge Scenic Highway, as early as 1837. By this time, there were also two forts (*The History of Polk County, FL p.1*) Fort

*Archeological sites are scattered along the length of The Ridge Scenic Highway. While not open to the public, these sites provide significant information to researchers and preserve the history of these lost cultures.*

Fraser and Fort Gardiner. In 1850, Fort Clinch was established near Frostproof, at the southern end of the Ridge Scenic Highway.

### Early Industries of the Corridor

In the nineteenth century, Polk County was not easily accessible to northern markets; therefore, growth in the area was slow. The only means by which to transport fruit and other exports was by boat. In the mid nineteenth century, settlers began shipping citrus to England. To keep citrus from spoiling for long periods, the fruit was dried in the sun before shipment.

By the 1880's, citrus was a growing industry in Polk County. Settlers began developing the cattle market in the 1800's, trading principally with Cuba. Unsatisfied with the type of cattle brought over by the Spanish, settlers continued to experiment with breeds of cattle that could survive in the Florida heat. In 1916, E.F. Lester introduced the Brahman cattle from India. These cattle thrived. Ranchers began to crossbreed the Brahman cattle with other breeds to produce hardier cattle that could live in Florida, making huge advancements in the cattle industry. Another major breakthrough was achieved when the Compulsory Dipping Law of 1923 required dipping cattle, a technique used to control the



*A thriving citrus industry is located along the length of the Ridge Scenic Highway.*



tick population.

### The Early Nineteenth Century - Polk County and Township Established along the Corridor

First known as Keystone City, the Town of Frostproof was laid out in the early 1880's. Stephan Washington Carson and his family, the first family in Frostproof, settled in the wilderness in 1886. Shortly after arriving, he and his two sons Munsy and Joe started a citrus nursery on Streaty Lake, just south of Frostproof. They used their nursery stock to plant two groves in the area (Carson's Diaries, 1886-1896). Other early residents also planted orange groves, which became the primary industry of the town. The name Frostproof was chosen for the area in 1892. Walter Overocker became the first postman, with the post office operating out of the Overocker home for 22 years. The Walter Overocker house, built in 1892, is still located on Overocker Circle, off 9<sup>th</sup> Street. The town grew slowly due to the lack of transportation facilities, with 30 residents by the end of the nineteenth century. Frostproof did not open its first school until 1901.

On February 8, 1861, Polk County was established.

### The Corridor and the Railroad

The South Florida Railway Company extended a railroad line for both freight and passengers into Polk County in 1883. The introduction of the railroad, linking the county to northern markets, sparked rapid population growth. Cities such as

Haines City, Lake Hamilton, Dundee, and Lake Wales grew up around the rail line, while other cities, such as Frostproof, saw a new era of growth with the introduction of the railroad.

Originally named Clay Cut, Haines City, the Gateway to the Scenic Highlands, was established in 1883. The city was named after Colonel Haines, an official of the South Florida Railroad. It is said that this gesture played a role in enticing the railroad to serve Haines City. The economy was primarily based around cattle, citrus, and residential development. Tomatoes were also grown in the area in the 1890's. In the first years, Haines City grew quickly. A school was built beginning in 1880, with 37 students enrolled in the two-story schoolhouse by 1887. The first telephone installation in Polk County was made in the 1890's in Haines City, which became the link for telephone service throughout



*Constructed between 1913-1937, the Downtown Haines City Commercial District preserves the character of the historic commercial area.*



*The Overocker home – photo provided by the Frostproof Historical Society.*



*Haines City's St. Mark's Episcopal Church, constructed in 1890, is listed on the National Register of Historic Places.*

Polk County.

The introduction of the railroad expanded the citrus and cattle industries and supported the growth of new industries. The 1880's saw the beginnings of the phosphate industry, which relied on the railroads to ship its product. Polk County has led the nation's production of phosphate since 1894 (*The History of Polk County, FL p.26*).



*The Dundee ACL Railroad Depot, constructed in 1911, currently serves as a history museum.*

Dundee was platted in 1911 by the Highlands Development Co., and incorporated in 1925. It was the first new town platted on the Haines City-Sebring branch of the railroad. The first industries were the Mixon Sawmill Co., Rayburn Turpentine Distillery, and Glen St. Mary Nursery (*The History of Polk County, FL p.16*). Lake Hamilton also owed its development to the railroads. Lake Hamilton, named after the lake on which it is located, was founded in 1913. The Atlantic Coast Line Railroad completed a station in April 1914. A Woman's Club was established early on, and a Board of Trade was established by 1915.

Lake Wales began as a turpentine complex and small hamlet. In 1911, Tillman, Johnson, Bullard, and Stuart founded the Lake Wales Land Company. The railroad was extended to the hamlet in June 1911, and the turpentine complex opened in 1912. In 1913, the A.R.P. Church, known today as the First Presbyterian Church, was completed. A school was opened in 1913. In 1916, Lake Wales was connected to both the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad, providing

unsurpassed access to markets across Florida. The City of Lake Wales was incorporated in 1917. The Lake Wales Citrus Growers Association was established in 1918, and the town became known as the Highland Heart of "Citrus Land" (*Lake Wales, Florida, the Golden Age p. 4*) and the Crown Jewel of the Ridge.

The railroad supported a new industry in residential development, the winter estate. A few enclaves, such as the Mountain Lake Colony, developed north of Lake Wales as winter estates for well-to-do northerners. Mountain Lake was the winter home for many famous, affluent individuals, including Edward W. Bok, C. Austin Buck, August Heckscher, Irving T. Bush, and E.T. Benford.



*The Lake Wales City Hall, constructed in 1928, was the first building in town to serve a government function and continues to serve a government function.*



*Lake Wales received its unique clock tower in 1931. The clock tower was a gift to the City of Lake Wales from Misses Sara E. and Emma Y. Kolb. The core of the tower is brick, with a coquina façade.*



Lake of the Hills was also envisioned as a community of spacious rural estates. The W. J. Howey Land Company surveyed and platted the land around Lake Starr in 1914-1915 into a subdivision called Starr Lake Villa and renamed Lake of the Hills in 1923. The W. J. Howey Land Company set aside a lakefront lot of 200 by 200 feet for a Community Club. A Community Club was constructed in 1929. The building is the meeting place for the Lake of the Hills Community Club and the Lake of the Hills Garden Club. These organizations hold social and community functions, costume parties, the historical annual Ice Cream Social, Chicken Barbecue, and the annual Christmas Party at the Lake of the Hills Community Club. The Lake of the Hills Community Club historically functioned, and continues to function, as the focal point for communicating important issues of interest to both surrounding town and county residents.

The Atlantic Coast Line Railroad reached Frostproof in 1912, with the depot located near Reedy Lake. It spurred the first wave of growth the city had experienced. By 1915, Frostproof was the leader of production and shipment of citrus fruit in Florida. The town was incorporated in 1918.

### **The Good Roads Movement and Construction of the Scenic Highway**

The Good Roads movement that began around 1910 facilitated further economic growth in Polk



*Scenic Highway, asphalt lane with clay shoulders (Source: Crooked Lake – Babson Park Rediscovered)*

County. Understanding the economic significance of regional transportation systems, residents of Polk County took an early interest in funding and constructing a reliable network of roadways. In June 1914, the Polk County Good Roads Association was organized. That same year, a \$1,500,000 bond issue was passed that funded the construction of 217 miles of asphalt highways (*The History of Polk County, FL* p.5).

The Ridge Scenic Highway, locally known as Scenic Highway, was among the first regional roadways constructed in Polk County. In December 1917, the Scenic Highway was completed from Haines City to Lake Wales, extending as far south as Lake Easy. By May 1918, Scenic Highway had been completed from Haines City to Frostproof. While a vast improvement over existing dirt roads, the road was only nine-feet wide, a little wider than the track of a model T.

Residents of Polk County continued to work to improve safety and aesthetics along the Scenic Highway. In 1921, the Crooked Lake community passed a resolution requesting that clay shoulders be added to Scenic Highway, with cement shoulders on the hills (*Crooked Lake – Babson Park Rediscovered, p. 54*). In 1923, the Associated Board of Trade of the Scenic Highlands, representing Davenport to DeSota City, advocated a bond issue to widen the nine-foot road to 16 feet. In June 1923 C.W. Lawrence, Max Waldron, and J.E. Hunt planted trees along the highway and bignonia vines on the fences along the Scenic Highway from



*The Lake of the Hills Community Club is listed on the National Register of Historic Places.*

Crooked Lake to Lake Moody. Scenic Highway was renamed State Road 8 in 1926. A beautification project was completed in 1932, planting oaks and 170 palms along State Road 8.

### **The Florida Land Boom and Bust**

A number of residential communities took shape during the Florida land boom, which began around 1910. The Florida land boom ended abruptly with the Stock Market Crash in 1929 and the beginning of the Great Depression. Yet, many of the communities planned during the Florida Land Boom survived and are prospering today.

In 1917, H. E. Fairchild originated Hillcrest Heights. The Southern Land Company built the Hillcrest Lodge in 1917 to attract prospective land buyers. The original building burnt to the ground in 1918, but was reconstructed as the Hillcrest Lodge in 1919. Scenic Highway linked the community to existing towns and railroad stations. A charter incorporating the Town of Hillcrest Heights was granted in 1923.

In 1921, Irwin Yarnell began the development of Highland Park. Yarnell chose to build his home, the Casa de Josefina, near the entrance of the Village of Highland Park. The Casa de Josefina, modeled after a Spanish mansion, was constructed in 1923. The home contained over 36 rooms, green lawns, exotic flowers, and rare tropical trees. The Village of Highland Park was incorporated in 1927.



*Casa de Josefina, Village of Highland Park*

In 1923, Roger W. Babson purchased 400 acres of land on the north side of Crooked Lake. In 1924, he outlined a town plan, which was named Babson Park. Babson hired Fredrick Law Olmsted to develop plans for landscaping the town. Due to collapse of the Florida land boom in 1927, the town did not take form and the town was never incorporated. A number of buildings that had been constructed stood vacant.

The Babson Park Woman's Club, originally the Literary and Sewing Society, was founded in 1923 to further the development of highest ideals in the community. The Babson Park Woman's Club building was constructed in 1931.

### **Unique Attractions Develop along the Corridor**

During the Great Depression, residential land development came to a halt. Fortunately, visionary individuals found opportunities to create lasting legacies that help define the Ridge Scenic Highway.

Mrs. Babson got the idea to use the buildings originally constructed for commercial use in the original plan for Babson Park to house a college. In April 1927, Webber College, founded as a women's college, was granted a charter to organize a Scientific Institution of Learning in Polk County. Fredrick Law Olmsted landscaped the campus. The original site was sold in 1956 and the women's college was moved to a new lakeside campus across Scenic Highway.



*Babson Park Woman's Club*

Dutch immigrant and Pulitzer Prize winner Edward Bok chose the Lake Wales Ridge as the location in which to create “a spot which would reach out in its beauty to the people, and fill their souls with the quiet, the repose, the influence of the beautiful” (*America’s Taj Mahal* by Edward W. Bok). Historic Bok Sanctuary, located 298 feet above sea level, was dedicated as the Mountain Lake Sanctuary and Singing Tower in February 1929 by President Calvin Coolidge as Bok’s gift to America. The foremost artisans of the day collaborated to create a masterpiece of architecture, history, and nature. Milton B. Medary designed the majestic belltower; Lee Lawrie carved the sculptural elements; Samuel Yellin designed the magnificent wrought iron decorative elements; J.H. Dulles Allen created the colorful tile grilles; and Frederick Law Olmsted Jr. designed the meditative landscape gardens. The belltower houses a 60-bell Taylor carillon, considered one of the finest in the world. Historic Bok Sanctuary encompasses more than 250 acres and is a protected haven for two federally listed species of endangered plants, either grown in the Sanctuary or held as seed. Historic Bok Sanctuary is listed on the Florida Birding Trail.



*Webber International University contains historic buildings listed by the State Historic Preservation Office.*

In 1931, Bertha Hinshaw opened the Chalet Inn, known today as the Chalet Suzanne. In April 1991, Chalet Suzanne was listed on the National Register of Historic Places. World famous soups from the Chalet Suzanne Soup Cannery flew aboard the Apollo 15 and Apollo 17 moon flights.



*Historic Bok Sanctuary's “Singing Tower”*



*Chalet Suzanne*



### Historic Preservation Takes Root along the Corridor

The residents of the Lake Wales Ridge value history as the heart of their community. Since the early 1970's, the residents of the Lake Wales Ridge have invested resources to preserve the unique history and culture found along the Ridge Scenic Highway.

Through the efforts of dedicated citizens, a number of museums have been created to preserve the history of the communities located along the Ridge Scenic Highway, including the Lake Wales Depot Museum, the Frostproof Historical Society, and the Dundee Depot Museum.

Spearheaded by the Bicentennial Commission, the Lake Wales Depot Museum opened its doors in 1976. The Depot Museum serves as a resource center for the collection, conservation, exhibition, and study of materials pertaining to the history of Lake Wales.



*The Depot Museum – Lake Wales*

Following the success of The Depot Museum, the Frostproof Historical Society was formed in 1978. The objectives of the Society are to establish and operate the Frostproof Historical Museum Library, to promote interest in the history of the Frostproof area, to preserve the historic monuments and buildings of the area, and to collect, maintain, and exhibit other items of historical value to visitors and the people of Frostproof (Source: *Frostproof Historical Society Bylaws*).



*Frostproof Historical Society*



*Dundee Depot Museum*

The Dundee Depot Museum first opened August 27, 1999. Restoration was completed and the dedication held on November 18, 2001. The Dundee Depot Committee, a citizen-led volunteer organization, collects donations of historical artifacts and documented information to preserve the past for future generations. In addition to railroad memorabilia and artifacts, the Dundee Depot Museum rotates displays monthly, featuring a different theme each month.

The efforts of these and other groups to preserve historic buildings and structures have been successful, as can be measured by the number of historic structures preserved along the Ridge Scenic Highway. Since 1975, 6 historic districts and 19 historic structures located within one mile of the Ridge Scenic Highway have been listed on the National Register of Historic



Places. In addition, there are 125 sites and structures listed by the State Historic Preservation Office located within 500 feet of the Ridge Scenic Highway. (Historic Sites are listed under *Section 8: Designation Criteria*.)

### **Environmental Preservation – Public and Private Partnerships Preserving Unique Habitats along the Corridor**

The preservation of the Lake Wales Ridge natural heritage is being undertaken through the collaborative efforts of private and public groups, including federal, state and local government agencies, non-profit organizations, research groups, and citizen activists. To date, these groups have been able to place into conservation approximately 15,180 acres of land in Polk County (*May 2003, Source: The Nature Conservancy and Polk County*).

Environmental conservation and research has taken place along the Lake Wales Ridge since the mid-twentieth century. The Archbold Biological Station, a nonprofit research facility, began studying the Ridge in 1941. The Ridge Audubon Society was established in 1958, with the first meetings held in Lake Wales. In 1961, Roger Babson asked Webber College to donate 3 acres of land to the Society for a Ridge Audubon Center to be built along SR 17. Babson contributed the funds for a building. The Center was dedicated in 1964 and has been actively pursuing youth and adult environmental education ever since. The Ridge Audubon Society was incorporated in 1965. The Defenders of Crooked Lake, a nonprofit

organization, was founded in 1971 to preserve the natural beauty, purity of water, ecological value, and quality of life of Crooked Lake, the only Outstanding Florida Water in the area. The Board meets monthly at the Ridge Audubon Center. Also in 1971, the Nature Conservancy began acquiring land at Tiger Creek. First recognized as a pristine wilderness by Edward Bok, the preservation of this land was furthered by George Cooley and Ken Morrison. To date, the Nature Conservancy has secured almost the entire course of the wild Florida stream after which the preserve is named, as well as surrounding hardwood swamps and hammocks, sand pine and oak scrub, pine flatwoods, and sandhill habitats.

A broad movement to preserve environmentally sensitive lands along the Ridge Scenic Highway gained momentum in the early 1980s, when state agencies and local organizations began to purchase lands in Polk County. In the early 1980's, The Nature Conservancy purchased ecologically sensitive habitat based on information collected by the Archbold Biological Station, the Florida Fish and Wildlife Commission, and the Conservancy staff. Since its inception in 1980, Florida's Conservation and Recreational Lands Program (CARL) has purchased approximately 1,760 acres of land in Polk County. To date, the CARL program has identified an additional 22,116 acres of land for purchase in Polk County (*May 2003, Source: The Nature Conservancy and Glatting Jackson*).

The 1990's saw the introduction of new public and private organizations, along with greater coordination of efforts between groups. The Green Horizon Land Trust, a nonprofit organization headquartered in Lake Wales, was created in 1991 to preserve environmentally valuable or sensitive lands and open space areas in and around the Central Florida Ridge for the benefit of the public, and to educate the public as to the importance of such lands and their preservation. The Green Horizon Land Trust has preserved over 2,300 acres of environmentally sensitive land and open spaces in Central Florida for the benefit of the public (*Source: <http://greenhorizonfl.homestead.com>, May 2003*). In 1993, Congress designated a small portion of the



*Ridge Audubon Center*

Lake Wales Ridge as a National Wildlife Refuge. It was the first National Wildlife Refuge designed to protect rare plants. In 1994, Polk County passed an environmental lands referendum that allowed the county to purchase environmentally sensitive lands. Also in 1994, the Avon Park Air Force Range, owned by the Department of Defense, created a new management plan emphasizing the health of native ecosystems.

The government, non-profit, and citizen groups working in the Lake Wales Ridge to protect and preserve the natural environment are well organized and share resources through the Lake Wales Ridge Ecosystem Working Group, organized in 1991. The mission of the Lake Wales Ridge Ecosystem Working Group is to ensure the long-term protection of the native plants, animals, and natural communities of the Lake Wales Ridge. Members exchange information, promote research, share plans and solutions, coordinate training, and foster public awareness and support. Members include:

#### Non-Profit Organizations

- Archbold Biological Station
- Historic Bok Sanctuary
- Green Horizon Land Trust
- Highlands County Audubon Society
- Lake Region Audubon Society
- The Nature Conservancy
- Ridge Audubon Society

#### Federal Agencies

- Natural Resources Conservation Service
- U.S. Air Force-Avon Park Air Force Range
- U.S. Fish and Wildlife Service

#### State of Florida Agencies

- C.A.R.L. Archaeological Survey
- Florida Bureau of Archaeological Research
- Central Florida Regional Planning Council
- Department of Environmental Protection
- Division of Historical Resources
- Division of Recreation
- Florida Fish and Wildlife Conservation Commission

- South Florida Water Management District
- Southwest Florida Water Management District

#### County Government

- Highlands County Planning Department
- Highlands Soil and Water Conservation District
- Polk County Natural Resources Division

(Source: © 2000, Archbold Biological Station, 11 July 2000, revised 22 August 2000.)

#### Attractions that Teach and Entertain

Spook Hill, located on North Wales Drive at Wilshire Avenue, a few blocks from the Lake Wales Historic District, is a natural attraction of the odd kind. Visitors from around the country come to see the natural wonder. When a car is placed in neutral at the designated location on the hill, the car rolls uphill, tugged by invisible forces which defy the laws of gravity. Over the years, there have been a number of legends meant to explain the natural wonder. The legend, as it reads on the sign next to Spook Hill:

*Many years ago an Indian village on Lake Wales was plagued by raids of a huge gator. The Chief, a great warrior, killed the gator in a battle that created a small lake. The chief was buried on the north side. Pioneer mail riders first discovered their horses laboring down hill, thus naming it "Spook Hill." When the road was paved, cars coasted up hill. Is this the gator seeking revenge, or is the chief still trying to protect his land?*



*Spook Hill*

The murals found in the Lake Wales Historic District capture the character and history of the town. The “Crown Jewel of the Ridge,” painted on the east wall of the 254 Stuart Avenue and dedicated in 1995, depicts one of the main business streets in downtown Lake Wales as it stood in 1931. The mural painted on One Scenic Central Building portrays the turpentine works and the Atlantic Coastline Railroad. Frostproof completed its first mural, Citrus County, depicting the early days of Frostproof as seen from Lake Reedy on July 4, 2002. The second mural was developed in 2003. Tom Freeman and several art league members painted the second Frostproof mural, “Roots of the Community,” located on the curved area of the Sullivan Real Estate office on North Scenic Highway. The large orange tree with a ladder leaning against it depicts the progress of the citrus industry in the Frostproof area.

### Works Cited

- Ahl, Janyce Barnwell. *Lake Wales, Florida: The Golden Years*. Lake Wales, FL: Lake Wales Library Association, 2000.
- Ahl, Janyce Barnwell. *Crown Jewel of the Highlands, Lake Wales, Florida. First Edition*. Lake Wales, FL: Janyce Barnwell Ahl, 1983.
- Bok, Edward. W. *America's Taj Mahal. Second Edition*. Lake Wales, FL: Bok Tower Gardens Foundation, 1989.
- Kaucher, Mildred. *Lake of the Hills, Its History*. Tampa, Florida: Bay Center, 1976.
- McFandyn, Al R., and Ed McNelly. *Century in the Sun, A History of Polk County. Second Edition*. Polk County Centennial Committee, 1961.
- Ohlinger, Sophronia Carson. *The Early Days of Frostproof: A Collection of Articles from the Highland News*.
- Quinn, Louise. *Crooked Lake – Babson Park Rediscovered*. Kissimmee, FL: Louise Quinn, 1990.
- Reeves, Margaret Overrocker. *Frostproof Firsts*.



*Lake Wales Mural*



*Frostproof mural: Citrus County*



# Protection Techniques





## 10 Protection Techniques

Protection and preservation of the corridor's intrinsic resources are critical to both the designation and the long-term viability of the scenic corridor. A base for protection and preservation are the numerous existing local, state, and federal regulations that apply to road, building, and natural areas along the corridor. In addition, public and private agreements and acquisition activities supplement the goals and intentions of existing regulations.

As outlined in the Vision, Goals and Strategies, and Action Plan, the Corridor Management Entity will collaborate with local governments as they regulate land and activities near the corridor, enter into agreements with other local governments and private business, and negotiate acquisition agreements.

Particular existing and potential protection techniques are matched to specific Action Items in *Section 2: Action Plan*. The Corridor Management Entity will work to enforce and strengthen existing regulations and partnerships and urge local governments and other partners to pursue the identified potential protection techniques.

The CME will continue to research and develop additional protection techniques. Two Strategies focus those efforts:

Strategy 4.3: Develop innovative ways to protect environmentally sensitive lands.

Strategy 11.5: Develop innovative ways to protect cattle and citrus industry.

The CME will consider a variety of additional protection techniques, including the following:

### Zoning

- Traditional Euclidian Zoning and Overlay Zoning
- Special Permits and Incentive Zoning
- Cluster Zoning

### Other Regulatory Techniques

- Planned Unit Developments
- Selected Area Plan
- Transferable Development Rights
- Sign Regulations
- Historic Preservation

### Public and Private Agreements

- Intergovernmental Agreements
- Development Agreements
- Special Districts
- Community Development Districts
- Deed Restrictions

### Acquisition of Interests

- Scenic or Conservation Easements
- Fee Simple Acquisition of the Scenic Corridor
- Land Trusts
- Land Exchanges

# Funding



## 11 Funding

Most Action Items do not require independent funding and can be accomplished through catalytic coordination through influencing the design of the projects of partners. For some Action Items, the local governments and the Transportation Planning Organization will play roles in providing funding through their associated general budgets. However, the most successful implementation of the Action Plan will result from leveraging funding from different sources.

Specific potential funding sources are identified for each Action Item, contained in *Section 2: Action Plan*. This section contains a more general description of the types of funding that are available to the Corridor Management Entity and its partners.

### Partnerships

Partnership opportunities and creative fundraising activities are abundant and varied when community involvement and support is overwhelming. Though there are numerous partnership opportunities, the following are a few examples:

- Local businesses fund landscaping in front of their buildings and façade improvements.
- Local businesses donate landscaping materials (i.e. plants, bollards, ropes, site furniture, etc.). Signage and on-site furniture could advertise the contributing business.
- The Corridor Management Entity and the Florida Department of Transportation create a corridor brochure that highlights the corridor's resources and advertises local businesses that contribute to the brochure development or other corridor improvements.
- The library or museum sponsors an environmental/historic resource fair with educational booths, a "walk-a-thon," community barbecue or cook-off to raise awareness for the corridor's resources and proposed improvements. Local businesses could donate food, drinks, or prizes. This type of community event would raise awareness and support for the scenic

highway, as well as raise funding for improvements (walk-a-thon, poster raffle, cook-off, etc.) and promote local businesses.

- Sponsored programs could include events such as bike-a-thons, car washes, car rally, marathons, triathlons, or bike rallies. Additionally, group sponsored festivals, carnivals, or a themed fair could occur along the corridor.

### Local Funding Sources

This section contains a listing of common methods for financing local government projects. Local funding opportunities for improvements and maintenance for the corridor could include some or all of the following:

#### *Pay as You Go*

*Sales and Use Tax:* A tax on sales of goods or services.

*Real Estate Transfer Tax:* Tax on the sale of property – increases with the size of the property being sold.

*Special Assessments Districts/Municipal Services Taxing Unit:* Separate units of government that manage specific resources within defined boundaries.

*Business Improvement District:* Assesses property owners within set boundaries for additional services. Establishes a partnership between property owners and businesses in downtown or commercial areas for the purpose of improving the business climate in a defined area.

*Benefit Assessment District:* Assessment and provision of benefits to a defined community – not a separate unit of government – levy on property.

*User Charges:* Fee charged to the end user of a service, for example park fees or gas tax.

*Reserves:* Funds reserved for specific use.

*Mitigation Financing:* Developer set-aside of land on or off-site.

*Negotiated Exactions or Impact Fees (hookups, systems development or capital fees):* One-time charge to offset cost of infrastructure caused by new development.

*Grants:* Funding provided by government agencies and foundations for a specific purpose.

*Public-Private Ventures:* Partnerships between private investor and public sector to provide a service on public land.

*Volunteering/In-Kind Services:* Donation of services or facilities in lieu of a monetary donation.

### *Borrowing*

*General Obligation Bonds – Limited or Unlimited Tax:* Loan taken out by a city or county against the value of taxable property.

*Revenue Bonds (or "rate-supported" bonds):* Loan paid from the proceeds of a tax levied for the use of a specific public project, or with the proceeds of fees charged to those who use the facility that the bonds finance.

*Taxable Bonds:* Bonds subject to tax.

*Community Redevelopment Agency/Tax Increment Financing Bonds:* Financing mechanism used to stimulate economic development in a blighted area. The assessed valuation of real property within the redevelopment area is frozen. Taxes are paid at the base level while improvements are made. Any increase in the assessed value of the property or additional sales tax revenues makes up the tax increment, which is used to pay project costs or repay the bonds or other obligations that helped finance the project. Haines City and Lake Wales currently have Community Redevelopment Agencies with jurisdiction adjacent to SR 17.

*Lease Purchase and Certificates:* Lease-purchase agreement that allow a government to pay over time with immediate use of property.

*Revolving Loans:* Loan that is automatically renewed upon maturity.

*Bond Banks:* A state-sponsored entity that makes local infrastructure projects feasible by providing access of low-cost financing to localities primarily through debt issuance.



## State and Federal Funding Sources

State and federal governments provide a variety of grants and loans, many targeted toward scenic highways and similarly organized citizen groups.

### General

<b>Program:</b>	<b>National Scenic Byways Grant</b>
<b>Agency:</b>	Florida Department of Transportation
<b>Funding Available:</b>	Varies
<b>Eligible Participants:</b>	Local governments Fund projects associated with the development of Corridor Management Plans. Funds can be used for enhancements along roads designated as scenic highways, including safety improvements, construction of pedestrian and bicyclists facilities, access to recreational areas, and protection of historical, archeological, and cultural resources in the area adjacent to the scenic highway. A 20 percent match must be provided through local general purpose government funds.
<b>Program:</b>	<b>Technical Assistance for Community-Based Organizations</b>
<b>Agency:</b>	Enterprise Florida
<b>Funding available:</b>	
<b>Eligible Participants:</b>	Economic development organizations or government entity
<b>Contact Information:</b>	Program Supervisor with Enterprise Florida, Inc. at (407) 316-4600, or <a href="http://www.floridabusiness.com">www.floridabusiness.com</a> . Provide technical assistance. Technical assistance includes helping form an organization, identifying community development strategies, identifying financial resources for community development projects, and referring to other responsible agencies.

### Economic Development

<b>Program:</b>	<b>Advertising Matching Grants Program</b>
<b>Agency:</b>	Visit Florida
<b>Eligible Participants:</b>	Municipalities with a population of 50,000 or less, county governments with a population of 200,000 or less (All Ridge municipalities qualify, but Polk County does not.), or non-profit corporations
<b>Funding Cycle:</b>	Annual; deadline typically third Friday in April Designed to help municipalities and counties publicize the tourism advantages of the State of Florida.

- Program:** **Florida Main Street Program**  
**Agency:** Florida Department of State  
**Funding Cycle:** Annual; deadline typically last Friday in July  
**Funding available:** One-time \$10,000 plus planning support  
**Eligible Participants:** State and local governments  
 Community Revitalization. Designed as a technical assistance program to aid communities in revitalization activities. There is a formal application to take part in the program. The criteria include:
- The area must be a historic commercial district, with buildings that are 50 years old or greater.
  - The City must be willing to fund a full-time manager for at least three years.
  - There must be community-based support for the program.
  - The one-time \$10,000 can be used for facade improvements or signage program.
- Haines City and Lake Wales have designated Florida Main Street programs.
- 
- Program:** **Florida Small Cities Community Development Block Grant Program**  
**Agency:** Florida Department of Community Affairs  
**Funding Available:** The state is authorized to issue approximately \$160,000,000 in Section 108 Loan Guarantees for eligible activities. An eligible local government may apply for up to \$7,000,000 in loan guarantees.  
**Eligible Participants:** Municipal governments with a population of 50,000 or less and county governments with a population of 200,000 or less (All Ridge municipalities qualify, but Polk County does not.)  
 Funding to help address community development needs. Designed to provide grants to eligible municipalities and county governments for neighborhood revitalization, commercial revitalization, and economic development. Examples of activities that are eligible include:
- Rehabilitation and preservation of housing,
  - Water and sewer improvements,
  - Street improvements,
  - Economic development activities,
  - Downtown revitalization,
  - Parks and recreation, and
  - Drainage improvements.
- 
- Program:** **Brownfields Economic Redevelopment Initiative**  
**Agency:** Environmental Protection Agency (EPA)  
**Funding Available:** \$50,000 - \$200,000  
**Eligible Participants:** Governments  
**Contact Information:** [www.epa.gov/brownfields/](http://www.epa.gov/brownfields/) or 202-260-9347
- Funds redevelopment projects for abandoned or underutilized industrial or commercial and potentially contaminated lands. EPA's Brownfields Economic Redevelopment Initiative is designed to empower states, communities, and other stakeholders in economic redevelopment to work together in a timely manner to prevent, assess, safely clean up, and sustainably reuse brownfields.

## FUNDING

**Program:** **Economic Development Assistance**  
**Agency:** Central Florida Regional Planning Council  
**Funding Available:** N/A  
**Eligible Participants:** Non-profit organizations, state and local governments  
Technical assistance for economic development. Requests for technical assistance from private and public sources are handled daily. These requests are for demographic data, U.S. Census data, and economic development assistance.

## Education

**Program:** **Environmental Education Grant**  
**Agency:** Environmental Protection Agency  
**Funding available:** There are two categories of funding:  
Greater than \$25,000 – Submitted to EPA Headquarters  
Less than \$25,000 – Submitted to Regional Offices  
**Eligible Participants:** Academic and non-profit organizations  
Increase public awareness of the environment. The EPA stresses that funds are for environmental education and not environmental information. The EPA's definition of environmental education is a project that increases public awareness and knowledge about environmental issues and provides the skills to make informed decisions and take responsible actions. Environmental information simply provides facts or opinions about environmental problems or issues.

**Program:** **Community Education Grant**  
**Agency:** Southwest Florida Water Management District  
**Funding Available:** up to \$5,000  
**Eligible Participants:** Municipalities and county governments and non-profit environmental organizations  
Educate adults on ecosystem protection. The Southwest Florida Water Management District's Community Education Grant Program offers up to \$5,000 to support projects that provide opportunities for people to create community-based educational experiences that lead to the protection and conservation of Florida's ecosystem, specifically the water resources closest to their homes. To be added to the mailing list to receive information about the application process, call 1-800-423-1476, ext. 5967.

**Program:** **Polk County In-School Education Mini-Grant**  
**Agency:** Southwest Florida Water Management District  
**Funding Available:** up to \$5,000 per school  
**Eligible Participants:** Public school teachers in all subject areas within Polk County.  
To promote water education that teaches students about their watersheds and the water resources within them. Project categories include watersheds, water conservation and supply, water quality, and flood protection/drought education. For information, contact In-School Education Coordinator, Southwest Florida Water Management District, 1-800-423-1476, ext. 4774.

## FUNDING

**Program:** **Community Character Grant Program**  
**Agency:** The Dunn Foundation  
**Funding available:** Between \$500 and \$10,000  
**Eligible Participants:** Academic and non-profit organizations  
Fund educational programs that develop the awareness of community character and appearance. Provides program planning and design funds, as well as seed money for educational programs.  
The pre-application process consists of a letter of inquiry outlining the funding requirement for the project. After the pre-application is reviewed, the requesting agency may be invited to submit a formal funding proposal.

**Program:** **Science to Achieve Results (STAR) Program Wildlife Risk Assessment**  
**Agency:** EPA National Center for Environmental Research  
**Funding available:** Up to \$175,000/year for two to three years  
**Eligible Participants:** Academic and non-profit organizations, state and local governments  
Fund research on the impacts of multiple stressors. Research to evaluate the relative and combined risks of multiple stressors (e.g. habitat alteration, chemical pollution, and presence of exotic species). Research should be targeted to two areas:

- Research to understand risks to a specific population or species of wildlife (threatened, endangered or of special interest to stakeholder groups), and
- Research to develop generalized approaches for assessing risks to wildlife populations. This research should result in methods and approaches useful for predicting risk to wildlife and modeling approaches for predicting how multiple stressors affect wildlife population dynamics.

### *Conservation and Recreation*

**Program:** **Florida Communities Trust/Florida Forever**  
**Agency:** Florida Department of Community Affairs  
**Funding Available:** Varies, but recently funded at \$66 million per year, statewide  
**Eligible Participants:** Municipalities and county governments and non-profit environmental organizations  
Purchase public land for outdoor recreation. Designed to provide grant and loan assistance for the acquisition of conservation and outdoor recreation lands.



**Program:** **Florida Recreation Development Assistance Program**  
**Agency:** Florida Department of Environmental Protection, Division of Recreation, Bureau of Design and Recreation Services  
**Funding Available:** Maximum grant amount is \$200,000. The local match requirement depends on the total project cost:

<i>Total Project Cost</i>	<i>FRDAP Grant</i>	<i>Local Match</i>
\$50,000 or less	100%	0%
\$50,001 - 150,000	75%	25%
Over \$150,000	50%,	50%

**Eligible Participants:** Municipal or county governments or other legally constituted entities with the legal responsibility to provide public outdoor recreation  
**Contact Information:** Bureau of Design and Recreation Services, 3900 Commonwealth Boulevard, Mail Station #585, Tallahassee, Florida 32399-3000, Phone: 850-488-7896  
 The Florida Recreation Development Assistance Program, or FRDAP, is a competitive program that provides grants for public outdoor recreation or to construct or renovate recreational trail. Funds from FRDAP may be used to acquire or develop land for public outdoor recreation or to construct or renovate recreational trails.

**Program:** **Land and Water Conservation Fund Program**  
**Agency:** Department of Environmental Protection, Division of Recreation and Parks, Bureau of Design and Recreation Services  
**Funding Available:** Varies. The matching ratio is one applicant dollar to one federal dollar (50% / 50%).  
**Eligible Participants:** All local governmental entities with the legal responsibility for the provision of outdoor recreational sites and facilities for the use and benefit of the public.  
**Contact Information:** Bureau of Design & Recreation Services, 3900 Commonwealth Boulevard, MS #585, Tallahassee, Florida 32399-3000, Phone (850) 488-7896  
 LWCF is a competitive program which provides grants for acquisition or development of land for public outdoor recreation use. LWCF Funds may be used for land for outdoor recreation purposes, or outdoor recreation areas and facilities such as beaches, picnic areas, trails, ball fields, tennis and basketball courts and playgrounds along with associated support facilities such as lighting, parking, restrooms and landscaping. Enclosed buildings and structures (except restrooms, restroom/concession buildings and bathhouses) are ineligible.

**Program:** **Trust for Public Land Conservation Services Program**  
**Agency:** Trust for Public Land  
**Funding Available:** Varies  
**Eligible Participants:** Local governments, local land trusts, and citizen groups  
 Purchase public land for outdoor recreation. Designed to help local governments find creative solutions to buy land when there is no immediate funding or where the property owner has special requirements.

- Program:** **Urban Park and Recreation Recovery Program**  
**Agency:** National Park Service, Department of the Interior  
**Funding Available:** (50% Federal/50% Local) Matching Grants for planning; (70% Federal/30% Local) Matching Grants for Rehabilitation  
**Eligible Participants:** Local governments  
 Rehabilitation of recreational areas. Eligible activities include resource and needs assessment, coordination, citizen involvement and planning, and program development activities to encourage public definition of goals. State, local, and private funds can be used as part of the local match. Community Development Block Grants may also be used as part of the local match. Funds can also be used for rebuilding, remodeling, or expanding existing facilities. Innovation grants (70% Federal/30% Local) can be used to demonstrate innovative and cost effective ways to enhance park and recreation opportunities at the neighborhood level.
- Program:** **Partners for Fish and Wildlife**  
**Agency:** United States Fish and Wildlife Service (USFWS)  
**Funding Available:** Up to \$10,000  
**Eligible Participants:** Landowners, businesses, farmers, ranchers, tribes, and schools  
 Restoration of wetland and riparian habitat  
 The U.S. Fish and Wildlife Service works with others, to conserve, protect, and enhance fish and wildlife and their habitats for the continuing benefit of the American people. Since 1987, the Service's Partners for Fish and Wildlife program helps accomplish this mission by offering technical and financial assistance to private (non-federal) landowners to voluntarily restore wetlands and other fish and wildlife habitats on their land.
- Program:** **Florida Plant Conservation Program**  
**Agency:** Florida Division of Forestry  
**Funding available:** Varies  
**Eligible Participants:** Local governments, educational institutions, communities, and non-profit groups  
**Contact Information:** Florida Division of Forestry at (850) 488-4274 or [http://www.fl-dof.com/Conservation/plant\\_program.html](http://www.fl-dof.com/Conservation/plant_program.html)  
 Restore and maintain existing populations of listed plants. The goal of the Florida Plant Conservation Program is to restore and maintain existing populations of listed plants on public land and on private lands managed for conservation purposes. Previous or ongoing projects address demography, monitoring, reintroduction, germination, pollination, and other aspects of population ecology.

*Historical and Cultural*

**Program:** **Ad Valorem Tax Exemptions for Improvements to Historic Properties**  
**Agency:** Florida Department of State  
**Funding Sources:** Property tax exemption  
**Eligible Participants:** Properties listed on the National Register of Historic Places, or contributing to a National Register Historic District, or designated as landmarks  
 Encourage rehabilitation of historic properties. Designed to allow counties and municipalities to adopt an ordinance allowing ad valorem tax exemptions for improvements resulting from rehabilitation of historic properties.

**Program:** **Cultural Grants Program**  
**Agency:** Florida Department of State  
**Funding Available:** Varies  
**Eligible Participants:** Municipal and county governments and non-profit corporations  
**Contact Information:** Bureau of Grants Services, Division of Cultural Affairs, Department of State. (850) 487-2980.  
 Funding to support organizations and governments engaged in cultural programming. Cultural disciplines include dance, folk arts, theater, visual arts, literature, and media arts. Matching grants are required, a portion of which may be donated materials or services.

**Program:** **Cultural Facilities Program**  
**Agency:** Florida Department of State  
**Funding Available:** Varies  
**Eligible Participants:** Municipal and county governments and non-profit corporations  
**Contact Information:** Bureau of Grants Services, Division of Cultural Affairs, Department of State. (850) 487-2980.  
 Funding to support capital improvement projects. Designed to provide capital project funding for acquisition, construction, and renovation of cultural facilities

**Program:** **Historic Preservation Grants-in-Aid Program**  
**Agency:** Florida Department of State  
**Funding Available:** The maximum matching grant award is \$40,000; however, most grant awards range from \$5,000 to \$25,000. The grantee will be required to provide a matching share of 50% in cash or in kind services  
**Eligible Participants:** Departments or agencies of the state (including universities), cities, counties and other units of local government, and non-profit organizations  
 Grant funds for historical surveys. To assist in the identification, excavation, protection, and rehabilitation of historic and archaeological sites in Florida; to provide public information about these important resources; and to encourage historic preservation in smaller cities through the Florida Main Street program.

<b>Program:</b>	<b>Historical Museums Grants-in-Aid Program</b>
<b>Agency:</b>	Florida Department of State
<b>Funding Available:</b>	Grants for general operating support will not exceed 20% of a museum's operating expenses for the last fiscal year up to a maximum of \$75,000. Awards for educational exhibits will not exceed \$35,000. All funding is awarded as a 50/50 matching grant. Grantees may meet their 50% obligation with cash or donated materials and services having a specific cash value
<b>Eligible Participants:</b>	Government agencies, corporations, partnerships and other organizations; for exhibits, non-profit Florida History museums; for general operating support non-profit organizations and government agencies Matching funds. These grants provide matching funds to assist Florida history museums with annual operating expenses and to support the development of educational exhibits relating to Florida history. General operating support grants underwrite technical, curatorial, administrative, and educational costs associated with the daily management of museum facilities.
<b>Program:</b>	<b>Special Category Grants</b>
<b>Agency:</b>	Florida Department of State
<b>Funding Available:</b>	The majority of the Special Category grants awards are in the \$50,000 to \$250,000 range. Evidence of substantial local cost share over the previous five years must be demonstrated and a minimum amount of \$50,000 is needed to be eligible for consideration. A 50% or better local cost share is preferred.
<b>Eligible Participants:</b>	Departments or agencies of the state (including universities), cities, counties and other units of local government, and non-profit organizations Funding Assistance. To assist major archaeological excavations, large restoration projects at historic structures, and major museum exhibit projects involving the development and presentation of information on the history of Florida.
<b>Program:</b>	<b>Tourist Development Trust Fund</b>
<b>Agency:</b>	Polk County Board of County Commissioners
<b>Funding Available:</b>	Varies
<b>Eligible Participants:</b>	
<b>Contact Information:</b>	The Polk County Tourist Development Council makes recommendations to the Polk County Board on the effective use of revenues as well as monitors revenue expenditures by the Board. Tourist Development Tax dollars are distributed by the Tax Collector's Office to the Polk County Board of County Commissioners for its Tourist Development Trust Fund. These tax dollars are used to advertise and promote tourism in Polk County, fund special art and cultural events, sporting events, and capital improvements, such as, but not limited to, the Winter Haven and Lakeland Spring Training Baseball Facilities and the Lakeland Center.



*Balanced Transportation System*

<b>Program:</b>	<b>Transportation Enhancement Program</b>
Agency:	Federal Department of Transportation
Funding available:	Up to \$25,000,000; smaller innovative projects are given priority
Eligible Participants:	<p>The Department of Transportation, state agencies, federal agencies, statewide or national interest groups, metropolitan planning organizations, county commissions, municipalities, and local interest groups</p> <p>Fund projects that go beyond what is routinely provided in transportation projects or in mitigation requirements associated with transportation projects. Funds can be used for the following:</p> <ul style="list-style-type: none"> <li>▪ Provision of facilities for pedestrians and bicycles,</li> <li>▪ Acquisition of scenic easements and scenic or historic sites,</li> <li>▪ Scenic or historic highway programs,</li> <li>▪ Landscaping,</li> <li>▪ Historic preservation,</li> <li>▪ Preservation of abandoned railway corridors,</li> <li>▪ Control and removal of outdoor advertising,</li> <li>▪ Archaeological planning and research, and</li> <li>▪ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality</li> </ul> <p>The solicitation of applications for local projects occurs through the Transportation Planning Organization. The solicitation for applications for projects that qualify as statewide enhancement occurs through the Central Environmental Management Office. Federal Enhancement dollars can cover up to 100% of project cost on state roadways.</p>
<b>Program:</b>	<b>Local Agency Program</b>
Agency:	Florida Department of Transportation
Funding Available:	Varies
Eligible Participants:	<p>Municipal and county governments</p> <p>Funding and technical assistance for transportation improvement projects. Designed to provide funding and technical assistance to local governments interested in implementing federal aid transportation projects.</p>
<b>Program:</b>	<b>National Urban and Community Forestry Matching Grant Program</b>
Agency:	Florida Department of Agriculture and Consumer Services
Funding available:	Awards are made on a 50% cost-share basis.
Eligible Participants:	Local governments, educational institutions, communities, and non-profit groups
Contact Information:	<p>Florida Department of Agriculture and Consumer Services</p> <p>Fund projects that go beyond what is routinely provided in transportation projects or in mitigation requirements associated with transportation projects. These funds are for projects that develop or enhance a community's ability to have a sustained, comprehensive tree care program.</p>

<b>Program:</b>	<b>Recreational Trails Program</b>
<b>Agency:</b>	Florida Department of Environmental Protection
<b>Funding available:</b>	The current maximum grant amount for mixed-use and non-motorized projects is \$100,000. The maximum grant award amount for motorized projects it is \$250,000.
<b>Eligible Participants:</b>	<p>Municipal or county governments and organizations approved by the State</p> <p>Develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. This program provides funding to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Eligible projects may include maintenance and restoration of existing trails, development and rehabilitation of trail facilities, purchase/lease of equipment, construction of new trails, acquisition of property for trails or trail corridors, state administrative costs, and the operation of educational programs to promote safety and environmental protection.</p> <p>States consider projects that provide for the redesign, reconstruction, nonroutine maintenance, or relocation of recreational trails to benefit the natural environment.</p> <p>Federal-aid highway funds may be used to make up the matching fund requirements for RTP projects.</p>
<b>Program:</b>	<b>Florida Highway Beautification Council Grant</b>
<b>Agency:</b>	Florida Department of Transportation
<b>Funding available:</b>	Varies
<b>Eligible Participants:</b>	City and county governments
<b>Contact Information:</b>	<p><a href="http://www.dot.state.fl.us/emo/beauty/council.htm">www.dot.state.fl.us/emo/beauty/council.htm</a></p> <p>Fund landscaping beautification along Florida's roadways. Grant applicants are required to submit construction-ready landscape plans, and if awarded a grant, agree to maintain the completed landscaped area in perpetuity.</p>

## Conservation Funding

The following funding sources are used for conservation projects such as the purchase and management of environmental lands. Each presents specific advantages and disadvantages that differ in some ways from other types of projects.

### Real Property (Ad Valorem) Taxes

- Advantages
  - Typically most reliable source of local government revenue;
  - Easily bondable;
  - May be used for both capital and recurring maintenance;
  - May be voted millage tied to specific purpose;
  - Has proven track record of success in environmental lands programs; and
  - Requires voter approval, gives public voice in process.
- Disadvantages
  - Public hesitant to approve new property taxes;
  - Maintenance and non-bonded amount may be counted in ten mill cap;
  - Amount of payment not tied to benefit received; and
  - May compete with other public needs.

### Local Option Sales Tax

- Advantages
  - Reliable source of revenue;
  - May be bonded or pledged for debt service; and
  - Requires voter approval, gives voter voice in process.
- Disadvantages
  - Only available for capital expenditures;
  - Competition with other programs;
  - Often considered for schools, roads, parks; and
  - Requires voter approval, which may be difficult to get.

### Assessment

- Advantages
  - Ties benefit to burden;
  - Once implemented, reliable stream of income;
  - Easy to administer once established; and
  - May be bonded, but not as easily as other taxes.
- Disadvantages
  - Must show specific benefit to assessed property;
  - Difficult to equitably assess; and
  - Not conducive to land acquisition program.

### User Charge

- Advantages
  - Viewed as one of the most equitable forms of financing;
  - Direct beneficiary pays the cost;
  - Easily implemented and changed;
  - Politically popular; and
  - May be used for capital and maintenance.
- Disadvantages
  - Environmental lands project not “fee” type service;
  - Fees insufficient to support program; and
  - Fees would be difficult to bond.

### Matching Funds

- Advantages
  - State and water management district have active programs with successful track records for acquisitions;
  - May effectively expand acquisition program funded by primary revenue source;
  - Publicly popular, can enhance case for use of other revenues; and
  - Free money, well not quite...see Disadvantages, below.
- Disadvantages
  - Matching funds and grant money more easily acquired with primary funding source available;
  - Administrative costs of acquiring grants or funds;

- Administrative cost of grant administration, reporting and accounting;
- Additional costs of operations from funding requirements; and
- Possible loss of local control.

### Mitigation Banking

- Advantages
  - Creation and subsequent sale of mitigation credits;
  - Scientific-based selection aspects of land acquisition program;
  - Would direct mitigation efforts to appropriate projects;
  - Little burden on taxpayer, trade-off may be less on-site mitigation;
  - If implemented successfully could be self-supporting; and
  - Few restrictions on revenues generated.
- Disadvantages
  - Difficult permitting issues;
  - Not reliable source of revenue until bank is established; amount and

frequency of revenue cannot be predicted;

- Cost of administering program, including creation and maintaining banks; and
- Competing onsite or off-site mitigation projects.

### Impact Fees

- Advantages
  - Enjoys public support;
  - No election required; and
  - Reliable source of partial funding as long as growth continues;
- Disadvantages
  - Can only be based on needs attributable to growth;
  - Must be backed by study justifying amount of fee to impact of growth;
  - Not readily bondable; and
  - May only be used for capital to offset impact of new growth.



### Additional Funding

Additional local, state and federal grants and programs, not detailed above that may be investigated include, but are not limited to, the following:

Arts, humanities, and environment	Community Foundation of Greater Lakeland
American Greenways DuPont Awards Program	The Conservation Fund
Institutional Conservation Program	Department of Community Affairs
Conservation and Recreation Lands Acquisition	Department of Environmental Protection
Ecotourism/Heritage Tourism	Department of Environmental Protection
Florida Advisory Council on Environmental Education	Department of Environmental Protection
Historic Preservation Trust Fund	Department of Environmental Protection
Land and Water Conservation Fund Program	Department of Environmental Protection
National Recreational Trails Funding Program	Department of Environmental Protection
Science Museum Program	Department of State
Nongame Wildlife Contracts Program	Florida Fish and Wildlife Conservation Commission
Cooperative Assistance Program	Florida Inland Navigation District (FIND)
Waterway Assistance Program	Florida Inland Navigation District (FIND)

# Comprehensive Plan Relationship



## 12 Comprehensive Plan Relationship

The Ridge Scenic Highway runs through eight general-purpose governmental jurisdictions – seven cities and one county. The Corridor Advocacy Group developed the Corridor Management Plan with the full involvement of the local government jurisdictions. Local government representatives served on the Corridor Advocacy Group, worked to develop the Goals and Strategies with the Corridor Advocacy Group, and reviewed the draft Goals and Strategies with municipal staff. Due to the collaborative process by which the Goals and Strategies and the Action Plan were developed, the Goals and Strategies and Action Plan both reflect and expand upon existing policies found in existing Comprehensive Plans and projects and programs under development or adopted by local government jurisdictions.

The Goals and Strategies and Action Plan are well coordinated with the comprehensive plans of the local governments. The existing local government Goals, Objectives and Policies support the Corridor Management Entity's Goals and Strategies. In addition, local governments plan to revise their comprehensive plans to directly reference the Ridge Scenic Highway and indicate local support.

### Existing Goals and Objectives that Support CME Goals and Strategies

Many of the strategies outlined in the CME Goals and Strategies reflect or are supported by policies found in the adopted Comprehensive Plans of local governments. The following local government Goals and Objectives support the indicated Goals and Strategies adopted by the Corridor Advocacy Group. See *Section 1: Ridge Scenic Highway Vision and Concept Plan* for the Goals and Strategies.

#### *Polk County*

##### **Future Land Use Element**

Goal: To achieve an economically viable, efficient, safe, and quality-living environment through balanced and compact growth, compatible land use patterns, and wise use of

economic and physical resources, while protecting and managing the natural environment.

Objective 2.108-A: The Polk County Plan shall provide areas for rural activities such as agricultural uses, mining activities, and rural residential uses, and for areas to be available for future long-range urban-expansion activities through:

- a. The designation and mapping of Rural-Development Areas (RDAs), and
- b. The establishment of policies to govern the development of land within RDAs.

Objective 2.117-A: The Polk County Plan shall provide for the use and development of recreation and open space lands and areas within the County through:

- a. The establishment of a "Recreation and Open Space" land use classification;
- b. The designation of Recreation and Open Space lands on the Future Land Use Map Series; and
- c. Through the establishment of development criteria applicable to the development and location of Recreation and Open Space lands within the County.

Objective 2.118-A: The Polk County Plan shall provide for the use and preservation of publicly owned or privately purchased preservation areas within the County through:

- a. The establishment of a "Preservation" land use classification;
- b. The designation of Preservation lands on the Future Land Use Map Series; and
- c. Through the establishment of use and acquisition criteria applicable to the development and location of Preservation lands within the County.

Objective 2.122-A: The Polk County Plan shall establish and utilize overlay districts or areas for the purpose of regulating development intensity where environmentally sensitive lands may be subject to adverse impacts of development, or where a specific natural or manmade feature, structure, or area requires protection.

Objective 2.123-C: The Polk County Plan shall limit development and redevelopment within wetlands areas, as generally designated in the Wetland-Protection Areas overlay, to development activities and intensities which will have minimal impact upon the natural functions of the County's wetland areas by:

- a. The designation and mapping of a Wetland-Protection Area overlay,
- b. The establishment of density transfer provisions; and
- c. The establishment of criteria applicable to the development of lands within the Wetland Protection Areas.

Objective 2.123-D: The Polk County Plan shall protect known Floridan Aquifer high recharge areas from direct contamination, and shall protect such areas' natural recharge functions by:

- a. The future designation and mapping of a Aquifer-Protection Area overlay areas; and
- b. The establishment of criteria applicable to the development of lands within Aquifer-Protection Areas.

Objective 2.124-A: The Polk County Plan shall define those areas of the County that require special care in order to maintain, develop, or enhance an existing resource(s) through the establishment and mapping of Resource-Protection Districts as part of the Future Land use Map Series.

Objective 2.124-E: The Polk County Plan shall designate areas that due to natural

development constraints are desirable for future acquisition for the creation of open spaces, habitat protection, linear parkways, and conservation areas by:

- a. The designation and mapping of a Green-Way District overlay; and
- b. The establishment of review requirements and criteria applicable to development of lands within the Green-Way District(s).

Objective 2.124-G: The Polk County Plan shall identify and protect historically significant resources by:

- a. The designation and mapping of identified historic sites, and
- b. The establishment of development review criteria to protect designated historic sites from encroachment by incompatible land uses.

### **Housing Element**

Goal: Polk County shall promote the provision of an adequate supply of safe, sanitary, affordable, decent housing in quality residential neighborhoods, for all of its current and future residents through the conservation of existing housing stock and neighborhoods, and the promotion of well-planned residential developments.

Objective 2.202-D: The Polk County Plan shall identify and protect historically significant resources by:

- a. The designation and mapping of identified historic resources, and
- b. The establishment of development review procedures to protect designated historic resources from encroachment by incompatible land uses.

### **Conservation Element**

Goal: To protect, manage, and enhance the natural resources and environmental quality of Polk County.

Objective 2.305-A: Polk County shall develop a program of activities to maintain the quality of public waterbodies and their drainage basins and improve the quality of waterbodies

determined by DEP to not be functioning at their designated classification.

Objective 2.308-A: Polk County shall continue its protection of natural wetlands.

Objective 2.309-A: Per Section 163.3202(1), FS, Polk County shall continue to promote conservation of wildlife and native vegetative communities.

Objective 2.309-B: Polk County shall coordinate with the Florida Fish and Wildlife Conservation Commission and the US Fish and Wildlife Service to prevent loss of endangered or threatened species.

#### **Economic Development Element**

Goal: To provide a diverse economic base which affords Polk County and its residents a maximal amount of economic opportunity.

Objective 2.402-A: The County shall, through the Economic Development Council, maintain programs designed to expand and enhance the County's traditional economic base.

Objective 2.404-A: The County shall ensure that land is allocated for future agricultural/commercial/industrial land uses to allow for a viable economy.

#### **Infrastructure Element**

Goal: Polk County shall provide for the safe and efficient treatment and disposal of sanitary sewage (both public and private), the disposal of solid waste generated within its jurisdiction, the efficient management of stormwater, the adequate supply of safe, clean potable water, and the protection of natural groundwater aquifer recharge areas.

Objective 3.104-D: Polk County shall continue to update regulations which implement design criteria for water quantity and quality consistent with

adopted level-of-service (LOS) standards for stormwater-runoff management; and, within these development regulations, the County will address the requirements and measures necessary for the preservation or restoration of natural systems.

Objective 3.106-B: Polk County has adopted development regulations that will ensure adequate protection to the functions of natural groundwater aquifer recharge areas and the aquifer systems in accordance with Section 163.3202(1), FS.

#### **Transportation Element**

Goal: To provide a safe, efficient, and financially feasible transportation system which is multi-modal, responsive to community needs, consistent with land-use policies, environmentally sound and which promotes economic opportunity.

Objective 3.202-E: On an annual basis, increase the linear feet of routes for non-motorized travel by approximately 12,500 feet.

Objective 3.204-C: Develop and maintain a multi-modal transportation system that supports economic growth and diversity by providing adequate access to agricultural, commercial, industrial, and office locations throughout the County.

#### **Recreation and Open Space Element**

Recreation Goal: Polk County shall provide outdoor recreation systems composed of areas, facilities, and programs that will serve all residents and visitors by providing opportunities for the healthful and constructive use of leisure time in a natural environment; by protecting and maintaining the substantial investment in public facilities that already exist; and by planning and financing the new facilities to serve residents in a timely, orderly and efficient manner.

Open Space Goal: Polk County shall provide for the preservation of open space for the purpose



of: separating and providing buffers between incompatible land uses; preserving significant natural lands in order to protect native plants and animals, areas for the retention and absorption of floodwaters, air and water quality, and aesthetic natural landscapes.

Objective 3.502-E: Polk County shall establish a long-range parkland acquisition program to provide safe and adequate open space, and recreation facilities to all residents and visitors.

Objective 3.504-B: Polk County shall protect its natural and cultural heritage in the development of recreation and open space resources.

Objective 3.504-D: Polk County shall improve the visual character of recreation and open space resources.

Objective 3.506: Polk County shall use open spaces to protect its natural recreational resources for the general health, safety, and welfare of County residents and visitors.

Objective 3.506-A: Polk County shall protect its open-space resources and designated historic features from the future intrusion of incompatible land uses.

Objective 3.506-B: Polk County shall protect its natural-recreation resources.

*Source: Polk County Comprehensive Plan. Adopted in 1992 and revised in 2000, 2002 and 2003.*

#### *City of Frostproof*

#### **Future Land Use Element**

Goal: Create a regulatory system which supports the desired land use pattern.

Objective 3: Where development orders affect existing natural resources or productive agricultural uses 100% of those development orders shall provide a plan for the protection of those resources or agricultural use or provide

a statement why it is no longer viable in existing use.

Objective 6: All development orders shall consider and protect all unique natural resources and historical resources listed on the inventory. An inventory of existing unique natural resources and historical resources shall be maintained and any changes to the inventory shall be noted.

#### **Transportation Element**

Goal: A safe, convenient and efficient motorized and non-motorized transportation system, which facilitates the movement of people and goods within the community of Frostproof.

Objective 4: 90% of all land development orders shall provide non-vehicular access linking residential areas with parks, public schools and major shopping areas.

#### **Housing Element**

Goal: Provide decent, safe and sanitary housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the city.

Objective: Frostproof's historically significant housing will be classified, preserved and protected through completion of a historical and archaeological study, code enforcement and technical assistance programs.

#### **Infrastructure Element**

Goal: The city of Frostproof shall provide needed public services including sanitary sewer, potable water, stormwater drainage and solid waste disposal to meet current and anticipated needs and will protect the natural groundwater aquifer recharge areas.

Objective: Frostproof shall enforce its stormwater management program and to protect natural groundwater recharge and drainage features including the attainment and maintenance of state water quality standards of the lake reedy

and lake clinch and the maintenance of the capacity for storage and conveyance of floodwaters within flood prone areas.

### **Conservation Element**

Goal: Conserve, protect and manage the natural resources of the City of Frostproof to ensure the highest environmental quality possible

Objective 3: The city shall develop a program of activities to protect and improve the quality of Clinch Lake, Lake Reedy and Lake Ida.

Objective 4: The City shall maintain water quality and protect wetland values by enforcing regulations and conducting study efforts.

Objective 5: All of the City's wetlands shall be conserved and protected from physical and hydrologic alterations by ordinances and regulations adopted with this comprehensive plan.

Objective 6: The City of Frostproof shall develop a Groundwater Protection Program that ensures that the quality and quantity of groundwater resources are not degraded.

Objective 9: The ecological communities and wildlife, especially endangered and rare species, shall be identified, managed and protected.

### **Recreation and Open Space Element**

Goal: Ensure provision of sufficient parks, recreation facilities and open space areas to satisfy the health, safety, and welfare needs of all age groups of citizens and visitors including the elderly, the handicapped, pre-school age children and those living below the poverty level.

Objective 3: all public recreation facilities shall have operational automobile, bicycle and pedestrian access facilities.

*Source: Frostproof Comprehensive Plan Revised with EAR Changes October 2002.*

### **Town of Hillcrest Heights**

The Town of Hillcrest Heights is a predominantly built out community. The town contains one commercial property, the Hillcrest Lodge, and one government building, the town hall. There are two vacant lots in the town. The Town of Hillcrest Heights does not plan to annex land at this time. Therefore, the Comprehensive Plan includes information on existing zoning, future land use categories and services, but does not include goals or policies for accommodating new growth. The town is comprised of only local roads, and therefore does not have an adopted level of service for town maintained roadways. The town adopted the Florida Department of Transportation statewide minimum acceptable LOS Standards for SR 17. The Town of Hillcrest Heights currently exceeds the recommended standard for recreation space.

If the Town of Hillcrest Heights was to consider annexing land or significantly increasing densities on developed properties, it would update the Comprehensive Plan to include goals, objectives and policies to accommodate the growth at that time.

### **Village of Highland Park**

#### **Future Land Use Element**

Goal: It shall be the goal of the Village of Highland Park to provide a system for orderly growth and development to ensure that the character, magnitude and location of all land uses fosters a balanced natural, physical, social, and economic environment.

Objective 3: Upon Plan adoption, protect natural, historic, and cultural resources from the negative impacts of development and redevelopment. The development of residential land uses shall be timed and staged in conjunction with available capacity of public facilities and services, appropriate soil conditions and topography.

### **Traffic Circulation Element**

Goal: It shall be the goal of the Village of Highland Park to provide a safe and efficient transportation system for all modes of travel that is financially feasible, consistent with community needs and environmentally sound.

Objective 1: The Village of Highland Park shall provide safe, convenient and efficient motorized and non-motorized roadway facilities which meet or exceed minimum Florida Department of Transportation requirements.

### **Sanitary Sewer, Solid Waste, Drainage, Potable Water, Natural Groundwater Aquifer Recharge Element**

Goal: The Village of Highland Park shall ensure the sanitary sewer, potable water, solid waste and drainage facilities comply with state and local standards and meet current and future needs for the Village's service area.

Objective 5: The Village of Highland Park shall continue to protect natural drainage features and the recharge ability of areas of high natural aquifer recharge to assure a safe, plentiful supply of groundwater.

### **Conservation Element**

Goal: It shall be the goal of the Village of Highland Park to conserve, protect, enhance and manage its natural resources and to attain the highest possible environmental quality.

Objective 1: Surface Water Resources – Upon Plan adoption, in coordination with the Department of Natural Resources, the Village of Highland Park shall protect and enhance the water quality and biological health of Lake Easy. The Village shall ensure that the Trophic Sate Index of Lake Easy does not rise due to the quality of stormwater runoff from the Village of Highland Park.

Objective 3: Floodplains – Upon Plan adoption, the Village of Highland Park shall protect the natural functions of floodplains by restricting any development in any area designated as a floodplain.

Objective 5: Plants and Animals – The Village of Highland Park shall continue to protect and enhance native vegetation and wildlife habitat. The Village of Highland Park will further this objective through the application of its Conservation land use category.

### **Recreation and Open Space Element**

Goal: It shall be the goal of the Village of Highland Park to provide easily accessible recreation opportunities and open space to meet the needs of all residents.

Objective 2: The Village of Highland Park shall coordinate with Polk County and the Highland Park Club to meet the recreation and open space needs of the community.

*Source: Village of Highland Park Comprehensive Plan, Goals, Objectives and Policies. Adopted May 2, 1991 and Amended August 13, 1992.*

*City of Lake Wales*

### **Future Land Use Element**

Goal: It shall be the goal of the City of Lake Wales to provide for orderly growth and development to ensure that the character, magnitude, and location of all land uses fosters a balanced natural, physical, social and economic environment.

Objective 3: Protection of Natural, Historical and Cultural Resources.

To the maximum extent possible, protect natural, historical, and cultural resources from the negative impacts of development and redevelopment. The Development Limitation Overlay System shall be incorporated into the Land Development Regulations by 2001.

### **Transportation Element**

Goal: It shall be the goal of the City of Lake Wales to provide a safe and efficient transportation system for all modes of travel that is financially feasible, consistent with community needs, and environmentally sound

#### **Objective 6: Non-Motorized Transportation**

Provide for the needs of bicyclists and pedestrians as a means of reducing local motor vehicle traffic.

Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element

Goal 2: It shall be the goal of the City of Lake Wales to provide for the reliable delivery of potable water to meet the needs of all residents and businesses

Objective 7: Protect native vegetation, including forests, and wildlife habitats, including fisheries. Coordinate with State and County authorities in identifying habitat locations by 2001.

### **Recreation and Open Space Element**

Goal: It shall be the goal of the City of Lake Wales to provide a system of parks, recreation facilities, and open space to meet the needs of all residents.

#### **Objective 2: Access to Parks and Recreation Lands**

Ensure that all public parks, recreation lands, and lakeshores are accessible to the public by means of walking, bicycling, and where appropriate, by motor vehicle by 2005.

### **Conservation Element**

Goal: It shall be the goal of the City of Lake Wales to conserve, protect, enhance, and manage its natural resources and to attain the highest possible environmental quality

#### **Objective 1: Surface Water Resources**

Improve the water quality and biological health of the city's lakes. The water quality standards shall be those for Class III waters as defined by the Florida Department of Environmental Protection. Incorporate into Land Development Regulations and establish cooperative agency agreements by 2004.

#### **Objective 2: Groundwater and Potable Water Resources**

Protect the quantity and quality of Lake Wales' groundwater from degradation. Establish programs and strategies by 2004

### **Historic Preservation Element**

Goal: It shall be the goal of the City of Lake Wales to identify, document, protect and preserve its archaeological, historic, architectural and cultural resources. Instilling public awareness of these resources shall be part of the effort.

#### **Objective 2: Survey, Evaluation and Data Management**

Identify, document, record and evaluate the historic resources within the city's jurisdiction.

#### **Objective 4: Public Awareness**

Employ historic preservation as a means to strengthen the local economy through increased tourism and local visitation at historic sites.

#### **Objective 5: Education**

Initiate a program of public education about historic preservation.

### **Economic Development Element**

Goal: The City of Lake Wales shall be committed to the promotion of a business climate that will aid in economic diversification, resultant stability, prudent use of existing resources and expanded tax base. Lake Wales will also take actions to ensure maximum employment opportunity for its people while protecting its sensitive natural environment, thus maintaining quality of life at a high level.

Objective 4: The City of Lake Wales, through a cooperative effort between the Lake Wales Area Chamber of Commerce and existing governmental institutions of the City and County, shall ensure that land is allocated for future agricultural, commercial and industrial and uses to allow for proper economic growth.

#### **Lake of the Hills/North Lake Wales Master Plan**

Goal: To achieve a viable, safe and quality living environment through balanced growth, compatible land use patterns, the prudent use of physical resources, and the efficient expenditure of public funds

*Source: City of Lake Wales 2015 Comprehensive Plan Goals, Objectives and Policies. Adopted August 2000.*

#### *Town of Dundee*

#### **Future Land Use Element**

Goal: It shall be the goal of the Town of Dundee to provide a system for orderly growth and development to ensure that the character, magnitude, and location of all land uses fosters a healthy and pleasant social and economic environment.

Objective 3: Protection of Natural, Historical, and Cultural Resources  
To the maximum extent possible, protect natural, historical, and cultural resources from the negative impacts of development and redevelopment.

#### **Traffic Circulation Element**

Goal: It shall be the goal of the Town of Dundee to provide a safe and efficient transportation system for all modes of travel that is financially feasible, consistent with community needs, and environmentally sound.

Objective 6: Non-motorized Transportation  
Provide for the needs of bicyclists and pedestrians as a means of reducing local motor vehicle traffic.

#### **Housing Element**

Goal: It shall be the goal of the Town of Dundee to provide opportunities for safe, sound, and affordable housing for all present and future residents, while recognizing the private sector as the primary provider of housing.

Objective 5: By October 1, 1991, the Town of Dundee shall establish procedures to locally designate and protect historically significant housing.

#### **Sanitary Sewer, Solid Waste, Drainage, Potable Water & Natural Groundwater Aquifer Recharge Element**

Goal 5: Natural Groundwater Aquifer Recharge  
Protect the recharge ability of areas of high natural aquifer recharge to assure a safe, plentiful supply of groundwater.

Objective 5.2: Regulation of Land Use  
Upon adoption of this Comprehensive Plan regulate land use and development to maintain the functions of natural aquifer recharge areas.

#### **Conservation Element**

Goal: It shall be the goal of the Town of Dundee to conserve, protect, enhance, and manage its natural resources and to attain the highest possible environmental quality.

Objective 1: Surface Water Resources  
Improve the water quality and biological health of the Town's lakes. The water quality standards shall be those for Class III waters as defined by the Florida Department of Environmental Regulation.

Objective 2: Groundwater and Potable Water Resources  
Throughout the planning period, protect the quantity and quality of Dundee's groundwater from degradation.

Objective 3: Floodplains  
Protect the natural hydrologic and ecological functions of floodplains.



**Objective 6: Plants and Animals**

Protect native vegetation, including forests, and wildlife habitats, including fisheries.

**Recreation and Open Space Element**

Goal: It shall be the goal of the Town of Dundee to provide a system of parks, recreation facilities, and open space to meet the needs of all residents

**Objective 2: Access to Parks and Recreation Lands**

Ensure that all public parks, recreation lands, and lakeshores are readily accessible to the public by means of walking, bicycling, and, where appropriate, by motor vehicle.

**Objective 3: Recreation Facilities**

Provide recreation facilities on municipal park and recreation lands to meet the expressed needs and demands of town residents.

**Objective 6: Open Space**

Ensure that functional and aesthetic open space is preserved to retain the attractiveness and small-town character of Dundee.

*Source: Dundee Comprehensive Plan. Adopted in 1991. Amended in 2000.*

*Town of Lake Hamilton*

**Future Land Use Element**

Goal: 2.3.2 Protect and maintain the quality and quantity of all natural resources within the town.

Objective 2.3.2.1 Preserve existing wetland areas so as to provide natural flood storage areas and minimize erosion, facilitate the recharge of surficial aquifers, achieve biological filtration of urban and agricultural pollutants, and provide natural habitats for animal and plant species.

Objective 2.3.2.2 Maintain the integrity and environmental quality of lakes and basin areas.

Objective 2.3.2.4 Maintain watershed areas within the Town so as to facilitate the percolation and filtration of surface runoff contributing to the recharge of groundwater supplies.

Goal: 2.3.3 Maintain agriculture as a major land use and as a valuable economic asset.

Objective 2.3.3.1 Maintain a high level of citrus production within the town.

Objective 2.3.3.2 Permit the establishment of non-citrus agricultural uses which are compatible with the low-density residential character of the town.

Objective 2.3.3.3 Within wetlands and other lowland areas, permit only such uses that are consistent with the protection of the quality of the natural resources existing within said areas.

Goal: 2.3.4 Preserve and maintain residential areas so as to provide a wholesome, attractive, and satisfying living environment for existing and future residents.

Objective 2.3.4.2 Support activities of State and National organizations designed to identify and protect any structures within residential neighborhoods having historic significance.

Objective 2.3.4.3 Support activities of State and National organizations designed to identify and protect any archaeological sites of significance within the Town.

Objective 2.3.4.4 Preserve the unique character of low-density residential development adjacent to lakes.

### **Traffic Circulation Element**

Goal: 3.3.4 Provide alternative means of transportation consistent with the needs and desires of the town's residents.

Objective 3.3.4.1 Provide an opportunity for safe pedestrian and non-motorized circulation within the Town consistent with the desires of residents.

Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element

Goal: 4.3.5 Protect natural groundwater aquifer recharge area.

Objective 4.3.5.2 Develop means for the protection of natural groundwater recharge areas.

### **Housing Element**

Goal: 5.3.1 Promote the provision of an adequate supply of decent, safe, sanitary, and affordable housing within a desirable living environment for all current and future residents of the town.

Objective 5.3.1.3 As part of the conservation, rehabilitation, and demolition of substandard housing, identify any housing of historic significance.

### **Conservation Element**

Goal: 6.3.1 Protect and conserve all natural resources within the town so as to maintain both a high level of physical amenities and a high quality of life for the town's residents.

Objective .3.1.1 Protect and enhance the natural amenities of the lakes within Lake Hamilton.

Objective 6.3.1.2 Protect conservation wetlands and environmental-sensitive areas within the Town.

Objective 6.3.1.3 Conserve and protect prime and unique agricultural soils within Lake Hamilton.

Objective 6.3.1.5 Protect water quality by restricting activities known to adversely affect the quality and quantity of the Town's water sources, including cones of influence, water recharge areas, and waterwells.

Objective 6.3.1.6 Protect and conserve native vegetative communities within Lake Hamilton.

Objective 6.3.1.9 Protect and conserve wildlife habitats.

### **Recreation and Open Space Element**

Goal: 7.3.1 Achieve and maintain a comprehensive system of recreation facilities and open space areas which is consistent with the lifestyles and needs of the town's residents and is within the financial capabilities of the Town.

Objective 7.3.1.7 Develop a process which will secure and maintain public access to freshwater beaches and shores.

Objective 7.3.1.8 Provide a process for the provision of public and private open space within the Town.

*Source: Comprehensive Plan of Development Year 2010. Adopted 1991 and revised 1993.*

*City of Haines City*

### **Future Land Use Element**

Goal: To provide of organized and compatible land uses that are sensitive to the environment, fiscally responsible, meet the social, economic and physical need of present and future residents and protect the anticipated quality of life as a result of choosing to live in the City.

#### **(E) Historical Resources**

The City shall protect all historical resources within its jurisdiction by conducting property evaluations and organizing an historical society in 1991.

#### **(N) Visual Design Standards**

The City shall develop and adopt highway visual design standards in 1991, to promote attractive corridors for its major street system.

### **Traffic Circulation Element**

Goal: To provide a safe, efficient and convenient means of motorized and non-motorized traffic movement for residents and non-residents in and through the City.

#### **(B) Safe, Convenient and Efficient Transportation System**

In 1992, the City shall initiate studies to provide solutions to providing a safe and adequate non-motorized and pedestrian traffic circulation plan.

### **Housing Element**

Goal: In order to preserve and protect the quality of life in Haines City, provide opportunities to insure that the public receives decent, safe, and sanitary housing of a type, size, location and cost to meet the needs and requirements of current and future residents.

#### **(G) Historically Significant Housing**

Beginning in 1991, the City will establish a program which will provide for the identification and conservation of historically significant housing.

### **Conservation Element**

Goal: To conserve, protect, and manage natural resources within Haines City in a manner appropriate to ensure the highest environmental quality possible for current and future residents.

#### **(B) Surface Water**

Development regulations will be adopted in 1991 to protect the natural functions of the 100-year floodplain around the lakes and within wetlands.

#### **(C) Water Wells**

Beginning in 1991, land and water use approvals shall encourage use of native vegetation in domestic, commercial, public and other forms of landscaping to reduce water requirements.

#### **(A) Native Vegetative Communities**

As lands are annexed, the City will protect all native vegetative communities to the extent permitted by Federal and State regulatory agencies such as COE, DER, DNR, and SWFWMD.

#### **(B) Native Vegetative Communities**

At the time lands are annexed into the City, an evaluation of such properties shall be conducted by the City and property owner to determine if rare, endangered, threatened and special concern species and their habitats exist on site and if so, regulations adopted to by the City in 1991 shall be applied to provide protection for the species and/or habitat.

#### **(A) Lakes and Fisheries**

The City will enter into written agreements with the Florida Game and Fresh Water Fish Commission and the Southwest Florida Water Management District in 1991 to work jointly to protect the water levels and water quality of the lakes to enhance the fisheries.

#### **(A) Wetlands**

Regulations will be adopted in 1991 which will preserve the wetland areas on the periphery of the lakes to serve as natural filter beds for these bodies of water and as wildlife habitats where they are established and suitable for such use.

### **Recreation and Open Space Element**

Goal: To provide a balanced system of recreation facilities and open space which will satisfy the needs of the present and projected future residents of the City and will emphasize use of Haines City's natural resources.

#### **(A) Public and Private Resources**

The City shall develop a financial method and program in 1991 for funding future expansion and improvements of the existing park system and recreational facilities.

(C) Public and Private Resources

The City will establish in 1991 a participation program whereby private organizations may contribute money and/or land for expansion of the park lands and/or facilities within the parks.

*Source: City of Haines City Growth Management Plan Goals, Objectives, and Policies.*

**Local Government Policies that Directly Reference the Ridge Scenic Highway**

Through future comprehensive plan amendments, each local government will directly reference and support the Ridge Scenic Highway and the Corridor Management Entity. Local governments, through partnerships with the Corridor Management Entity, will share a common vision and action plan, as formulated and updated by the Corridor Management Entity.

The Corridor Advocacy Group developed a policy they recommended each local government municipality adopt, with appropriate minor modifications, into the most appropriate place within each Comprehensive Plan. In addition, the Corridor Management Entity will require that the designation of the Ridge Scenic Highway will appear on transportation and/or land use maps as those maps are updated.

*The City/County shall partner with Ridge Scenic Highway Corridor Management Entity to promote, protect, and improve the intrinsic resources of the Ridge Scenic Highway.*

Local governments may update their Comprehensive Plans twice yearly. At minimum, the designation should be included within amendments resulting from the Evaluation and Appraisal Report (EAR) process. EARs are next due according to the following schedule:

▪ Polk County	4/1/2008
▪ Dundee	5/1/2009
▪ Frostproof	6/1/2009
▪ Haines City	6/1/2009
▪ Highland Park	6/1/2009
▪ Hillcrest Heights	8/1/2009
▪ Lake Hamilton	9/1/2009
▪ Lake Wales	9/1/2009

# Definitions





## 13 Definitions

### Action Plan

A one to five year prioritized list of activities and tasks to be accomplished. The Action Plan is organized into a categorized listing of tasks and serves as the “instruction manual” on how to implement the Corridor Management Plan.

### Background Conditions Analysis

An inventory of existing corridor conditions, including roadway conditions, traffic, safety issues, and land use.

### Concept Plan

A graphical guide to the desired physical improvements to the corridor. A Concept Plan is a portion of the Corridor Management Plan.

### Corridor Advocacy Group (CAG)

A group of interested citizens, business interests, civic groups, local government representatives, and other corridor advocates formed to seek designation for a roadway as a Florida Scenic Highway. The Corridor Advocacy Group is considered the applicant who initiates the designation process, defines the corridor’s roadway and adjacent area, and guides the corridor through the Eligibility and Designation Phases.

### Corridor Management Entity (CME)

The Corridor Management Entity is the caretaker of the Corridor Management Plan. Once the roadway is designated a Florida Scenic Highway, the organization is created through joint powers of agreement, memorandum of understanding, or other agreement to perpetually administer, manage, and monitor the designated corridor.

### Corridor

The Corridor includes the roadway (everything located within the right-of-way) and the resources along the roadway (everything in the viewshed).

### Corridor’s Story

A telling of the history and common themes of the communities and residents along the corridor.

### Corridor Management Plan (CMP)

A formal document which outlines policies and a plan by which to maintain, preserve, protect, and enhance the intrinsic resources located along the scenic highway. Local governments formally support the Corridor Management Plan through a policy in its comprehensive plan.

### Designation Criteria

The Florida Scenic Highway program has established 10 Universal Criteria. All scenic highways must accomplish all 10 criteria.

### Eligibility Application

The package of information submitted to the Florida Department of Transportation for determination of a roadway’s eligibility as a Florida Scenic Highway.

### Designation Application

The package of information, including the Corridor Management Plan, that is submitted to the Florida Department of Transportation for review to determine whether a roadway should be officially designated as a Florida Scenic Highway.

### Goals and Strategies

The Goals and Strategies are considered the building blocks used to implement the Vision for the corridor. They define tools and steps by which the Vision becomes a reality. A Goal is a generalized statement that begins to focus and elaborate on specific concepts in the Corridor Vision. Goals do not identify explicit actions, but instead begin to translate the vision into more specific topics. Strategies are measurable activities and techniques that are implemented to achieve a Goal.

### Intrinsic Resources

The cultural, historical, archeological, recreational, natural, or scenic qualities or values along a roadway that are necessary for designation as a Florida Scenic Highway. Intrinsic resources are features considered significant, exceptional, and distinctive by a community and are recognized and expressed by that community in its comprehensive plan to be

of local, regional, statewide, or national significance and worthy of preservation and management. Resources must be visible from or directly accessible by the roadway.

- Archeological resource: 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.
- Cultural resource: Portions of the human environment that express aesthetics, traditions, values, and customs. Traditions are usually associated with distinct groups of people which are passed on from one generation to the next. Cultural resources may include crafts, music, arts, dance or drama, rituals, festivals, languages, museums, foods, special events, vernacular architecture, and customs practiced by people, in either the past or present.
- Historical resource: Distinctive physical elements in the landscape, either natural or manmade, that reflect the actions of humans as they relate to past events, sites, or structures. These historical resources symbolize an important era in Florida history and portray a legacy of Florida that educates viewers while providing an appreciation of the past. Resources may include buildings, Native American habitation, trails, engineering structures, settlement patterns, and landscapes.
- Natural resource: The natural environment such as wetlands, marshes, geological features, forests, landforms, or topography as well as water bodies and vegetation that are indigenous and characteristic of Florida and its different regions.
- Recreational resource: Resources that provide either active or passive outdoor recreational activities directly dependent upon the natural or cultural elements of the landscape. These activities may include boating, fishing, hiking, canoeing, camping, biking, wildlife

viewing, horseback riding, driving, hunting, and picnicking.

- Scenic resource: A combination of natural and manmade feature that give remarkable character to the visual landscape. These resources are striking in appearance and provide a pleasing and memorable experience to those who view them.

### **Letter of Eligibility**

The written notification from the Florida Department of Transportation to the applicant stating the Department's decision to grant eligibility as a Florida Scenic Highway and initiate the Designation Phase.

### **Local Government Comprehensive Plan**

The local government plan for regulating land use and development within their jurisdiction.

### **Partnerships**

Cooperative work efforts of two or more parties to reach a common goal. All parties must mutually benefit by agreeing to pool their resources to achieve a high-quality consensus based outcome.

### **Protection Techniques**

Methods to protect and enhance intrinsic resources, including regulatory, public and private agreements, and acquisition.

### **Right-of-Way**

All land owned by a government agency that is related to a roadway. May include vehicular travel lanes, shoulders, bicycle facilities, pedestrian facilities, utilities, utility easements, drainage facilities, lighting, and signage.

### **Transfer of Development Rights**

A process by which landowners can transfer development rights from a restricted parcel to another parcel or sell such rights to a government agency or non-profit caretaker.

### **Viewshed**

The area visible from the roadway.



**33 East Pine Street  
Orlando, Florida 32801**