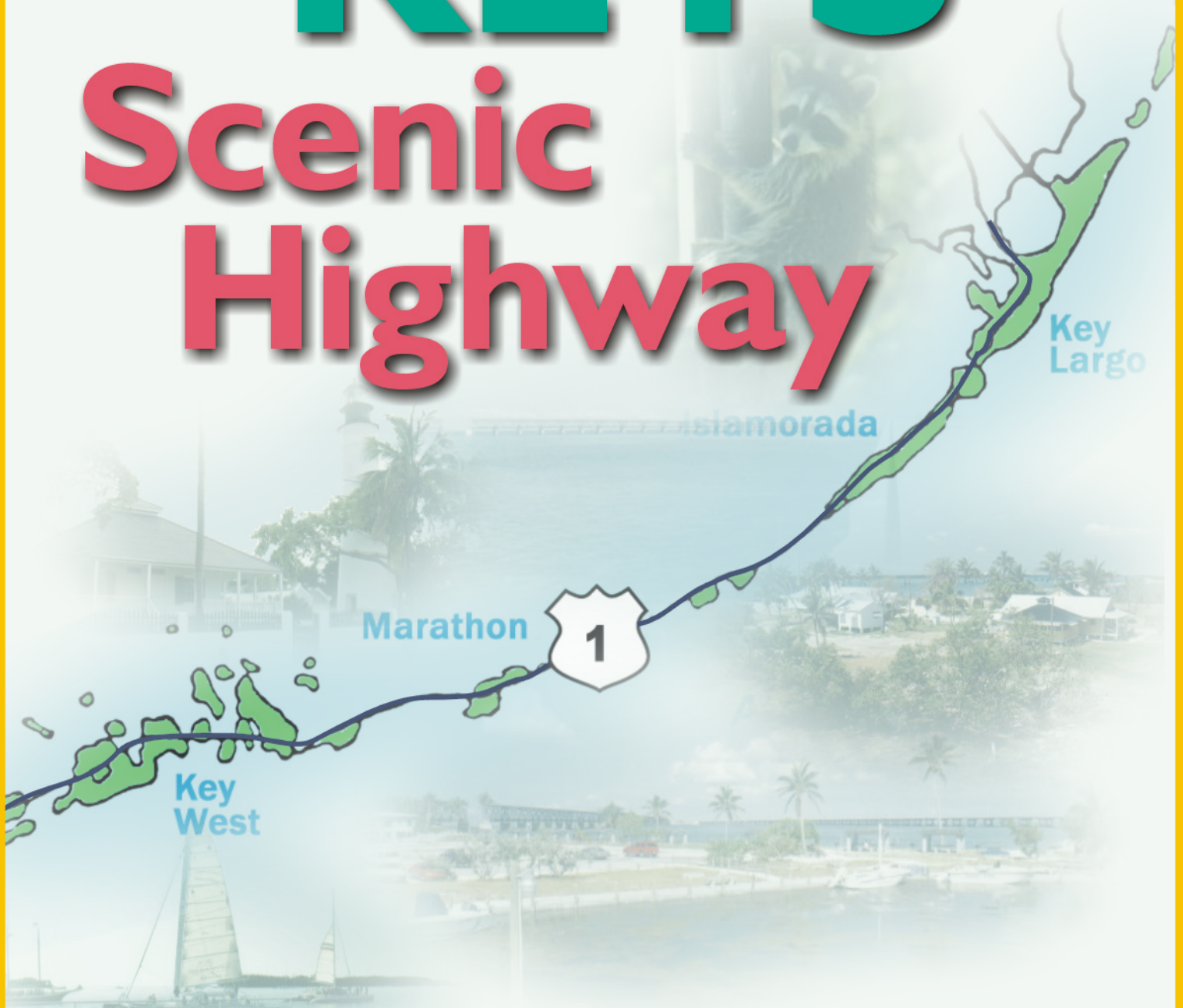


# Florida KEYS

## Scenic Highway



corridor management plan

# Florida KEYS Scenic Highway corridor management plan

Submitted to  
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Scenic Highways Coordinator  
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May, 2001

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# Chapter I

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## INTRODUCTION

The stretch of US 1 from Key Largo to Key West travels through some of the nation’s most spectacular scenery and is part of the “old national road” that starts in Maine and meanders down the East Coast to Florida. In addition to outstanding natural beauty, locals and visitors enjoy festivals, sunset celebrations, state parks, recreation areas, historic sites, museums, artists, island cuisine, sunshine, the laid-back, tropical atmosphere, rich cultural heritage and friendly people of the Florida Keys. US 1 leads to these attractions and is the “Main Street” for the Keys community - the daily roadway to jobs, schools, colleges, shops and commercial areas, hospitals and services - all the necessities of life for Keys residents.

The Florida Keys Scenic Highway is “one of a kind” in the world; surrounded by the Atlantic Ocean, Florida Bay and the Gulf of Mexico, it stretches out as far as the eye can see. The highway winds through vistas of natural beauty with views of spectacular sunrises, sunsets, sparkling stars and moonlight. It’s a road where travelers from all over the world experience their own adventures in paradise - many have come for a visit and never go home. The Florida Keys Scenic Highway is a magnificent route worthy of the Florida Scenic Highway designation - a pathway to innumerable hidden treasures waiting to be discovered.

In 1996 Clean Florida Keys Inc., (CFK), a local affiliate of Keep America Beautiful, Inc. and Keep Florida Beautiful, Inc., established the Florida Keys Scenic Highway Corridor Advocacy Group (CAG) in order to undertake the enormous task of completing the required documentation of why US 1 from MM 0 to MM 106.5—Key West to Key Largo—should be designated as a Florida Scenic Highway. CFK’s mission to “enhance the beauty of the Florida Keys from Key West to the Everglades” made it the obvious choice as the citizens’ non-profit group to spearhead the designation activities. This designation process has been a major undertaking requiring significant time, dedication and involvement of volunteers throughout the Florida Keys.

The final step in the Florida Scenic Highways designation process is the completion of a Corridor Management Plan (CMP)—a presentation of the scenic highway’s development and strategies to maintain and enhance the scenic highway. The CMP provides a record of the actions and agreements necessary to sustain the scenic corridor. The CMP is a dynamic document that will be revisited and revised as necessary to meet current and future needs of the scenic corridor.

The CMP describes the corridor vision along with the goals, objectives and strategies required to implement the vision. It also describes the resources found within the corridor and analyzes roadway conditions, signage regulations, safety issues, transportation planning, roadway improvements, land use, zoning, protection techniques, and environmental conditions.



# FLORIDA KEYS SCENIC HIGHWAY

## Chapter I

A community participation program is developed in the CMP, based on local support and various partnerships and agreements. Funding sources are evaluated and a promotion plan is included to help ensure implementation of the CMP.

All local government jurisdictions through which the corridor runs must approve the Corridor Management Plan and incorporate applicable provisions into their local Comprehensive Plans. A representative from each local government will be required to serve as a member of the Corridor Management Entity (CME)—a citizen advocacy group—that can make recommendations on ways to coordinate and administer the implementation of the CMP. Other members of the CME should include those necessary to fully implement the CMP. For example, representatives from the CAG; Chambers of Commerce and other business groups; community and neighborhood associations; historical, cultural and environmental groups; hikers, walkers and bicycle groups; and agencies with management responsibilities within the corridor should be included in the CME.

The CMP includes a five-year Action Plan that serves as a guide for the scenic highway—a list of activities and tasks that need to be accomplished to implement the goals, objectives and strategies of the CMP. The Action Plan is organized into a chronological listing of actions by three broad categories:

- corridor improvements/enhancements,
- promotion/community participation, and
- administrative/coordination.

### CORRIDOR LIMITS

The preliminary corridor limits for the Florida Keys Scenic Highway were defined by the CAG in the Letter of Intent sent to FDOT in April 1997. The initial corridor limits included parts of Card Sound Road and continued south via CR 905 and US 1 to Key West and included all the land area of the Keys. Since that time the limits have been refined to include only properties and viewsheds located adjacent to US 1/SR 5 and A1A, beginning in Key West at Mile Marker 0 at

the intersection of Whitehead and Fleming Streets and at the intersection of South Roosevelt and 1<sup>st</sup> Street, and continuing north to the intersection of US 1 and CR 905 in Key Largo. The corridor is approximately 106.5 miles in length. Figure 1 depicts the regional location.



Figure 1: Location Map

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# corridor management plan

## INTRODUCTION

The corridor viewshed consists of all land parcels and water resources adjacent to the highway corridor on both sides of the highway and provides glimpses of the five wetland habitats found in the Florida Keys: mangrove forests, transitional wetlands, salt ponds, beaches and freshwater ponds, plus wetlands associated with vacant undeveloped land, and local, state and federal parks, preserves, and sanctuaries.

Panoramic vistas of open expanses of water abound throughout the corridor including views of the Atlantic Ocean, Florida Bay and Gulf of Mexico along some portions of the highway and from the 41 bridges that connect the islands of the Keys. Starting in Key Largo, the US 1 traveler can experience towns, cities and villages such as Tavernier, the City of Layton, Islamorada, Village of Islands, Key Colony Beach, the City of Marathon, Big Pine Key, Cudjoe Key, Sugarloaf Key, Big Coppitt Key and Key West—just to name a few. The many



*Mile Marker 61, US 1*

communities of these islands include a fascinating mixture of old and new charm—each with their special characteristics-- marinas, commercial and sport fishing, kayaking, sailing, wildlife preserves, resorts, hotels, inns, shops and stores, restaurants, diving centers, and historic districts. These all add to the variety and interest of the corridor and provide services for the highway traveler.

Consistent with respect for private property rights, and without intending unduly to restrict uses of private property owners – which could not occur in any case without proper action by the relevant government authority – the Florida Keys Scenic Highway Corridor Advocacy Group recognizes that the importance of the highway as a scenic corridor is defined by its scenic views. The preservation and enhancement of all scenic aspects is central to its designation and maintenance as a scenic highway. In general, the goals of preserving vistas should be achievable by enhancement involving public lands. By defining corridor limits that include views from private property where the view may be more restrictive, there is no intention to imply that the view should be opened or that any activities should occur that would interfere with private property rights.

# **FLORIDA KEYS SCENIC HIGHWAY**

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## *Chapter 1*



# Chapter 2

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## CORRIDOR VISION

### VISION STATEMENT



The Florida Keys Scenic Highway from Key Largo to Key West is a magnificent journey across more than 100 miles of unique interconnected islands. The islands abound in rich historical, cultural, recreational, natural and scenic treasures, and offer an unrivaled paradise for the mind, body and soul.

The Florida Keys Scenic Highway welcomes residents and travelers on a safe and relaxing tropical journey that conjures up images of bygone eras.

Striking views open to the crystalline turquoise and emerald waters of the Atlantic Ocean and Gulf of Mexico. Native mangroves and tropical hardwood hammocks dominate the roadside landscape with distant barrier islands on the horizon.

A magnificent pedestrian and bicycle trail parallels the length of the highway, meandering through a landscape of native plants and trees and across historic Old Keys Bridges - the remnant of Henry Flagler's railway. The trail is a world-class attraction for the enjoyment of residents and visitors and provides safe access to shops, restaurants and nightlife - a boon to the local economy. Opportunities for camping, boating, fishing, cycling, swimming, and hiking in pristine environments abound.

Small-scale buildings hug the water's edge and reflect the scale of the island communities with their funky and informal architecture. Commercial areas are clean, uncluttered and well landscaped. Buffer yards screen industrial areas, large parking lots and unattractive views.

The Florida Keys Scenic Highway links Keys communities with a diverse local, state and national park and refuge system which protects the coral reef, beaches, mangroves and hammocks, and the unique plant and animal species found here. The Florida Keys Scenic Highway is well marked with excellent night lighting, especially at busy intersections. Overall it is well-maintained and litter-free, with roadside pullouts and scenic overlooks at points of interest. Rest area facilities and amenities are also provided. Educational kiosks and interpretive information unbury the fascinating tales of the islands and their histories along this fascinating route across the seas.



**FLORIDA KEYS SCENIC HIGHWAY**

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*Chapter 5*

# Chapter 3

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## **CORRIDOR STORY**

The “Road to Paradise.” No, it’s not an old Bob Hope & Bing Crosby movie...it’s how folks in the Florida Keys describe the stretch of US 1 from Key Largo to Key West that travels through some of the nation’s most spectacular scenery. This southern section of US 1 is part of “the old national road” that starts in Maine and travels down the East Coast to Florida.

### **HISTORY**

The first Western settlement in the Florida Keys was Cayo Hueso - the Isle of Bones - so named because the land bore the remains of a vast Indian graveyard or battleground. The name later evolved into Key West. The land belonged to Spain until 1821, when Juan Pablo Salas sold it to John Simonton, a businessman from Mobile, Alabama, for \$2,000. The city had grown to about 2,700 people by the 1850's. In time, Key West became one of the richest cities in America. Cuban emigrants, including Vincente Martinez Ybor, built a large cigar-making industry in the mid-1800's, with more than 165 factories at one time. The sponge industry was later another lucrative business enterprise. Turtles were hunted nearly to extinction until recently, but remnants of the turtle trade can be found at the old cannery, now a restaurant known as Turtle Kraals.

Predecessor routes to US 1 were primitive roads built in the 1880's to connect pineapple farms around old Key Largo to docks where crops were transported to the mainland. Before that, the only way to travel in the Keys was by boat. Most of the Keys were sparsely populated, and this isolation made Key West one of the wealthiest cities in the United States. From 1821 to the start of the 1900's, Key West fortunes came from its strategic location, where the Gulf Stream meets Atlantic currents, and the richness this brought in fishing, sponging, piracy, and trade, and the bounty it reaped from shipwrecks caught on the nearby reefs.

Isolation came to a halt at the start of the 20<sup>th</sup> Century. From 1905 to 1912 Henry Flagler, founder of the Standard Oil Company with John D. Rockefeller, financed the building of his dream--the Florida East Coast Railroad Extension to take rail passengers from points north along the Florida Keys to Key West...and then onto ships headed for Cuba.

Workers and materials came from all over the world. Everything had to be imported--even fresh water for workmen was shipped from Miami. Fighting heat, malaria, and deprivations of all types workers created bridges, viaducts and roadbed for what some considered at the time the 8<sup>th</sup> Wonder of the World. The Seven - Mile Bridge that extends over vast expanses of open seas near Marathon, is in itself a man-made wonder. Extending from Homestead to Key West over 128 miles of track, Flagler's East Coast Railroad opened the Keys to the world. It ran from 1912 until the hurricane of September 1935 hit the railroad at Islamorada station with a 17-foot wall of water. With the railroad already suffering



# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 3

from mismanagement and effects of the Great Depression, the hurricane was the final blow ending Flagler's dream.



A new dream took shape in 1936 when Monroe County's Overseas Road and Toll Commission secured the railroad right-of-way and built a two-lane road along the old railroad route. This Overseas Highway opened the remote Florida Keys to new generations of travelers starting in 1938. The Overseas Highway was formally opened for traffic on July 2, 1938. The Key West Citizen dated March 28, 1938, announced "...

*Several Thousand Automobiles And 10,000 Visitors Expected to Arrive In Key West During Next Few Days...*" President Franklin D. Roosevelt traveled the Overseas Highway in February 1939, and nearly every U. S. President since then has traveled at some point to the Florida Keys.

In most cases this new highway ran across the old railroad bridges. Many of the old bridges can still be seen as you travel US 1 today. In the late 1970's and early 1980's the road was totally redone and new bridges were built to handle increased traffic—in most cases alongside the old ones. The abandoned Old Keys Bridges are prized today by walkers, runners, nature lovers and fishermen as unique vantage points to enjoy the surrounding waters.

Clean Florida Keys, Inc. (CFK) which took the lead in establishing the Florida Keys Scenic Highway CAG, also played a major role in saving the old keys bridges from destruction or being taken over by commercial ventures. In 1997/1998 CFK was instrumental in getting Governor Lawton Chiles to appoint the Old Keys Bridges Task Force to make recommendations on the Old Keys Railroad Bridges. One of the major recommendations of the Task Force was to preserve the bridges for fishermen, walkers and bicyclists and to incorporate them, as appropriate, into a recreational trail. This recommendation has now come to fruition and the Florida Department of Environmental Protection is coordinating with Monroe County and the Florida Department of Transportation to build the Florida Keys Overseas Heritage Trail. Already there are about 60 miles of trails in the Keys, and this exciting project will help to enhance and link those together, while making use of many of the old bridges to form a world-class pedestrian and bicycle trail linking Key Largo to Key West along the US 1 corridor.

## UNIQUE IMPRESSIONS

The colorful and interesting history of the Overseas Highway serves to introduce the traveler to the lure, lore and wonder of this incredible route. A drive on today's Overseas Highway takes the traveler through spectacular vistas of sky and water—a subtropical paradise—and is the land route to the only living coral reef in the continental United States. The coral reef of the Florida Keys has been a central force in shaping the culture, ambience, livelihood and economy of the Keys. For native Americans the Keys and surrounding reef waters were home; but pirates, adventurers, explorers and renegades also discovered the bounty of these waters, eventually making life impossible for native tribes.



Many Spanish galleons and ships bringing supplies to the first American settlers sank in the treacherous reef waters along the coast. Pirates and salvagers took advantage of this situation and made their living from nature's havoc. They became "Wreckers," and sailing races still held today known as Wrecker's Races commemorate this era.

You can visit shipwreck museums at MM 102.6, MM 86 and in Key West—MM 00-3. You may choose to take tours of Indian Key Historic State Park and Lignumvitae Botanical State Park conducted by park rangers, which are offered at MM 78.5. The Natural History Museum of the Florida Keys is found at Crane Point Hammock at MM 50. You can experience the intrigue of long ago pirates by attending the Pirates in Paradise festival in Marathon or the Conch Harbor Days in Key West.

Today's adventure seekers may want to explore their own archaeological finds, diving shipwrecks in the island waters with experienced tour leaders. There are many places that offer the opportunity to experience the reef firsthand via snorkeling or diving. Divers can go to MM 103, Key Largo Undersea Park, MM 102.5 John Pennekamp Coral Reef State Park, MM 68 Long Key State Park, MM 38 Bahia Honda State Park, MM 25 Looe Key National Marine Sanctuary, and many other dive centers along the way. The Florida Keys National Marine Sanctuary offices are located in the Marathon area near MM 61.

In addition to the attractions of the coral reef, residents and visitors come to fish, boat, sail, swim, and relax amidst the beaches and crystal-line turquoise and emerald waters surrounding the highway. The waters along the Florida Keys offer some of the best sportfishing in the world as well as a chance for the amateur fisherman to enjoy a few relaxing hours fishing off of one of the many Old Keys Bridges along the highway. Fishing has been a mainstay of the Keys dating back to early native American tribes that depended on fish for their food. Commercial fishing is an important factor in the economy of the Florida Keys and you can see shrimp boats offshore, shrimp hatcheries, and other aquaculture sites as you travel south. Numerous marinas and slips for launching your boat are also located along the Overseas Highway offering you the opportunity to try your hand at sailing, kayaking, canoeing, pleasure-boating, and deep-sea fishing. Lots of annual fishing tournaments—usually "catch and release"—are held throughout the Keys.



A remarkable number of endangered wildlife live in or migrate through the Florida Keys including such species as the Florida Manatee, the Key Deer, Osprey, Bald Eagle, Lower Keys Marsh Rabbit, Green Sea Turtle, Silver Rice Rat—just to mention a few. The unique features of the reef and mangroves along with other special environmental aspects of the Florida Keys make it a habitat for thousands of fish, crustaceans, mammals and sea creatures.

The Florida Keys are home to many cultures. Bahamian and Cuban influences are dominant since people from these nearby islands (Cuba lies 90 miles off the coast) have been coming to the Keys for hundreds of years. Culture, music, art, architecture and cuisine of the Keys are steeped in these traditions. Experience for yourself Cuban, Bahamian and Caribbean food, dance to Salsa music, listen to the relaxing rhythms of an island steel drum band and visit the many museums and galleries full of art influenced by these cultures.

# FLORIDA KEYS SCENIC HIGHWAY

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### A TRAVELER'S EXPERIENCE

From the moment you reach the top of the Key Largo's Jewfish Creek Bridge on US 1 traveling south, the feeling of leaving the mainland United States and traveling to "the islands" begins to take shape. Rounding the sharp turn into Key Largo proper, you enter the largest of the Florida Keys (about 30 miles from end to end), called Cayo Largo, or long island, by the Spanish. The island is bounded by the Everglades National Park on the Florida Bay side and by the Key Largo National Marine Sanctuary on the Atlantic Ocean side. Scenes from the popular 1948 film "*Key Largo*" starring Humphrey Bogart, Lauren Bacall, and Edward G. Robinson, were shot in this area.



*Mangroves*

and glassbottom boat trips, plus canoeing, kayaking and boating among the twisting water trails through the overhanging mangroves.

South of Key Largo is the community of Tavernier, probably named for the "tavern" establishments popular with the wreckers of the 19<sup>th</sup> Century. The town's historic district contains more than 50 buildings dating to the early 1900's, including railroad stations, churches, homes, a school and stores. The Florida Keys National Marine Sanctuary is located on the Atlantic Ocean side of Tavernier and continues alongside the Keys on both sides all the way to Key West.

Once you cross over the Tavernier Creek Bridge you enter Islamorada, Village of Islands, or as the Spanish explorers actually named it, *islas moradas*, translated as "purple isles," made up of Windley Key, the southern portion of Plantation Key to Tavernier Creek, Upper Matecumbe, Tea Table, Indian Key and Lower Matecumbe Keys. Windley Key is the home of the Windley Key Fossil Reef Geological State Park, where you'll see the remnants of the coral formations that gave birth to the Keys 100,000 years ago. Of more recent vintage is the San Pedro Underwater Archaeological State Park, the final resting place of 21 treasure-laden Spanish galleons that sank in a 1733 hurricane. Another Islamorada, Village of Islands area distinction is the Lignumvitae Key Botanical State Park - the highest spot in the Keys at 18 feet above sea level. Named for one of the hardest woods in the world, it's home to a coral rock house built in 1919. Nearby is Indian Key State Historic State Park, once the home of the Dade County Seat and a wreckers' village that was burned by the Seminole Indians in 1840. Islamorada, Village of Islands is the home of a wealth of marinas offering charters and boat rentals to the sportfishing enthusiasts that flock here year-round.

Traveling south of Islamorada, Village of Islands you pass through Fiesta Key and Long Key, where the Long Key State Park offers water recreational facilities as well as nature trails through tropical hammock trees such as gumbo limbo, poisonwood, mahogany, Jamaica dogwood and crabwood.

Located about halfway between Key Largo and Key West, the City of Marathon is the region's largest city with an airport and its own share of natural and historical treasures. Marathon is made up of Conch Key, Duck Key, Grassy Key, Crawl Key, Fat Deer Key, and the largest, Vaca Key, which was named by the Spanish for its abundant population of manatees (sea cows). The area was home to New England fishermen who plied its waters in the early 1800's, to Bahamian farmers in the later part of the 19<sup>th</sup> Century, and later to a massive community of railroad workers.

One story holds that the name Marathon reflects the mammoth task facing Henry Flagler's construction crews as they set out to build a bridge across seven miles of open water. The old Seven Mile Bridge now provides a route to Pigeon Key—the historic location where many of the railroad workers slept and ate. The old buildings have been restored and contain interesting displays of how the bridges were built with accompanying old pictures and artifacts. It's also a popular spot for concerts, art shows, retreats, students groups doing research in the Keys and special events.

The Old Seven Mile Bridge is also much in demand by walkers taking a sunset stroll, and for years fishermen have found its piers a productive site for casting into the waters. There's a panoramic view of open water on both sides dotted with small islands where pleasure craft sail on the blue-green waters. While in Marathon, travelers should take time to visit Crane Point Hammock, owned and operated by the Florida Keys Land and Sea Trust. It offers the largest native thatch palm hammock in Florida and includes a nature trail, the historic Adderley House, and a Natural History Museum.



*Pigeon Key*

As the Mile Marker numbers descend, you enter the "Middle Keys." From Bahia Honda Key and its beautiful beaches you can take US 1 through West Summerland, Big Pine, Little and Big Torch, Ramrod, Summerland, Cudjoe, Sugarloaf and Saddlebunch Keys. Bahia Honda State Park is a favorite hiking, snorkeling, kayaking and camping spot and home to many rare plants, as well as being one of the top-rated beaches in the United States. It offers a panoramic view of the island and surrounding waters from atop the historic Old Bahia

Honda Bridge. The views of the old bridge and the open water are spectacular from the new bridge as you drive over it.



*Key Deer*

Across Spanish Harbor Key, you enter Big Pine Key and the National Key Deer Refuge, where distant relatives of Virginia white-tailed deer stand only about 2 feet tall. Also in this area is the Watson's Hammock Nature Preserve and Blue Hole, an artificial lake left from rock-quarrying days, that is the largest body of fresh water in the Keys and home to alligators and soft-shell turtles. Looe Key National Marine Sanctuary, about eight miles offshore, is a popular diving site named for the H.M.S. Looe, a

British ship that wrecked in 1744. The scenic ride through Cudjoe, Sugarloaf and Saddlebunch Keys offers striking views of natural areas, ocean and bay immediately adjacent to the highway. Destinations include the Bat Tower Historic Site, hiking in the Great Heron National Wildlife

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 3

Refuge and kayaking the Five Mile Creek. For a bird's-eye view of the Keys, you can enjoy a skydive experience or take a plane ride from the small airport on Sugarloaf Key.

As you leave Saddlebunch Keys you enter into the “Lower Keys”—Shark Key, Geiger Key, Big Coppitt Key, Rockland Key, Boca Chica, Stock Island and Key West—the southernmost town in the U. S. The Great White Heron National Wildlife Refuge borders this area on the Gulf of Mexico side. Key West is rich with historic sites and charming architecture telling the stories of its famous and infamous residents and visitors. These characters range from the Spanish explorer Ponce de Leon and railroad magnate Henry Flagler to President Harry Truman, who vacationed in the “Little White House” on Whitehead Street. Key West has inspired such acclaimed writers as Ernest Hemingway, Tennessee Williams, and Robert Frost.



*Hemingway House, Key West*

Key West has been involved in many conflicts, from the Civil War to the Spanish-American War to the Cuban Missile Crisis. The island is, in fact, closer to Havana, Cuba (90 miles), than it is to Miami (150 miles). Key West is home to the “conch” culture, the Cuban culture and the Black culture of the Bahamian and Jamaican islands to the east, and offers food, crafts and festivals that honor these cultures.



*Sunset at Key West*

At the end of your trip through the “Road to Paradise,” South Roosevelt Boulevard offers an enormous view of the ocean, typically scattered with shrimp boats and cruise ships heading to or from Key West. West Martello and East Martello Museums offer peaceful gardens and a glimpse into military history, and the famous Smathers Beach is a pleasant distraction. Commercialized North Roosevelt Boulevard sports a view of the salt ponds and Dredgers Key on the way to Garrison Bight. The busy, tree-lined urban corridors of Truman Boulevard and Whitehead Street with sidewalks, street lighting and a glimpse of city life, reflect the intensity of modern activity in Key West. The rich heritage and modern influences of the real Key West are best explored on foot or bicycle allowing access to the path less traveled and a surprise around every corner. You can relax at one of the historic bed and

breakfast establishments, luxuriate in a ritzy resort hotel, or bunk down at the American Youth Hostel before you sample all of the cultural, historical, and recreational facilities offered by this unique island community. At the end of the day you will be ready to join the crowd at Mallory Square where the world-famous Sunset Celebration takes place.



*Mallory Square, Key West*



# Chapter 4

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## DESIGNATION CRITERIA

Designation criteria have been established by the Florida Scenic Highways Program to establish the quality the program expects in its designated corridors. Universal criteria are applicable to all corridors, regardless of their intrinsic resources, while resource-specific criteria are unique to each corridor and describe the resources in a very detailed manner. As described in this chapter, the Florida Keys Scenic Highway Corridor meets the universal criteria and the resource-specific criteria for each of the six intrinsic resources found within the corridor.

### UNIVERSAL CRITERIA

The Florida Scenic Highways Program Manual defines ten criteria as the basic elements of a Florida Scenic Highway. These criteria either relate directly to the corridor and its resources or to the actions or plans necessary to ensure implementation and continued success.

#### ***Universal Criteria #1***

***Resources must be visible from the roadway.***

The Intrinsic Resource Assessment included in the Eligibility Application for the Florida Keys Scenic Highway itemizes resources that are visible from US 1 and US A1A. Photographs found throughout the CMP and the Corridor Video graphically illustrate the resources visible from the roadway. The Intrinsic Resource Assessment also documents intrinsic resources that are not visible from US 1, but occur nearby.

#### ***Universal Criteria #2***

***The corridor must “tell a story” that relates to its intrinsic resources.***

The Corridor Story for the Florida Keys Scenic Highway is included in Chapter 3.

#### ***Universal Criteria #3***

***The roadway must be a public roadway that safely accommodates two-wheel drive automobiles.***

The Florida Keys Scenic Highway (US1/SR 5 and A1A) is a paved, two- to four-lane arterial throughout the entire corridor. The highway can safely accommodate recreational and emergency vehicles. The Roadway/R-O-W Description in Chapter 5 further details the characteristics of the roadway.



# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 4

### **Universal Criteria #4**

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

*Significant:* Since the late 1800's, the Florida Keys have been promoted and recognized as a significant scenic resource. Historic postcards extol the scenic and natural beauty of the highway. The entire Florida Keys was designated an Area of Critical State Concern in 1975 because of the enormous value of its natural resources.



*Exceptional:* Photographs throughout the CMP and the Corridor Video demonstrate the outstanding quality and composition of the resources found within the Florida Keys Scenic Highway Corridor.

*Distinctive:* The corridor viewshed allows glimpses of the five wetland habitats that are representative of, and in some cases unique to, the Florida Keys region. Panoramic vistas of open expanses of water abound throughout the corridor including views of the Atlantic Ocean, Florida Bay and Gulf of Mexico, seen through roadside vegetation or from open areas along the majority of the highway corridor.

### **Universal Criteria #5**

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

The Florida Keys Scenic Highway is approximately one hundred six and a half (106.5) miles in length from its southern terminus in Key West to its northern terminus in Key Largo. Access to the resources along the corridor is provided through public parks, marinas, boat ramps, fishing bridges, and parking areas.

### **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 the future.**

Only about half of the land within the Florida Keys Scenic Highway Corridor is developed, and much of this development exhibits historical, environmental or cultural resources. The corridor offers long stretches of natural and recreational resources for miles at a time. Most of these resources are preserved for the future because they are under the ownership of the local, state or federal government in the form of parks, preserves or wildlife refuges. Photographs found throughout the CMP and the Corridor Video highlight the resources available within the corridor.



*Aerial View of US 1*

### **Universal Criteria #7**

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

The list of the Clean Florida Keys, Inc. Scenic Highway Committee officers and members is found in Appendix B. This committee acts as the CAG for the highway corridor.



*CAG Meeting, May 1999*

### **Universal Criteria #8**

**A Community Participation Program must be developed and implemented.**

The Clean Florida Keys Scenic Highway CAG has been promoting community participation since February 1995. The details of the Florida Keys Scenic Highway Community Participation Program are presented in Chapter 8. This chapter also includes a list of nearly fifty Scenic Highway Committee presentations given to schools, Chambers of Commerce, civic groups and neighborhood associations.

Appendix C shows a timeline of CAG activities since 1995 and also contains samples of newsletters and mail outs. This appendix includes the Scenic Highway Brochure distributed by Scenic Highway Committee members whenever they speak or attend meetings about the scenic highway designation or the Florida Keys Overseas Heritage Trail project and information gathered at nine public workshops held between September 1998 and November 2000.

### **Universal Criteria #9**

**Strong local support must be demonstrated.**

The Monroe County Commission, the Cities of Key West, Layton, and Marathon, and Islamorada, Village of Islands, have all adopted resolutions in support of the corridor designation. The City of Key Colony Beach has not adopted a resolution yet, but the mayor attended the March 28, 2001 meeting to discuss the CMP and is supportive of the designation effort. Over 30 letters of support have been received from Keys residents, business owners, organizations, governmental agencies. Local support for the Florida Keys Scenic Highway is discussed in Chapter 8. Copies of these are in Appendix D.



*Public Forum, November 2000*

Appendix D demonstrates local support for the corridor designation, including resolutions and letters of support as well as copies of newspaper articles published since October 2, 1996 relating to the designation of US 1/A1A as a Florida Scenic Highway.

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 4

### **Universal Criteria #10**

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

The Florida Keys Scenic Highway Corridor Management Plan has been developed with the endorsement of the local governments with jurisdiction within the corridor (Monroe County, City of Key West, City of Layton, City of Marathon, Islamorada, Village of Islands) pursuant to Florida Scenic Highway Program requirements. The small Key Colony Beach local government is undergoing a complete reorganization; however, they have been supportive of the designation and expect to endorse it in the near future.

### **RESOURCE SPECIFIC CRITERIA**

With its outstanding cultural, historic, archaeological, recreational, natural and scenic resources, the Florida Keys Scenic Highway Corridor more than fulfills the Florida Scenic Highway Program's criteria of containing at least one listed intrinsic resource. This section identifies the resources that meet the specific criteria required to show the significant, exceptional or distinctive features of the resource.

### **Summary of Intrinsic Resources**

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<b><i>Cultural Resources</i></b>	Conch Culture Bahamian Culture Cuban Culture
<b><i>Historical Resources</i></b>	Carysfort Lighthouse Bat Tower Long Key Bridge, Seven Mile Bridge, Bahia Honda Bridge Fort Jefferson National Monument Key West Historic District – 130 blocks Many local historic sites in the Keys such as the Tavernier Historic District
<b><i>Archaeological Resources</i></b>	Rock Mound Archaeological Site Indian Key Historic State Park San Jose Shipwreck Site
<b><i>Recreational Resources</i></b>	John Pennekamp Coral Reef State Park Bahia Honda State Park Long Key State Park Fort Zachary Taylor Historic State Park
<b><i>Natural Resources</i></b>	Key Largo National Marine Sanctuary Looe Key National Marine Sanctuary Flagler Quarry Key West National Wildlife Refuge Great White Heron National Wildlife Refuge Key Deer National Wildlife Refuge Crocodile Lake National Wildlife Refuge
<b><i>Scenic Resources</i></b>	Wetland Habitats within Keys – Mangrove forests, transitional wetlands, salt ponds, beaches and freshwater ponds and wetlands. Panoramic views of open expanses of water – the Atlantic Ocean, Florida Bay and the Gulf of Mexico

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### Cultural Resources

#### The “Conch” Culture

The grand Queen Conch shell with its glossy pink flaring lip is a symbol of the Florida Keys. In the earliest history of the settlement of the Keys, the Queen Conch was in abundant supply and easily harvested in the shallow waters along the shoreline. The meat of the Queen Conch was considered a staple food, and the shell was used for tools, horns, and in the production of pottery, cement, and whitewash. More recently, tourism created increased demand for conch shells and meat. This, coupled with more efficient gathering, resulted in the eventual depletion of the conch supply. In 1985, the taking of conch was prohibited in hopes it would make a comeback. Currently, the conch shells and meat sold in the Keys are imported legally from other countries.

Over time, the conch’s prominence in Keys culture has produced terms in the local vernacular such as “conch” (referring to a person born and bred in the Keys), “conch house,” “conch cuisine,” and the Keys being fondly referred to as the “Conch Republic.”

The “Conchs,” early settlers of the Keys and their descendants, were unique individuals who possessed a hardy determination to conquer, profit from, and prosper in the true wilderness they found in the Keys. They apparently shared some special characteristics:

- a love and respect for the sea;
- an entrepreneurial spirit producing cigar makers, pineapple plantation owners, turtle catchers, charcoal burners, spongers, fishermen, and farmers;
- a deeply religious faith evidenced by the numerous churches built and rebuilt;
- a rogue or maverick nature;
- a belief that the natural resources of the Keys were destined to be used for their personal gain, often resulting in their depletion; and
- a tough constitution to endure the hardships, mosquitoes, heat, hurricanes, isolation, lack of fresh water, medical supplies, communication, easy transportation, and formal education.

To meet the challenges of the environment, traditional Keys architecture or “conch-style” houses evolved as skilled carpenters and shipbuilders adapted New-England style home designs for subtropical living. Aspects of a “conch house” that appear quaint to the outsider usually serve a functional purpose for keeping the house cool, airy, or dry. These include high, peaked tin roofs; wide porches; functional shutters; and double hung windows. The gingerbread trim that adorns “conch houses” is the individual signature of each house, owner, and carpenter.

The spirit of the “Conchs” thrives in the subtropical environment. It is evidenced by the residents who appreciate their unique surroundings and find ways to support themselves utilizing it.



*Mallory Square Merchant*



*Conch Republic Flag*

# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 4

### **Bahamian Culture**

The early black settlers in Key West were mostly from the Bahamas, Haiti, Cuba, and the states of Georgia, North Carolina and South Carolina. They arrived by boat either as slaves or as free-men working aboard. They settled around what are now Emma and Fort Streets in Key West. As the number of people on Key West increased, small stores were established by black residents along Petronia from Simonton to Emma Streets. When the cigar industry was in its heyday, black and Cuban settlers became the best cigar makers around. Over the years, the black community has taken steps to preserve the houses and businesses within "Bahama Village" and to highlight the arts, crafts and foods of their culture at festivals, restaurants, shops and special celebrations.



*Bahama Village, Key West*

The Bahama Conch Community Land Trust (BCCLT) of Key West, Inc. was established as an essential strategy in the 1995 Bahama Village Preservation Plan to help the community become the beneficiary of change instead of a victim. Its primary purpose is to minimize displacement of residents by providing affordable housing on land in the historic community of Bahama Village. The BCCLT supports the development of local businesses, provides affordable housing and promotes community empowerment.

### **Cuban Culture**

The first Cubans to arrive in the Keys were fishermen who appeared a hundred years before there was a permanent settlement at Key West. Most of the first Cuban immigrants to Key West were cigar makers who came to work at a small cigar factory established in 1831. The cigar industry eventually employed thousands of Cuban immigrants and created a Cuban community that remains to this day. Many examples of these old cigar factories and housing for cigar workers remain in use for business and residential purposes. Although cigar making died out as a large-scale industry, hand-rolled cigars have made a comeback in recent years and Key West is proud to offer a wide variety for visitors and residents. The many Cuban-Americans that have contributed significantly to the political, economic and cultural growth of Key West and the Keys are numerous and their language, music, dance and food continue to give a special flavor to Keys life.



### **Historical/Archaeological Resources**

The historic and archaeological resources within the Florida Keys Scenic Highway corridor (shown on the following page) are listed on the National Register of Historic Places. The archaeological resources are certified in writing as suitable for visitation by the State Archaeologist. The Monroe County Archaeological and Historical Conservancy, Inc., has identified another 145 sites throughout the Keys that are eligible for listing under the guidelines adopted by the Division of Historical Resources of the Florida Department of State.

***Monroe County Sites Listed on the National Register of Historic Places  
Within or Accessible to the Florida Keys Scenic Highway***

Site	Location
John Pennekamp Coral Reef State Park	Key Largo
Rock Mound Archaeological Site	Key Largo
Indian Key Historic State Park	Indian Key
Carysfort Lighthouse	East of Key Largo
San Jose Shipwreck Site	Southeast of Plantation Key
Bat Tower	Sugarloaf Key
Overseas Highway and Railroad Bridges	Long Key Bridge, Seven Mile Bridge, Bahia Honda Bridge
Sand Key Lighthouse	East of Key West
Fort Jefferson National Monument	Dry Tortugas
Pigeon Key	West of Marathon
Key West Historic District	130 blocks, from Emma Street to Eisenhower Street, and from Front Street to Reynolds Street

Note: Does not include specific structures in Key West

### ***Historic Resources***

The history of the Florida Keys is written in the seas, wind and heat—it’s an environment where natural resources, although abundant, were often transient as the result of human or natural intervention. Tenacity and perseverance were requisites for anyone choosing to call the Keys home. Loss of lives and fortunes has been a recurrent theme throughout the history of the Keys. Over time, inhabitants of the Keys were alternately blessed and cursed by the subtropical environment.

In 1513, Ponce de Leon “discovered” (native Americans had been there for many years) the Keys and named them “Los Martires.” He stopped at an island the natives called “Matanca,” the first name for Indian Key. During the 16<sup>th</sup> and 17<sup>th</sup> centuries, Spanish ships traveled the Straits of Florida en route to Spain, often laden with incredible riches and supplies. Spain lost vast treasure fleets to hurricanes in 1622, and again in 1733. The reef also took its toll in lives and fortunes.

By the 18<sup>th</sup> century, increased contact with Spain brought enslavement, deportation, and disease to the Keys indigenous peoples that significantly reduced their numbers. Thereafter, Cuban and Bahamian ships visited the Keys to fish, salvage wrecks, hunt turtles, and obtain hardwood timber. In 1763, the Keys became an English Territory, and the last of the Keys native Americans were taken to Cuba by the departing Spaniards.

In 1784, Spain again took possession of the Keys and held it until 1821, when it ceded Florida to the United States. The following year, Lt. Matthew Perry established U.S. presence in Key West, the southernmost point in the U.S., at the intersection of South and Whitehead Streets.

# FLORIDA KEYS SCENIC HIGHWAY

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An American settlement soon followed and Commodore Porter established a base at Key West in an effort to curb piracy. In 1824, the first settlement of Indian Key began and in 1836, Indian Key became the seat of a new county called Dade. Superior Court was held in the new courthouse on Indian Key.



In 1836, the Second Seminole War began, and Seminole war parties menaced the upper Keys. In 1840, the Seminoles raided Indian Key, burned the settlement, and killed world-renowned botanist Dr. Henry Perrine. The Second Seminole War ended in 1842. In 1845, Florida became the 27<sup>th</sup> state and construction began on Ft. Zachary Taylor and Ft. Jefferson. The following year, a severe hurricane destroyed the Sand Key and Key West lighthouses, along with many ships.

In 1849, the sponging industry began and the 1850's saw Key West become a major port on the Gulf-East Coast-Caribbean route. But in 1859, a devastating fire destroyed much of Key West. During the Civil War, Capt. Brannan secured Ft. Taylor, and kept Key West in the Union, making it the headquarters for the Eastern Gulf Blockading Squadron. West and East Martello Towers were two satellite fortifications built to supplement Ft. Zachary Taylor during the Civil War; however, the towers never saw action.

The Navy owned the properties until 1944, when they were donated to Monroe County. The West Martello Tower is maintained as a ruin and operated as the Joe Allen Garden Center by the Key West Garden Club. The second fortification, the East Martello Tower was converted for use as the Key West Art and Historical Society Museum in 1950. The brick structure includes arched casement batteries to the sea, a center tower, galleries, and a rectangular citadel.

Following the Civil War, the first major cigar factory opened in Key West, and many refugees contributed to the expansion of the industry. The first telegraph cable to Cuba was completed in 1869. The Western Union Cable Hut can be found on South Street near Whitehead Street in Key West. During the 1880's, the cigar industry peaked in Key West, as did the pineapple industry in the Upper Keys.

The second devastating fire to hit Key West occurred in 1886, but by 1890, Key West was the largest and wealthiest city in Florida, having 18,940 residents. The Southernmost House, located at 1401 Duval Street is a prime example of the era. This Queen Anne structure was built at a cost of about \$250,000 by attorney J. Vining Harris and Florida Curry Harris, the youngest daughter of Florida's first millionaire, William Curry. The building, dedicated on New Year's Eve 1899, took nearly four years to complete. The Key West Historic District, with more than 2,600 structures, dates from this period and contains one of the largest collections of frame buildings in the U.S. These structures, in the district near the terminus of US 1 at Whitehead Street, include numerous museums associated with some of the city's most famous residents such as President Harry S. Truman, author Ernest Hemingway, and naturalist John James Audubon.

The dawn of a new century brought increased optimism. Wanting a deep water port for his railway, Henry Flagler decided in 1904 to extend the railroad he had built down Florida's East Coast to Key West. In 1906, a severe hurricane heavily damaged the railroad under construction and caused great loss of life. By 1908, the railroad reached Marathon. One obstacle was the seven-mile water gap between Knights' Key and Little Duck Key. The resulting "Eighth Wonder of the World," the Seven Mile Bridge (MM 40-47), took four years to complete and is the longest segmented bridge in the world.



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# corridor management plan

## DESIGNATION CRITERIA

In 1912, Henry Flagler and hundreds of workmen prevailed when the Overseas Railroad was completed to Key West. Notably, the railroad's most precious cargo was fresh water. At the southern terminus of the railroad, Henry Flagler built the Casa Marina Hotel, at 1500 Reynolds Street. This magnificent building has been restored several times and is maintained as a premier luxury resort

World War I stimulated a rapid buildup of naval forces and facilities in Key West. In 1919, the first commercial overseas flights from the U.S. to a foreign country were initiated from Key West to Havana. The old building that housed the airline is now a restaurant. The Coral Rock House, at 1401 Reynolds Street, was built in 1909 out of native coral rock by R. W. Harrison and his son William. This unique house withstood both the 1910 and 1919 hurricanes. It is perhaps the first stilt house in the Keys, with the main floor elevated above a series of arches on the ground floor.



*Grand Opening of Railroad, 1912*

The Depression brought hard times to Key West. More hardship followed in 1935, when the devastating Labor Day Hurricane roared ashore in Islamorada, Village of Islands, destroying the railroad and killing an estimated 500 people. This hurricane created the highest tidal surge in Florida history and the lowest barometric pressure reading recorded in the Western Hemisphere. The descendants of the Pinders, Parkers, and Russells, Conch families who had been the original settlers of Upper Matecumbe Key and who endured so much, felt the brunt of the storm. The Russell family was particularly hard hit, losing more than 50 members of their clan. The Russell Family Cemetery (MM 82) included a Methodist church, until it was swept away by the storm, but a statue of an angel survived.

The Tavernier Methodist Church (MM 92) was built shortly after the hurricane to replace the ca.1886 structure lost in the storm. It served as a church until 1959, when it became a Masonic Lodge. In 1981, the building was moved to its present site to save it from demolition. The Islamorada, Village of Islands Library (MM 81.5) was built by the Red Cross after the storm. This poured concrete edifice includes WPA murals and served initially as a schoolhouse. A tribute to the victims of the storm, the Hurricane Monument (MM 81.5), was fashioned of locally quarried coral rock as a Florida Division of the Federal Arts Project and constructed by the Works Progress Administration (WPA). It consists of a memorial shaft with a bas-relief inset, a sculptured tidal wave and palms. It was created by Harold Lawson and executed by Lampert Bemlemans.



*Hurricane Monument, Islamorada*

# FLORIDA KEYS SCENIC HIGHWAY

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Tavernier Hotel

The Tavernier Hotel Historic District represents Depression-era construction in the Keys. It consists of a four-building complex constructed by H. S. MacKenzie. Harry's Tea Room, at 91861 Overseas Highway, is the earliest of the complex. This pre-1928 structure served as a restaurant for customers and MacKenzie's employees. The Tavern Store/Copper Kettle, at 91875 Overseas Highway, was the second building constructed and served as a theater and store before being converted to a restaurant. Tavernier Hotel, at 91865 Overseas Highway, started out as a theater, prior to the 1935 hurricane. The concrete block walls survived the storm, and it became a shelter used by the Red Cross and the National Guard. At the end of the decade, it fulfilled its original mission as a theater, a short-lived use prior to conversion during W.W.II to its current hotel function.

The Standard Oil Gas Station, at 91871 Overseas Highway, represents one of the earliest reminders that the auto was welcomed in the islands, being built shortly after the hurricane as the Overseas Railroad was replaced by the Overseas Highway. The Merlin Albury House, located at 91731 Overseas Highway, was built in the 1920's by the son of one of Tavernier's founders, who served as Tavernier's first postmaster from 1916-1926. During the 1935 Hurricane, the house was lifted off its foundation and transported southwestward. It was recovered and returned to its original location, where it remained until 1984, when it was moved to its present site.

The Labor Day Hurricane caused the demise of the railroad. Most of the tracks and roadbeds were destroyed in the upper Keys. Since the railroad had not proved profitable, and with the railroad virtually obliterated, the Overseas Railroad right-of-way and bridges were sold to become the foundation for the new Overseas Highway, completed in 1938. The Overseas Railroad Bridge at MM 35 (Bahia Honda



Bridge) was adapted to serve automobiles by welding beams to the tops of the spans. The steel edifice is 5,055 ft. long and consists of 27 through truss spans and nine deck plate girder spans. Though unused since 1969, it remains a haunting testimonial to Flagler's vision.



Long Key Bridge - Then and Now

The Long Key Viaduct (MM 63.5-65.5) was originally composed of 180 concrete arches. As part of the conversion for Overseas Highway use, the bridge received an additional 42 arches and steel I-beams were cantilevered from both sides of the 13 ft. wide structure to provide two automobile lanes. The only remaining example of a workers' camp from the Florida East Coast Railway and the Overseas Highway is located on Pigeon Key (MM45) reached via the Old Seven Mile Bridge. This collection of 15 structures dates from 1912-1938 and has statewide significance. The island is owned by Monroe County and under long-term lease to the Pigeon Key Foundation, which undertook rehabilitation of the buildings and revitalization of the site as an environmental education center and site for special events.

### **Archaeological Resources**

The earliest sites of inhabitation of the Keys date from the Paleo (15,000-8,000 B.C.) and Archaic (8,000-2,000 B.C.) periods. Although sites from those times exist, they are not accessible because sea level has risen 50 ft. and now covers areas of long ago seashore habitation.



An Indian village site dating back almost 3800 years can be found on Key Largo. It is a large complex with a habitation mound of nearly 6 ft., one of the deepest earth mounds in the Keys. Remains of other village sites exist on Sugarloaf Key, Big Pine Key, Stock Island, Windley Key, and Matecumbe Key. Lignumvitae Key is the location of remains of Indian burial grounds and village sites, as well as, the coral rock house of W. J. Matheson, a Miami pioneer. In the Atlantic, about 3/4 mile from the north shore of Lower Matecumbe, archaeological excavations indicate aboriginal habitations dating back to 1200 B.C.

Indian Key is operated as a Historic State Park, accessible only by water. The site exhibits evidence of Jacob Housman's early-19th century settlement, which discontinued following a Seminole Indian massacre in 1840. The site includes remnants of buildings and appurtenances, which have been protected by native vegetation.

Other archaeological remnants can be found in the waters surrounding the Keys, where currents, hurricanes, and jagged reefs have combined to create a treacherous environment that spelled maritime disaster for many ships. Wrecks of ships that once proudly flew the flags of Spain, France, England, Holland and America lost their battles with the elements over a 400-year span. There are an estimated 1000 shipwrecks that lie off the Florida Keys. John Pennekamp Coral Reef State Park (MM 102.5) contains dozens of these shipwrecks, which survive as archaeological sites.

### **Recreational Resources**

To many, the Florida Keys are synonymous with "paradise." Indeed the Keys are a recreational paradise where opportunities for both passive and active recreation abound. From sightseeing and walking tours that partake of the unique "Conch" architecture and culture of the Keys, to camping and exploring in the untamed natural environment of the many local, state, and federal parks, visitors find a broad scope of recreational possibilities unique and unmatched by any other location in the country.

The recreational resources found within the Florida Keys Scenic Highway Corridor are resource-based and identifiable as unique recreational facilities that are attractions unto themselves. Since water is the dominant force in the Keys, water-related activities are plentiful. Some of the activities offered include public beaches, perfect for picnicking, sunbathing, or swimming; sportfishing; kayaking; canoeing; sailing; water skiing; scuba diving and snorkeling to name a few.



*Kayaking in Key West Area*

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 4

Two large Florida State Parks found in the Keys epitomize the unique recreational resources found within the scenic corridor – John Pennekamp Coral Reef State Park and Bahia Honda State Park.

John Pennekamp Coral Reef State Park, in Key Largo, contains a portion of the most accessible living coral reef in the U.S. Along with the coral reef, there are seagrass beds, tropical hardwood hammocks, and mangrove forests that offer opportunities for fishing, boating, swimming, camping, picnicking, nature study, snorkeling, scuba diving, glass-bottom boat tours, and underwater photography.



*Bahia Honda State Park*

Bahia Honda State Park, located south of Marathon, differs from most of the parks in the Keys by having a rock foundation covered with carbonate sand and large low sand dunes. Visitors can enjoy fishing, camping, kayaking, sunbathing, bicycling, picnicking, swimming, snorkeling, and windsurfing. It is also considered a birdwatcher's paradise since it lies in an area that attracts sea and shore birds such as the Great White Heron, Great American Egret, Frigate Bird, Cormorants, and Brown Pelicans just to name a few. It is also a fly-way for migrating birds at all seasons. Especially spectacular are the many birds of prey seen at various times including the American Bald Eagle.

### Natural Resources

The natural resources found within the Florida Keys Scenic Highway Corridor are viable, indigenous functioning resources. They contain features that are relatively unaltered from their original state and show little or no intrusion by man-made features. Water is the dominant force in the Keys, painting both landscape and seascape. The type and placement of salt water, fresh water, and in between, determines the plants and animals that thrive in this subtropical environment. During the last global warm period, the Sangamon Interglacial, which ended about 100,000 years ago-- sea level was about 25 ft. higher than today. Reefs flourished off the southern tip of Florida and were primarily responsible for forming the Florida Keys, which rise to a maximum elevation of 16 ft. Notably, the Keys contain the only living coral reef adjacent to the continental U.S.

Congress recognized the diversity, the national significance, and the threat to the health of this one-of-a-kind ecosystem by designating the marine environment surrounding the Florida Keys a National Marine Sanctuary. The Key Largo and Looe Key National Marine Sanctuaries were established in 1975 and 1981 respectively. Those interested in visiting reefs will enjoy John Pennekamp Coral Reef State Park (MM 102.5), named after early conservationist and Miami newspaper editor John D. Pennekamp, which includes 120 square miles of submerged lands, consisting of coral, barrier reefs, and turtle grass flats.



*Flagler Quarry*

A visit to Flagler Quarry on Windley Key (MM 83.5) is a unique experience because it is the only place in the world where geologists and laymen can stand within a petrified coral reef. Windley Key also has the distinction of having the highest elevation in the Keys—16 ft. above sea level.

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# corridor management plan

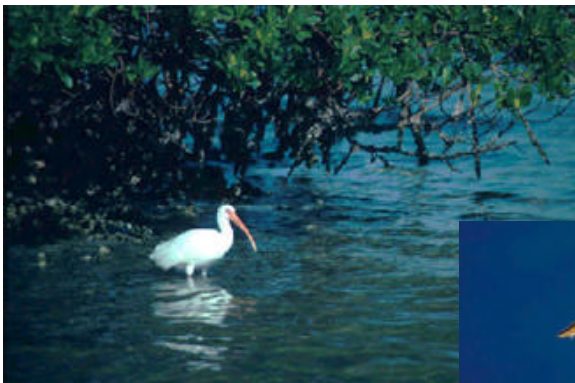
## DESIGNATION CRITERIA

Many botanical sites are found throughout the Keys. Crane Point Hammock (MM 50) is the setting for the Florida Keys Land and Sea Trust's Museum at Crane Point Hammock. Frances and Mary Crane, who moved to Marathon in 1949, were ardent conservationists and horticulturists. Their efforts included preserving the native hammock and enhancing the grounds they purchased for their home with exotic trees and shrubs, impacting the natural environment in a minimal way. The result was the preservation of a part of the natural history of the Keys. Many rare, threatened, and endangered plants and animals make their home in Key Largo Hammocks Botanical State Park (SR 905). McCoy Indigenous Park, at White Street and Atlantic Blvd. in Key West, is built on the site of former Navy housing and is filled with plants indigenous to Key West. Lignumvitae Key Botanical State Park is a 280-acre botanical laboratory with extraordinary flora and fauna. Key West Botanical Gardens (Stock Island Key West) was established in 1935 as part of the National Federal Recovery Act.

There are four National Wildlife Refuges in the Keys. In 1908, Key West National Wildlife Refuge was established to provide habitat for migratory birds. This site consists of several islands west of Key West. The Great White Heron National Wildlife Refuge, a collection of small islands in the Gulfside backcountry, was established in 1938, to provide habitat and protection for these majestic birds. In 1957, the National Key Deer Refuge (MM 29.5-33) was formed to protect the diminutive Key deer on Big Pine Key and No Name Key. The newest refuge, Crocodile Lake National Wildlife Refuge, located in North Key Largo (SR 905), was created to protect the federally endangered American crocodile, along with the endangered Key Largo cotton mouse, Key Largo wood rat, and the Schaus's swallowtail butterfly.



*Wurdemann's Heron, Wild Bird Center, Tavernier*



# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 4

### Scenic Resources

The scenic resources found within the Florida Keys Scenic Highway Corridor are striking and memorable and contribute to the quality of the roadway experience. Scenic views encompass a variety of landscape characteristics or features that are strikingly picturesque. These include glimpses of the five wetland habitats found in the Florida Keys--mangrove forests, transitional

wetlands, salt ponds, beaches and freshwater ponds, and wetlands associated with vacant undeveloped land and the local, state and federal parks, preserves, and sanctuaries. Panoramic vistas of open expanses of the Atlantic Ocean, Florida Bay and Gulf of Mexico are breathtaking and reach as far as the eye can see.



*View from Crane Point Hammock*



*View of Mangroves from US 1*



*View from Bahia Honda State Park*



*View from Key West*

# Chapter 5

## BACKGROUND CONDITIONS ANALYSIS

The Florida Scenic Highways Program seeks to designate roadways for the protection and promotion of their resources, yet corridor activities must not hinder the purpose of the roadway, which is to move people and goods in a safe and efficient manner. Therefore, it is essential that an analysis of the current and future conditions of the road, its right-of-way and adjacent land be undertaken. Presentation of existing data on roadway and right-of-way physical characteristics, traffic volumes and levels of service, accident locations and other data make FDOT aware of the various operational factors that must be considered during designation. This data will assist the CAG in decision-making about where and how to place corridor amenities.

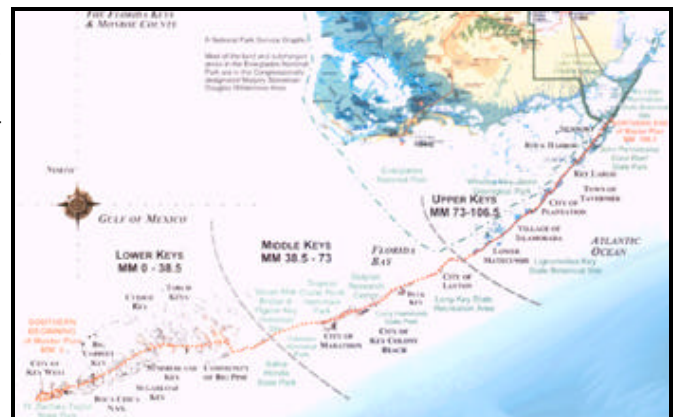
Opportunities and constraints identified with conditions in the corridor are briefly discussed at appropriate points throughout this chapter. References will be made to applicable goals, objectives and strategies developed during the corridor planning process (see Chapter 11) that will guide the implementation of corridor activities and programs.

### ROADWAY/RIGHT-OF-WAY DESCRIPTION

The transportation backbone of the Florida Keys Scenic Highway Corridor located in Monroe County, Florida, is SR 5/US 1, most commonly referred to as US 1. For its 106.5 miles extending in a southwesterly direction from Key Largo to Key West, US 1 serves as Monroe County's primary vehicular link to the mainland and provides access to the Florida Keys including the incorporated municipalities of Islamorada, Village of Islands, Key Colony Beach, Key West, Layton and Marathon. US 1 is located within a half-mile of Florida Bay, the Gulf of Mexico, or the Atlantic Ocean along most of its length, and its 41 bridges provide panoramic views of the water and adjacent keys.

Table 1 in Appendix A presents a detailed mile marker description of the US 1 roadway right-of-way, including ROW widths, number of lanes, median or turn lane treatments, intersecting roadways, sidewalks/bike lanes, utility placements, drainage features and landscaping treatments.

It must be noted that the Florida Keys Scenic Highway Corridor Management Entity will have to coordinate with the FDOT District 6 Right-of-Way Office on any acquisition planned or anticipated within the corridor that intends to use FHWA (Title 23) federal funds for any project phase.



# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 5

### Functional Classification

US 1, a state Federal-Aid Primary roadway, is functionally classified by the Florida Department of Transportation (FDOT) as an urban principal arterial. However, due to the unusual geography of the Keys, the highway really functions as an arterial, collector and "Main Street" all rolled into one. The majority of the highway is two lanes, with only about 44 miles of four-laned segments (on Key Largo, in Marathon, Bahia Honda Key, Boca Chica Key and Stock Island). About 22 miles of the two-laned segments offer continuous turn lanes, on Plantation Key, Upper Matecumbe Key and Summerland Key. Figure 2 shows the generalized functional classifications/number of lanes for US 1 within the scenic highway corridor.

### US 1 Right-of-Way



Figure 2  
Functional Classification and Number of Lanes

The US 1 roadway varies in width of right-of-way from 50 feet in Key West to an average 700 feet width on the Seven Mile Bridge segment (mm 40-47). For the most part the right-of-way width throughout the corridor is over 100 feet; however, this data is misleading due to the fact that not all of the stated right-of-way width is upland terrain. Some of the right-of-way is made up of jurisdictional wetlands or submerged lands, reducing the “usable” portion on either side of the pavement in some situations. Because of the characteristics of the roadway right-of-way, any activities that occur within its boundaries must be permitted not only by FDOT, but also in some cases by the South Florida Water Management District, the U.S. Army Corps of Engineers and the U.S. Coast Guard (for bridge permits). **Goals 1 and 2; Objectives 1.2 and 2.2; and Strategies 1.2.1, 1.2.2, 22.2 and 2.2.3 address right-of-way issues.**



# corridor management plan

## BACKGROUND CONDITIONS ANALYSIS

### Signalized Intersections

The majority of the intersections along US 1 are unsignalized; however, most of the major intersections provide turn lanes that offer a level of safety for turns. Within the corridor, ten major intersections are fully signalized, and another nine have flashing operation signals for either emergency or pedestrian use. Table 2 describes the US 1 signalized intersections with full and flashing operation (excluding Key West).

**Table 2**  
**US 1 Signalized Intersections**

Full Operation			Flashing Operation			
MM	Key	Intersecting Street	MM	Key	Emergency	Ped./Flash
99.6	Key Largo	Atlantic Blvd.	106.4	Key Largo	X	
90.6	Plantation Key	Sunshine Rd./Plantation Ave.	104.9	Key Largo		X
89.9	Plantation Key	Woods Ave./Coral Shores High School	99.2	Key Largo	X	
53.7	Fat Deer Key	Key Colony Beach	92.0	Plantation Key	X	
52.6	Marathon	109th St.	53.3	Vaca Key		X
52.5	Marathon	107th St.	51.7	Vaca Key	X	
50.0	Marathon	Sombrero Beach Rd.	48.8	Vaca Key		X
30.4	Big Pine Key	Key Deer Blvd.	17.0	Lower		X
4.6	Stock Island	MacDonald Ave.	4.9	Stock Island		X
4.5	Stock Island	Cross St.				

### Bridges

There are 41 bridges within the US 1 corridor from Key Largo to Key West. Their combined length is approximately 19 miles, or about 18% of the total length of US 1 in Monroe County. Most of the bridges were replaced in the late 1970's and 1980's and remain limited to two lanes, with only the Marvin Adams, Vaca Cut, Bahia Honda, Boca Chica, Cow Key Channel, and Salt Run bridges widened to four lanes. Table 3 in Appendix A describes characteristics of the Keys Bridges.

Within the US 1 corridor, 23 old Keys bridges were abandoned in the 1980's. FDOT converted eight of these bridges into fishing piers, removing some of the spans for safety or navigational reasons, leaving the remaining 15 bridges accessible by foot. In 1997, the Old Keys Bridges Task Force was appointed in response to public demand to use the Old Keys Bridges. The Task Force developed recommendations for upkeep and use of the bridges and changes to legislation that would allow for use as recreational and historical resources. During the 1990's The FDOT completed transfer of title to the abandoned bridges (with the exception of a portion of Seven Mile Bridge between Pigeon Key and Marathon) to the Board of Trustees of the Internal Improvement Trust Fund, which is staffed by the Division of State Lands in the Department of Environmental Protection. **Goal 1; Objective 1.3; and Strategy 1.3.1 address this issue.**

# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 5

### Pedestrian Facilities

Though not yet a continuous system, bike lanes and paths can be found throughout the SR 5/US 1 corridor. Approximately 45 miles of bicycle facilities are available, and plans are being developed to program the construction for another 25.6 miles, beginning in 2001. Sidewalks are not widely available, except in the City of Key West and Marathon. Monroe County and several of



US 1 Bike Path at Entrance to Pennekamp State Park

its municipalities have identified the need for pedestrian and bicycle facilities. With the completion of the Florida Keys Overseas Heritage Trail (FKOHT) Master Plan in August 2000, the county and municipalities are in the process of coordinating their existing and future projects with the projects recommended in the FKOHT Master Plan. All facilities that are to be constructed within the US 1 right-of-way will require permits from FDOT and other applicable agencies such as the South Florida Water Management District, US Army Corps of Engineers and the U.S. Coast Guard. **Goals 1 and 2; Objectives 1.3, 2.1 and 2.2; and Strategies 1.3.2, 2.1.1, 2.2.1, 2.2.2, and 2.2.3 address this issue.**

### Landscaping, Utilities and Drainage

Formal landscaping treatment exists in isolated spots along the SR 5/US 1 corridor, primarily at entrances into large developments/resorts and certain recreation/conservation sites. For the most part the corridor is bordered by native vegetation, with the ROW so close to the water in some locations that only a narrow strip of mangroves separates the driver from the ocean/bay. In any activities planned for the scenic highway corridor, sensitivity to the native vegetation and its associated wildlife must be a major goal. **Goal 1; Objective 1.1; and Strategies 1.1.1 and 1.1.2 address this issue.**

Electric utility lines can be seen from the corridor at all times. They run parallel to the US 1 corridor on one side or the other and sometimes on both sides. During late 2000 a number of high-tension power lines were installed in the right-of-way in the Lower Keys. These massive structures, some with bases as large as a diameter of four feet and heights of over 100 feet, are incompatible with the purposes of the Florida Scenic Highways Program to “protect, maintain, preserve and enhance” intrinsic resources within a scenic highway corridor. Not only have these power lines become a part of the image of the “entrance” to the Lower Keys and historic Key West, the placement of some of them may cause problems with future plans for pedestrian and bicycle facilities. More coordination needs to occur between FDOT and the utility providers to ensure that the design and appearance of these structures is compatible with the image of a Florida Scenic Highway. **Goal 1; Objective 1.2; and Strategy 1.1.2 address this issue.**

Roadside swales along US 1 have served as primary drainage systems on most of the Keys. Key Largo, Islamorada, Village of Islands and other urbanized segments of SR 5/US 1 have limited storm drainage systems. In 1989, as part of a major roadway project in Marathon, the FDOT installed storm sewer and retention basins adjacent to SR 5/US 1. Stormwater management projects within the scenic highway corridor need to be compatible and consistent with the Florida Scenic Highways Program intent to “protect, maintain, preserve and enhance” intrinsic resources. This consistency will require coordination between the local governments, FDOT, and other agencies responsible for permitting stormwater management facilities within the corridor. **Goal 1; Objective 1.2; and Strategy 1.2.2 address this issue**

# corridor management plan

## BACKGROUND CONDITIONS ANALYSIS

### Roadway Maintenance

The FDOT Marathon Maintenance Unit maintains SR 5/US 1 and the associated vehicular bridge structures in Monroe County. FDOT's resources include a mobile equipment fleet and manpower consisting of Department of Corrections officers and inmates who are utilized daily to perform such functions as litter pick-up, shoulder repair, safety set-ups, mowing and brush control. FDOT also manages a variety of contracts for mowing, asphalt repair and striping, including a power-shearing contract to reduce tree encroachments onto state R-O-W's. The Marathon Unit also has at its disposal a bridge inspection team out of the District 6 office to assure the structural integrity of its bridge system. Maintenance activities within the scenic highway corridor need to be compatible and consistent with the Florida Scenic Highways Program intent to "protect, maintain, preserve and enhance" intrinsic resources. This consistency will require coordination between the local governments and FDOT. **Goal 1; Objective 1.1; and Strategy 1.1.1 address this issue.**

### LAND USE AND ZONING

Due to environmental and transportation system constraints in the Florida Keys, development is primarily limited to the general confines of existing development patterns, and in unincorporated Monroe County is based on a competitive performance system that allocates a set amount of building permits for residential structures. Unincorporated Monroe County residential growth is capped by dwelling unit limits and much of the development takes place on previously platted lands, while the non-residential rate of growth is based on the encouragement of infill commercial development in areas already "disturbed" by development. **Goal 2; Objective 2.1; and Strategy 2.1.2 address this issues.**

### Existing Land Use in the Florida Keys

Figure 3 (Appendix A) depicts the Existing Land Use within the Florida Keys, based on the Southwest Florida Water Management District GIS Map from 1995. The Monroe County Comprehensive Plan generally describes existing land use quantities in the Florida Keys as follows in Table 4.

Table 4

**Existing Land Use in the Florida Keys (in acres)**

Land Use Category	Unincorporated Monroe County	Islamorada, Village of Islands	Key Colony Beach	Key West	Lavton	Total	Percent
Conservation	19,513.7	1,182	1.0	174.5	N/A	20,871.2	30%
Recreation	1,712.3	79	70.6	2,053.7	N/A	8,032.6	12%
Public	540.6	282	2.6	N/A	2.5	827.7	1%
Military	3,288.7	N/A	N/A	N/A	N/A	3,288.7	5%
Agri/Maricultural	41.9	N/A	N/A	N/A	N/A	41.9	<1%
Residential	9,601.3	1,189	138.2	652.8	15.8	11,596.9	17%
Historic	0.5	N/A	N/A	N/A	N/A	0.5	<1%
Vacant	20,565.2	562	61.2	548.0	56.1	21,792.5	31%
Commercial	1,900.1	370	11.4	301.0	10.6	2,592.7	4%
Industrial	509.8	5	N/A	N/A	N/A	514.8	<1%
Airstrip	N/A	6	N/A	N/A	N/A	N/A	N/A
Roadway R-O-W	N/A	121	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>57,547.1</b>	<b>3,796</b>	<b>285.0</b>	<b>3,730.0</b>	<b>85.0</b>	<b>69,559.5</b>	<b>100%</b>

Notes:

- 1) For unincorporated Monroe County the figures are for the Florida Keys portion only and includes acreage for the City of Marathon. The City of Marathon expects its Comprehensive Plan to be in effect by November 2002.
- 2) Unincorporated Monroe County figures do not include water bodies or offshore islands Source: Monroe County Growth Management Division (less acres for Islamorada, Village of Islands, as provided by the Village 3/01)

# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 5

### Existing Land Use Within the Florida Keys Scenic Highway Corridor

The Florida Keys Scenic Highway Corridor includes only the land adjacent to or visible as a viewshed from US 1 and A1A. Much of the commercial land that exists in the Florida Keys (including hotels, motels and resort facilities) is located within the Florida Keys Scenic Highway Corridor, associated primarily with the urbanized areas and the incorporated municipalities. Very little land is used for individual single-family residential dwelling units along US 1; however, there are some areas of platted vacant land that could support additional single-family residential development. Other land uses found within the corridor are recreation, conservation and vacant uses.

#### Major Landowners

Of the land adjacent to, accessible or visible from US 1, the major landowners within the Florida Keys Scenic Highway Corridor include local, state and federal governments and private, non-profit land trusts. This land is available in the form of parks, preserves and reservations located throughout the Keys. Including upland and submerged lands there are approximately 1.2 million acres under federal jurisdiction in Monroe County. These are mainly large, resource-based conservation areas that include environmentally significant marine, wetland and/or terrestrial habitats.

The State of Florida owns approximately 82,000 acres of land and water in Monroe County as well as submerged lands in the Atlantic Ocean and Florida Bay. These areas often contain resource-based recreational opportunities such as camping, fishing or boating. Smaller state sites offer swimming beaches, boat ramps, docks and picnic facilities. Monroe County owns approximately 500 acres of land, which are not currently managed or maintained, and approximately 115 acres of recreation lands.



#### General Development Patterns

Residential land uses are found on almost all of the 38 Keys that are located along SR 5/US 1. Residential uses that are located within the corridor include single-family detached homes, townhouses, condominiums, multi-family apartments, mobile homes and mixed-use residential.

Commercial land uses include industrial, general commercial, commercial fishing and tourist commercial. General commercial uses are found all along SR 5/US 1 primarily in Key West and in the more heavily developed Keys such as Key Largo, Marathon and Upper Matecumbe. Commercial fishing is more heavily concentrated in the Lower Keys. Tourist commercial uses such as hotels and motels, private parks and recreation areas, private campground and recreational vehicle parks are more heavily concentrated in the Middle and Upper Keys (with the exception of Key West).

Conservation land uses account for a large percentage of the land area in the Florida Keys. These lands are primarily located in the Upper and Middle Keys and indicate that the federal and state governments have been actively acquiring sensitive lands and habitats of rare, threatened and endangered species. This category includes such conservation lands as Crocodile Lake National

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# corridor management plan

## BACKGROUND CONDITIONS ANALYSIS

Wildlife Refuge, Coupon Bight Aquatic Preserve, the National Key Deer Refuge and the John Pennekamp Coral Reef State Park.

### **Islamorada, Village of Islands Land Use**

Islamorada, Village of Islands comprises 18 miles of the Florida Keys Scenic Highway, with property fronting on both sides of US 1 located between mile marker 72.658 and mile marker 90.939, from the west end of Channel Two Bridge to the west end of Tavernier Creek Bridge. Land uses existing within the corridor are predominantly tourist commercial, including hotels, motels, resort facilities, restaurants, and other service commercial activities. A large concentration of marine commercial uses exist which contribute to the visual image in the Islamorada, Village of Islands area. A few private residences are located adjacent to US 1 on both sides of the highway.



*Historic Steamboat House, Islamorada*

### **The City of Key Colony Beach Land Use**

The portion of the City of Key Colony Beach that lies within the Florida Keys Scenic Highway Corridor comprises less than 500 linear feet of property fronting on the south side of US 1 located at approximately mile marker 50. Two land uses exist within this US 1 frontage - business and vacant parcels zoned for public buildings.



### **The City of Marathon Land Use**

The City of Marathon comprises 12.5 miles of the Florida Keys Scenic Highway Corridor, with property fronting on both sides of US 1 located between mile marker 47.5 and mile marker 60. The majority of the land uses existing within the corridor include general and service commercial land uses. Many of the larger shopping centers and franchise stores and restaurants are located in Marathon. The Marathon Airport and its associated commercial and industrial uses is located within the city. Various governmental offices and maintenance yards are also located within the Marathon portion of the Scenic Highway Corridor.

### **The City of Key West Land Use**

The portions of the City of Key West that lie within the Florida Keys Scenic Highway Corridor are built-out for the most part, with very little vacant land. The Key West portion of the corridor offers general commercial uses including large shopping centers, as well as a large number of tourist commercial uses such as hotels, motels, condominiums, resort facilities and restaurants. A large number of marine commercial facilities are located within the corridor. Very few single-family residences can be found along US 1 or A1A; however, most of the buildings in the more historical portions of the corridor are of a residential scale and character.

### **The City of Layton Land Use**

The portion of the City of Layton that lies within the Florida Keys Scenic Highway Corridor comprises parcels located adjacent to US 1 between mile marker 68 and 69. Land uses include commercial, institutional, vacant commercial, vacant conservation, and recreation.

# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 5

### Future Land Use/Zoning

Monroe County established generalized future land use categories and their associated densities and intensities in their Comprehensive Plan to:

- a. encourage development on lands which are intrinsically most suitable for development;
- b. reduce urban sprawl and encourage a more compact form of development;
- c. protect sensitive natural resources; and
- d. enhance the character of the community.

For the most part, future land use categories in Monroe County and its municipalities are based on, or mirror, existing development patterns and zoning classifications; therefore a depiction of future land use categories in the Keys also describes the generalized existing land use characteristics and zoning categories. Figure 4 (Appendix A) depicts generalized future land use for Monroe County and its municipalities.



*Top: Whale Harbor Inn and Marina, Islamorada*

*Bottom: Waterfront Residential Neighborhood*

### Future Development Plans

Because of the competitive nature of the permit allocation system, it is nearly impossible to project future development plans for unincorporated Monroe County. Although the Future Land Use Map provides a basic framework for future patterns, densities, and intensities of land use, the actual amount of development, based on the critical measure of carrying capacity, will be much less than indicated on the map. Actual growth patterns will be determined entirely by those developments that are successful in obtaining permits through the Building Permit Allocation System. To be successful in this system, development proposals must compete based on performance criteria designed explicitly to implement the key public purpose criteria of carrying capacity, resource protection, and maintenance and enhancement of community character. These criteria are implemented through a point system that competitively "scores" development proposals based on their degree of conformance with the intent of the Future Land Use concept. Developments

located and designed so as to provide the greatest public benefit will have the greatest chance of being permitted in a given year.

Because of the relatively recent incorporation of the municipalities of Islamorada, Village of Islands and the City of Marathon, it is hard to predict future development plans. Islamorada, Village of Islands will base future development on its own residential and non-residential building permit allocation system, along with transferable development rights programs to direct growth towards infill and redevelopment areas. The City of Marathon has not completed its Comprehensive Plan or Land Development Code; however, it is expected that they will develop similar methodologies of projecting future development and providing adequate public facilities to support that development.

### **The Florida Keys Carrying Capacity Study**

The Florida Keys Carrying Capacity Study (FKCCS) is being executed by the U.S. Army Corps of Engineers (USACE) to meet the requirements of Rule 28-20.100, Florida Statutes (Florida Administrative Weekly, April 12, 1996). The results of this Study, projected to be complete in June 2002, are expected to have widespread impact on the way development will occur throughout the Keys. Monroe County's Work Program, as amended, indicates that: "...the County will implement the carrying capacity study by, among other things, the adoption of all necessary plan amendments to establish a rate of growth and a set of development standards that ensure that any and all new development does not exceed the capacity of the county's environment and marine system to accommodate additional impacts."

The goal of the study is defined as follows: "The carrying capacity analysis shall be designed to determine the ability of the Florida Keys Ecosystems, and the various segments thereof, to withstand all impacts of additional land development activities. The carrying capacity analysis shall consider aesthetic, socioeconomic (including sustainable tourism), quality of life and community character issues, including the concentration of population, the amount of open space, diversity of habitats, and species richness. The analysis shall reflect the interconnected nature of the Florida Keys' natural systems, but may consider and analyze the carrying capacity of specific islands or groups of islands and specific habitats, including distinct parts of the Keys' marine ecosystem."

Anticipated products of the study include:

- Specific study category databases developed with Geographic Information Systems (GIS) capabilities.
- A Carrying Capacity Analysis Model (CCAM).
- A determination of the carrying capacity framework of the Florida Keys.
- Identification and analysis of alternative development scenarios, which are within the carrying capacity framework of the Florida Keys, including specific analyses of economic, fiscal, and social preference implications.

The USACE and the Florida Department of Community Affairs (FDCA) elaborate on the objective and scope of the FKCCS (letter to Mr. Richard Grosso, April 17, 2000): "...the FKCCS will not result in one number that defines the carrying capacity of the Florida Keys, but will provide a range of scenarios that lie within the carrying capacity framework of the Florida Keys. The carrying capacity framework is defined by the tolerance limits for the natural resources, socioeconomic preferences and hurricane evacuation. The tolerance limits will be those that are associated with a healthy and sustainable natural environment, the ability of residents and visitors to evacuate safely, and locally defined community character and quality of life."

By early 2001, the FKCCS had completed four main activities that provide input into the preliminary feasibility assessment: a review of scientific literature on Florida Keys Ecosystems and Species, a preliminary evaluation of hardware and software needs for the CCAM, a Users Needs Assessment (UNA), and a preliminary development of model relationships.

### **Results of the Users Needs Assessment Interviews and Workshop**

The following section summarizes the main issues of interest raised by the user community during the UNA interviews conducted from August 7 through 11, 2000.

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 5

### *Village of Islamorada*

#### *General*

- The Village of Islamorada wants to remain a place where residents want to live and tourists want to come, while preserving the resources and character that attracted them to the area.
- As a result of limited-growth and related policy adoption, trends in Islamorada are toward issuance of fewer residential permits and very limited non-residential permits. Emphasis of non-residential development activities is on revitalization and redevelopment.
- The focus of planning and regulatory activities is on public facilities, including parks, recreation areas, and other community enhancements.

#### *Planning Priorities/Community Concerns for Islamorada, Village of Islands*

- The impact of development in other locations on the character and resources of the Village of Islamorada.
- Community aesthetics and other quality of life issues.
- The effect of residential conversions, or “knock-downs,” on housing affordability. Hurricane evacuation as related to widening of US-1 through Islamorada.
- Implementation of the Stormwater and Wastewater Master Plan and its associated costs.
- Impacts of transient housing and tourism on local housing and natural resources.
- Land acquisition and retirement of development on vacant land.

### *City of Marathon*

#### *General*

- Marathon considers itself a true city, serving as a hub to surrounding areas.
- It is initiating its comprehensive planning process through a series of revisions to the adopted (County) plan. Policies are expected to focus on issues of housing affordability, transient rentals, and concurrency.
- The City of Marathon sees a lack of and need for an effective, legitimate, flexible regulatory framework to encourage development, redevelopment and to increase aesthetic quality.

#### *Planning Priorities and Community Concerns of the City of Marathon*

- The growth limitations due to nutrient reduction credits compliance.
- Maximizing mitigation for losses due to road widening.
- Level of service/concurrency constraints. (Wastewater is critical.)
- Hurricane evacuation.
- Mitigation of impacts from the widening of US-1.
- Obsolescence/incompatibility of land uses/redevelopment needs.
- Inadequacy of development standards/consistency and coordination with other agencies.
- Housing affordability (provision of higher quality affordable housing while maintaining available quantities).
- Aesthetic character and community identity enhancements.



### **City of Key Colony Beach**

#### **General**

- Daily activities are more related to code enforcement, rather than planning. Political and social context drives planning activities.
- Limited growth is expected based on historic trends and limited vacant land availability. The City is not subject to Rate of Growth Ordinance (ROGO), but has issued on average about 15 new development units per year.
- Limited growth is expected based on historic trends and limited vacant land availability. The City is not subject to Rate of Growth Ordinance (ROGO), but has issued on average about 15 new development units per year.
- A number of local capital improvements and infrastructure upgrades have been recently pursued.
- The City will initiate its Evaluation Appraisal Report (EAR) process in the next two to three years, but only modest effort is foreseen.
- A priority of the City is to strengthen relationships with government agencies that provide support and act as resources to the City, including Monroe County and FDCA. If activities intensify, planning staff may be hired.

#### **Planning Priorities and Community Concerns of the City of Key Colony Beach**

- To provide adequate services and facilities for an aging population.
- Gentrification and affordable housing.
- Future development of City's mixed-use areas (e.g., Causeway).
- Compatibility/quality of infill development.
- Enforcement and regulatory capabilities.
- Water quality degradation.
- Fiscal and economic issues, including land value escalation and housing affordability, as well as the cost of capital improvements and government operations.
- Transient orientation of new development and redevelopment.
- Growth limitations and concurrency concerns are not a priority for the City based on land availability, historic rate of growth, and available infrastructure capacity.

### **City of Layton**

#### **General**

- Current development within the city is fairly static.
- The City is comprised of approximately 150 parcels, and is near build-out. There are 15 vacant platted lots left, while the future land use designation of one large parcel may be reconsidered for the purposes of development.
- The permit demand does not exceed the supply (12 per year), with only two to three new residential permits issued per year, historically.
- An expansion of the park is planned.
- There is very little recent, current, or future planning and regulatory activity in the City of Layton.

# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 5

### *Planning Priorities and Community Concerns of the City of Layton*

- Protection of local property rights, maintaining community character, land value escalation, and the availability of affordable labor.

### **Scenario Considerations from the Florida Keys Carrying Capacity Study (FKCCS)**

- No new development or growth
- Maximum growth allowed within current ROGO limits
- Complete build-out within current code limitations
- Additional people with various standards of living
- Identification of developable and non-developable parcels
- Upgrade of all storm-water and wastewater to best possible treatment
- Upgrade of all storm-water and wastewater according to current regulation and no change
- Water quality resulting from various treatment scenarios including no upgrades or limited upgrades
- Additional development afforded by improved storm-water and wastewater treatment
- Acquisition of all development rights
- Economic impacts of resource protection
- Amount of additional development that can be sustained
- Identify limiting factor(s) for growth
- Cost of limiting growth
- Maintenance of low cost of living
- Best development methods and patterns for environmental protection
- Best conservation land acquisition approach/placement
- Best methods and patterns of commercial development
- "Upstream" and "downstream" effects of activities
- Traffic predictions for various scenarios
- Changes in externalities, such as Florida Bay and Cuba
- Elevation of building level



*Dolphin Research Center, Marathon*

### **SIGNAGE**

Both on-premise and off-premise signs presently exist within the Florida Keys Scenic Highway Corridor. On-premise signs are permitted on US 1 only in commercial, mixed use/commercial and industrial zoned areas as identified in the specific local government comprehensive plans, unless otherwise prohibited by local government land development regulations. There is no database that identifies the number and locations of on-premise signs within the corridor. Appearance, size, spacing requirements, and other characteristics of permitted on-premise signs are regulated by local government regulations for properties located along US 1. ***New off-premise signs (billboards) are prohibited within the entire corridor pursuant to local regulations.*** In

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# corridor management plan

## BACKGROUND CONDITIONS ANALYSIS

Monroe County, although billboards are not allowed, off-premise advertising signs are permitted for the purpose of advertising establishments which are not readily visible from US 1 but which access US 1 by an intersecting side street. Appearance, size, spacing requirements, and other characteristics of permitted on-premise signs are regulated by federal, state and local government regulations.

The FDOT database identifies approximately 150 off-premise signs located along US 1 in the Florida Keys, primarily in the urbanized areas designated Mixed Use/Commercial on the Monroe County Future Land Use Map. These nonconforming signs are allowed to exist until such time they fail to be permitted or maintained in accordance with all applicable laws, rules, ordinances, or regulations other than the provision that makes it nonconforming. If a nonconforming billboard is destroyed in Monroe County it may not be replaced. If the state, county or municipality wishes to remove a lawful nonconforming sign within the Scenic Highway Corridor, just compensation must be paid.

The Florida Keys Scenic Highway CAG will have to coordinate with the District Outdoor Advertising Administrator. Once a corridor has been designated as a Florida Scenic Highway, the Outdoor Advertising Office is precluded from issuing new permits for outdoor advertising signs within the control zone of the Interstate and National Highway Systems, the Federal-Aid Primary System, and the State Highway System along the corridor. Following are summaries of applicable sections of Monroe County and its municipalities' current sign ordinance provisions for on-premise signs permitted within the Scenic Highway Corridor:

### **Monroe County**

Monroe County adopted a new sign ordinance in January 1998 (Section 9.5-401 of the County's Land Development Regulations). The City of Marathon is still using the County's sign ordinances until it adopts ordinances of its own. The County's sign ordinance requires that nonconforming ground-mounted signs come into compliance when the sign needs substantial improvement or when a change in copy is requested for the sign. The County's ordinance allows a maximum 75 square feet per face for non-residential signs for business with up to 150 linear feet of frontage along US 1; up to 100 square feet per face for businesses with 150' to 300' adjacent to US 1; and up to 200 square feet per face for businesses with over 300' frontage along US 1.

### **Islamorada, Village of Islands**

Ordinance 00-07 of the Islamorada, Village of Islands Code addresses sign regulations. The Village sign ordinance prohibits: attention-getting devices, abandoned signs, animated signs, automatic changing signs or electronic message centers, billboards and other off-premise signs, illegal signs, internally lit signs and off-premise signs, signs on fences, and certain light graphic signs. Permitted size of commercial signs for businesses that front on or are visible from US1: The ordinance allows a total area of wall-mounted signage equal in area to two (2) square feet times the length of the individual business frontage. This signage may be distributed on the front and/or sides of the building in which the business is located. The height may not exceed 20'. Neon copy can be utilized in lieu of other copy for wall signs. However, the use of neon will result in a 50% reduction in the wall sign area allowed under this Section. Neon outlining is not permitted. Theaters, museums, audio-

Street Frontage (Linear Feet)	Maximum Area Per Sign	Total Signs
1 to 300'	60 sq. ft.	One (1)
>300'	50 sq. ft.	Two (2)*
	Or 110 sq. ft.	One (1)

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 5

riums and fairgrounds are permitted an additional thirty-two (32) square feet of a changeable copy, wall-mounted sign. Along the wall adjacent to the ticket windows, a theater may display, without requiring a sign permit, one (1) poster per screen up to twelve (12) square feet.

One (1) canopy sign per business entrance may be placed underneath, extending downward from a canopy along the front of a building, to clearly serve the purpose of providing business identification for pedestrians provided: the sign does not exceed five (5) square feet per face; the sign is permanently attached and does not swing; the sign is perpendicular to the facade of the building; and the sign is located above a walkway. Each business may, in lieu of wall signage, erect an awning sign. The copy area of the awning sign is limited to an area one (1) times the business frontage. Single lines of copy are limited to twenty-four (24) inches in height. Multiple lines of copy may not exceed twelve (12) inches for each line. The lighting must be consistent with the provisions of this chapter.

The Village has a historic sign designation process to protect nonconforming signs that are over 25 years old and which contribute to the character of the Village.

### **City of Key Colony Beach**

Article X of the City of Key Colony Beach Land Development Code regulates signage in the city. Future Land Use districts located along US 1 within the city include "business" and "public buildings." Off-premise signs are prohibited pursuant to Section 101-131 of the code. Section 101-135 regulates on-premise signs for non-residential districts. This section permits one ground sign per tract frontage on public streets at a maximum height of eight (8) feet and a maximum area of sixty (60) square feet if the frontage is 200 feet or more and thirty-six (36) square feet if the frontage is less than 200 feet. One (1) wall sign is permitted per ground floor establishment fronting on a public street with a maximum area of one (1) square foot per lineal foot of building frontage and at a maximum height of the top of the facade or wall. Canopy and awning signs are permitted as an alternative to the permitted wall signs.

### **City of Key West**

Article XVI of the City of Key West regulates signage within the city limits. Section 3-16.3 regulates on-premise signs in the Historic Districts, allowing no more than two (2) signs at its location unless on a street corner, which allows three (3) signs, restricting flat and facade signs to ten (10) percent of the front of the building facade area and projecting signs to a maximum area of five (5) square feet. Section 3-16.4 regulates on-premise signs in the Boulevard Appearance and Boulevard Safety Zones, allowing one facade sign and one freestanding sign per single lot or parcel, and an additional freestanding sign if the businesses are in a shared occupancy, such as a shopping center. No single sign surface is permitted to exceed sixty-four (64) square feet in area and no aggregate sign shall exceed one hundred twenty-eight (128) square feet.

### **City of Layton**

Section 15 of the City of Layton Land Development Regulations regulates signs in the city. Attached signs permitted in the commercial districts may not exceed ten percent of the total surface area of the side of the building to which the sign is attached or exceed 24 square feet in total surface area except that buildings with over thirty linear feet of frontage may add an additional 6 square feet of sign for each 10 linear feet of frontage over the thirty feet. One free-standing sign per principal building structure is allowed, not to exceed fifty square feet per side; however, the

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# corridor management plan

## BACKGROUND CONDITIONS ANALYSIS

City Council may approve an additional ten square feet of sign face for each 10 feet of US 1 linear frontage beyond the first fifty feet up to a maximum 90 square feet. Additional free-standing signs are not allowed for individual businesses associated with a principal use structure, except a parcel containing more than one principal business and having a minimum of 150 feet of US 1 frontage may have one additional free-standing sign up to 360 square feet. Freestanding signs cannot exceed 25 feet in height or extend above the roof of the principal building, whichever is greater.

### **SAFETY ISSUES**

The FDOT study titled Summary Analysis U.S. 1 Traffic Accidents, Key West to Florida City, 1984-1988 (1989) reported that accidents and/or fatalities increased during those years in the following segments of US 1:

- a. Big Coppitt Key to Big Pine Key (mm 10-31)
- b. Duck Key to Lower Matecumbe Key (mm61-73)
- c. Lower Matecumbe Key to Tavernier (mm 73-91)
- d. Key Largo to Dade County Line (mm 106-112)

The study indicates that from 1984 to 1988 these segments accounted for less than 40% of all accidents on US 1, but more than 50% of all the economic losses, injuries and fatalities.

### **Bicycle and Pedestrian Safety**

Accident data, exclusively for US 1 in Monroe County, were obtained from FDOT for use in the Monroe County Bicycle and Pedestrian Plan (October 1997). Table 5 contains historical bicycle and pedestrian accident data for US 1 for the years 1991 to 1995.

Almost consistently during the five-year period analyzed, bicycle accidents accounted for two-thirds of the total bicycle and pedestrian accidents on US 1 each of the years. Of the accidents listed in Table 5, accidents that took place at intersections of US 1 ranged from 36% to 59% of the total bicycle and pedestrian accidents. Another 12% to 27% of the accidents took place at driveways accessing US 1. Very few of the accidents took place on bridges. Most of the accidents took place during the daytime and on dry pavement.

The Monroe County Bicycle and Pedestrian Plan included a description of existing deficiencies in bicycle and pedestrian facilities along US 1 in the Florida Keys and recommended mitigation measures. In addition to the recommended mitigation measures, the plan recommended that additional efforts be made to educate the public, including residents, children, and visitors, about the importance of the safe use of the bicycle and pedestrian network. The bicycle and pedestrian plan describes the Monroe County Bicycle/Pedestrian System Plan Project Prioritization for the US 1 corridor, including Category 1 projects (consisting of proposed facilities that provide for bicycle and pedestrian facilities on at least one side of US 1) and Category 2 projects (consisting of proposed facilities that would supplement an existing, programmed, or proposed facility by providing pedestrian facilities on both sides of US 1). Thirteen (13) projects were proposed under Category 1, and eighteen (18) under Category 2. A listing of these projects is found in Appendix A. *Goal 2; Objectives 2.1 and 2.2; and Strategies 2.1.1, 2.2.1, 2.2.2, 2.2.3 and 2.2.4 address this issue.*

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Table 5  
**Historical Bicycle and Pedestrian Accident Data  
US1 in Monroe County, 1991—1995**

Year	Total	Accidents			Fatalities	Injuries
		Total Bike & Pedestrian	Pedestrian	Bicycle	Bike & Pedestrian	Bike & Pedestrian
1991	709	59	18	41	7	58
1992	693	51	17	34	5	53
1993	771	69	23	46	2	71
1994	716	69	20	49	4	62
1995	701	39	13	26	6	34
Total	3,590	287*	91	196	24	278

An additional 53 accidents (for a total of 340) were located on side streets adjacent to and were influenced by traffic on US 1.

## TRANSPORTATION ISSUES

### Traffic Volumes/User Types

The FDOT operates three permanent counters on US 1 in Monroe County. Station #164 is located 200 feet south of CR 905 on Key Largo near mile marker 106, Station 227 is located near mile marker 30 on Big Pine Key, and Station # 165 is located 200 feet east of the Cow Key Channel Bridge on Stock Island. In addition to the data from permanent counters, the FDOT periodically samples traffic volumes at 31 locations in unincorporated Monroe County along US 1 and 24 locations in Key West. Data from the FDOT permanent counters on Key Largo and Stock Island indicate that March is the peak month and October is the low month for traffic at both ends of the Keys. While March is the peak month, high weekend counts continue from February through August.

### Origin and Destination Characteristics

Origin and destination studies provide a sample "cross-section" of traffic movements, providing information about who the travelers are, how long their trips are, where their trips begin and end, and their purpose for making the journey. In Monroe County, the best available data of this type comes from a survey conducted along US 1 in March and April of 1985. The user profile findings showed that tourists made up about one-quarter of the survey respondents, indicating that permanent residents are the most significant component of the traffic stream, even during the peak season. The study reveals an average, all-purpose trip length of 26 miles, or roughly five times the national average (US DOT, 1978). These long trips can be attributed to the linear geography of the Keys and the presence of Key West, a major origin and destination, at the end of the island chain.

### Level of Service (LOS)

In February 1991 the Monroe County Commission adopted a policy to raise the LOS standard for US 1 from LOS D to the FDOT standard of LOS C. A methodology for determining existing levels of congestion and reserve capacity on US 1 in Monroe County was developed in 1991 by a cooperative effort among staff from Monroe County, the FDOT, the Florida Department of Community Affairs, and the County's consultant. The methodology and the corresponding

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analysis results that were based on it were documented in a report titled US 1 Level of Service Task Force Summary of Final Recommendations (June 21, 1991). The method for determining congestion and reserve capacity was based on existing measured travel speeds for 24 segments of US 1. A reserve capacity for each segment of the facility and the number of dwelling units that could be developed based on this reserve capacity was also documented. The methodology is based on a comparison of measured travel speeds against speed limits during peak season conditions, which responds to driver perception of congestion and delay in uninterrupted flow conditions.

The methodology provides a direct method for estimating the impact of future development on US 1 using Level of Service C. The speed-based methodology for determining reserve capacity on US 1 takes into account the impact of non-residential development by allocating trips produced (generated) and attracted by new development onto US 1. Residential land uses generate trips, while non-residential land uses attract trips.

Monroe County has conducted travel time and delay studies of US 1 on an annual basis since 1991. The annual Arterial Travel Time & Delay studies for Monroe County address two primary purposes, to monitor the level of service on US 1 for concurrency management purposes and to establish an empirical relationship between the volume-based capacities and the speed-based level of service methodology described above. Figure 6 (Appendix A), from the 2000 US 1 Arterial Travel Time and Delay Study for Monroe County, Florida, was developed by URS Consultants, Inc., to depict average travel speeds and levels of services for US 1 in Monroe County.

### Transportation Planning

Transportation planning for the Florida Keys Scenic Highway Corridor is based on the Monroe County Long-Range Transportation Plan, in coordination with Florida Department of Transportation (FDOT), District 6, and with all the jurisdictions located along the corridor. Islamorada, Village of Islands was not incorporated when the Plan was developed, and does not support the Plan's recommendation to widen US 1 throughout the Village limits. **Goal 2; Objectives 2.1 and 2.2; and Strategies 2.1.3, 2.2.2 and 2.2.3 address this issue.**

There were seven roadway segments contained in the Long-Range Transportation Plan where the projected Year 2000 peak season daily volumes were anticipated to exceed the Level of Service C threshold. The Adopted Needs Plan identified the following improvements needed to provide an acceptable level of service on these segments:

Location	Needs Plan Project
US 1 from MM 4 to MM 4.5	Widen to six-lane divided roadway
US 1 from MM 9.2 to MM 20	Widen to four-lane undivided roadway
US 1 from MM 29.5 to MM 33	Construct a center two-way left turn lane
US 1 from MM 80 to MM 90 (see note below)	Widen to a four-lane divided roadway
Palm Avenue (Eaton Street to Truman)	Widen to a four-lane undivided roadway
Truman Avenue (Palm Avenue to Whitehead)	Widen to a four-lane undivided roadway
N. Roosevelt Blvd. (Palm Ave to Kennedy Dr.)	Widen to a six-lane divided roadway

*Note: Islamorada, Village of Islands does not support the widening of US 1 within the Village limits*

# FLORIDA KEYS SCENIC HIGHWAY

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The Islamorada, Village of Islands Comprehensive Plan includes several policies that address transportation planning activities on US 1 within the Scenic Highway Corridor. One policy requests that FDOT designate US 1 a “constrained facility” from Mile Marker 72.658 to Mile Marker 90.939 within the Village so that no additional through lanes would be constructed. The reasoning behind this policy is that there is limited right-of-way through the “heart” of Islamorada and adding lanes would negatively affect commercial properties through parking space removal and proximity of high-speed, high-volume traffic. The Village also worries that increasing the number of lanes on US 1 would cause adverse impacts to many federal and/or state-listed endangered species, threatened species, and species of special concern adjacent to existing r-o-w. This area includes Sea Oats Beach on Lower Matecumbe Key and upland hammocks on Plantation Key.

Other environmental concerns in the Village include increased run-off from greater pervious surface area and its undesirable impact on water quality, temperature increases resulting from the additional pavement and a reduction in vegetated cover. Concerns are expressed about adverse traffic impacts including noise and fumes to adjacent residential subdivisions, residential estates and commercial establishments created by additional through lanes and increased traffic volumes; increased potential for vehicle/pedestrian/cyclist collisions due to increased traffic volumes and speed; increased difficulties executing safe left hand turns due to increased traffic volumes and speed; and unsafe highway crossing conditions created for all pedestrians, particularly children and seniors due to increased traffic volumes and speeds. Finally the Village feels that widening US 1 would be a contradiction to the values of the Village citizenry and Council as expressed in the Village Vision and Mission Statement, which recognizes and protects the high quality of life in the Village. Highway widening would impact the ‘sense of place’ and unique character created by the small scale of the Village’s ‘Main Street.’ The growth management implications of highway widening on the carrying capacity of the Florida Keys is also a consideration of the Village.

### Public Transportation

Mass transit in Monroe County is currently provided by Key West DOT in the form of a fixed route service oriented to the residents of Key West and Stock Island. Two buses are operated by PATA on a fixed route for sixteen (16) hours a day from 6:00 am to 10:00 pm. This allows a bus every hour. On weekdays, two additional buses are added to the service during the morning and afternoon peak hours to allow a bus every half hour.

Monroe County does not operate a mass transit system, and there are no mass transit terminals, rights-of-way or exclusive mass transit corridors in the unincorporated county. The Monroe County Transportation Program (MCTP) operates a paratransit service for the transportation disadvantaged. This is a countywide portal-to-portal service available by appointment and thus does not operate according to an established route. Offices of the MCTP are located in Key West, Marathon and Plantation Key. The MCTP operates ten (10) vans and has seven (7) drivers. Service is offered eight (8) hours a day but requires twenty-four hour advance notice.

There are several factors that might favor the establishment of a fixed route public transportation system for Monroe County in the future: 1) the population density is increasing; 2) the shape of the Keys allows most of the development to be close to US 1; and 3) the marginal price of transit is within the tolerable limits expressed by the residents.



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The Greyhound Bus Company provides regular service for the entire length of the Keys. This company offers three trips daily up the Keys and three trips daily down the Keys and will pick up or drop people off anywhere along the way as authorized stops. However, tickets must be purchased at a ticket office at one of the stations in Key West, Big Pine, Marathon and Key Largo.

### Bicycle and Pedestrian Activities

The Monroe County Bicycle and Pedestrian Plan (October 1997) includes recommendations to develop a countywide bicycle and pedestrian system plan that provides a continuous bicycle and pedestrian facility from the Dade County line to the City of Key West. The recommended plan provides for these facilities on US 1 segments with high density of development. The plan recommends that design of all future facilities should comply with the FDOT and AASHTO guidelines, wherever possible. Where constrained by reasons beyond human control, such as environmental concerns, and barriers such as existing bridges, the best possible solution should be implemented with safety, cost, and other concerns balanced. Wherever possible the County is planning to utilize the Old Keys Bridges with continuous spans as bicycle and pedestrian facilities. FDOT, ISTEA and Monroe County funds have provided bike paths along the route to date, with more projects in the pipeline. Maps are included in the bicycle and pedestrian plan to depict these recommendations.

Islamorada, Village of Islands has adopted a Comprehensive Plan policy to prepare a Village Bicycle and Pedestrian Plan by 2005 that will focus on bicyclist safety, facility continuity and linkages to surrounding neighborhoods and recreation areas. The Village has coordinated in the planning of the Florida Keys Overseas Heritage Trail Master Plan and will continue with this coordination.

### Florida Keys Overseas Heritage Trail Master Plan

For many years the Florida Department of Transportation (FDOT) and Monroe County provided bike paths throughout the Keys. However, a long-term strategy for the development of an overall trail from Key Largo to Key West was lacking. As part of the Florida Keys Scenic Highway Committee's ongoing work, it seemed appropriate to assist in the development of a long-range vision for the Florida Keys Overseas Heritage Trail. Traveling along US 1 from Key Largo to Key West, this singular route provides access to: cultural, archaeological, historical, scenic, environmental and recreational resources that are unique and treasured by residents and visitors alike. Indeed, feedback from the public supported the concept of a well-planned, developed and maintained Florida Keys Overseas Heritage Trail as part of the scenic experience for US 1 travelers.



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Clean Florida Keys (CFK), Inc. applied for and received a small seed grant from the Florida Department of Environmental Protection (FDEP) to develop a draft plan for one small segment of the trail—Key West to Sugarloaf – MM 00 to MM 20. CFK formed a partnership among FDEP, FDOT, Monroe County, the Rails-to-Trails Conservancy and the National Park Service. A draft plan was then developed utilizing the partnerships and the professional services of Michael Design Associates—specialists in trail design. This draft plan was discussed in two public meetings and input from the public was incorporated into the revised draft.

Feedback from the public, received at many public meeting and presentations, strongly supports the concept of collaboration and teamwork. Partnerships are essential if the Florida Scenic Highways designation and plans for the Florida Keys Overseas Heritage Trail are to become realities. With the Florida Keys Overseas Heritage Trail, government agencies liked the idea of developing a cooperative vision and the County received matching grants both from FDOT and FDEP to complete a Trail Master Plan for the entire length of the Keys. A second round of six public meetings were held throughout the Keys in December 1999 and May 2000.

The Florida Keys Overseas Heritage Trail (FKOHT) Master Plan was approved in August 2000 and includes recommendations for trail planning, implementation, and management. The Master Plan provides Monroe County and its planning partners with a unified vision and common goals



to develop a valuable environmental, cultural and economic resource. The Master Plan describes eight phases in the implementation process for the FKOHT: complete existing projects, install signage on existing trail, develop new trail, establish trail furnishings in communities, points of interest, identification and signage of side structures and, where feasible, develop boardwalks in constrained areas and renovate old bridges. The alignment of the proposed Florida Keys Overseas Heritage Trail, along with many recommendations for bridge treatments, trailheads, signage, and descriptions of other trail amenities are found in the Master Plan document, a summary of which is included in Appendix F.

After this last round of public meetings, FDEP Recreation and Parks Division agreed to assume management of the Florida Keys Overseas Heritage Trail as an addition to its State Park System - *the Florida Keys Overseas Heritage Trail State Park*. In addition, FDOT and FDEP with Monroe County are working together on plans to create a trailhead at Sunset Park (near

Knight's Key) and to start trail segments on Big Coppitt Key and Grassy Key in 2001. Clean Florida Keys will also continue to garner citizen feedback to make the planning and development of the Florida Keys Overseas Heritage Trail an integral part of future planning for the Florida Keys Scenic Highway.

### Roadway Improvements

The District 6 FDOT is responsible for maintaining and improving state roads in Miami-Dade and Monroe Counties through its Five-Year Transportation Plan, which is updated annually and provides a schedule of major roadway improvements. Funding for these improvements comes from fuel taxes, vehicle license fees, federal aid, and occasionally from bond sales.

Projects included in the FDOT District 6 Five-Year Transportation Plan for fiscal years 2000-2004 that might impact the Florida Keys Scenic Highway include bridge repair and construction, adding travel lanes and turn lanes, construction of bike paths, landscaping, paving shoulders, installing traffic signals, and intersection improvements. These projects are listed in Table 6 in Appendix A. Figure 7 (also in Appendix A) depicts the location of the projects identified in the table.

The Monroe County Public Works Department coordinates some aspects of the operation and maintenance of US 1 in the Keys. In addition to adjusting the signal timing along US 1, the County Public Works Department currently maintains many of the bikeways along US 1, streetlights, some landscaping, information signs and rest stops, such as Veterans Park.

### **ENVIRONMENTAL, SOCIAL AND CULTURAL CONDITIONS**

The Florida Keys Scenic Highway Corridor is a beautiful, unique roadway that links the series of islands that make up the Florida Keys. The highway is recognized for its striking vistas of the Atlantic Ocean on one side and various bays and sounds on the other side, with all the associated vegetation and wildlife associated with these water resources. In addition to its unique environmental resources, the Florida Keys enjoy distinctive social and cultural characteristics that are alone worth a trip along the Florida Keys Scenic Highway. This section will briefly describe the environmental, social and cultural resources and analyze the condition of each. **Goals 1 and 4; Objectives 1.1, 1.2 and 4.1; and Strategies 1.1.1, 1.1.2, 1.2.1, and 4.1.3 to 4.1.5 address this issue.**

#### **Environmental Conditions**

##### **Wetlands**

The biological communities of the Florida Keys include five wetland types, which provide important storm protection, water quality protection, and wildlife habitat functions. These wetland communities include:

1. Mangrove forests along the shorelines of the Keys;
2. Transitional wetlands lying landward of the mangrove fringe and seaward of upland communities;
3. Salt ponds occupying shallow enclosed basins having very restricted tidal influence;
4. Beaches; and
5. Small freshwater wetlands and freshwater ponds in areas of freshwater lenses in the Lower Keys.

"Disturbed wetlands" occur throughout the Keys. In the Keys, disturbed wetlands are generally wetlands that were originally characterized by salt marsh and buttonwood, or mangroves. Generally, wetlands permitting activity is greatest within areas of previous alteration. During the "subdivision boom" of the 1940's and 1950's, an unknown amount of Florida Keys wetlands and submerged lands were lost to dredge and fill in the creation of new subdivisions. Since that time, the vacant lots in many of these subdivisions have begun to succeed back to some type of wetland community. The degree to which the wetland types have been altered has had an effect on the functional value of each. Functional or habitat analysis has never been performed for the Keys' wetlands.

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### *Mangrove Communities*

Mangroves are a pan-tropical species, occurring on 75% of the world's tropical coastline. In Florida, the largest mangrove forests (90%) are located in Lee, Collier, Dade and Monroe Counties.



*Mangrove Creek,  
Curry Hammock State Park*

Monroe County encompasses approximately 234,000 acres of mangroves, the majority lying within the boundaries of Everglades National Park and the small islands in Florida Bay. Three species of mangroves occur: 1) Red Mangrove; 2) Black Mangrove; and 3) White Mangrove.

Until 1975, mangroves in the Florida Keys were filled routinely for purposes of providing dry land for development. In 1986, Monroe County adopted its current Land Development Regulations, which effectively stopped such activities. Pollution problems and other concerns related to mangroves include:

- problems related to mangrove trimming by private landowners;
- problems related to removal of fringing shoreline mangroves for construction of shoreline structures, particularly docks; and
- problems related to water quality deterioration in the nearshore environment as a result of existing population levels and practices.

### *Transitional Wetlands*

Salt marsh and buttonwood wetlands are tidally influenced transitional wetlands that lie landward of the mangrove fringe and seaward of the upland community. Salt marshes are the lower transitional wetlands, and buttonwood associations are generally higher transitional wetlands, occurring between the salt marshes and the high upland habitats. In the Lower Keys the broadest expanse of transitional zones occurs. On Sugarloaf, Cudjoe, Big Torch, Little Torch and on a number of other Keys, transitional zones occupy hundreds of feet in width. By comparison, in the Middle and Upper Keys, the transitional zone is quite narrow, with hammock often found within a short horizontal distance from the high water mark.



*Golden Orb Trail, Long Key State Park*

As of 1990, the Florida Keys were estimated to have approximately 6,500 acres of undisturbed salt marsh and buttonwoods. Of these, approximately 2,000 acres are owned by state and federal agencies and 4,500 acres are privately owned. There is an undocumented area of salt marsh and buttonwood wetland which has been disturbed by human activities such as placement of dredge spoils, clearing of vegetation, impoundments, drainage of surface waters, blockage of surface drainage, restriction of tidal circulation, introduction of invasive plants, and dredging.

Placement of fill for residential development, accessory structures, and accessways is the primary source of pollution in salt marsh and buttonwood wetlands in the Keys. Close proximity of developed land to salt marshes tends to adversely affect perimeter areas of the wetland. Due to ease of access many areas of salt marsh and buttonwood wetlands also suffer disturbance from off-road vehicles and heavy equipment.

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# corridor management plan

## BACKGROUND CONDITIONS ANALYSIS

### *Salt Ponds*

Salt ponds are remnants of former open water areas that have been cut off from tidal connection by storm-built berms or man-made structures. This results in a shallow impoundment, which receives saltwater during intense storm events and rainwater on a regular, seasonal basis. Salt ponds occur throughout the Keys and range in size from less than one acre to tens of acres. The best known are located in Key West, Cudjoe Key, Little Torch Key and Long Key. Seasonally variable water depths range from 2 feet to occasionally dry in the late spring.



*Salt Pond, Wild Bird Center, Tavernier*

Until around 1985, salt ponds in the Keys were filled routinely for purposes of providing dry land for development. Pollution problems and other concerns related to salt ponds that remain today include illegal dumping and disruptive activities at the fringe of salt ponds caused by the proximity to developed land uses.

### *Freshwater Wetlands*

In areas on several larger Keys freshwater infiltrating from the surface enters the groundwater table and forms freshwater lenses. The size of these lenses is controlled by rainfall, freshwater discharge, response to tidal fluctuations, proximity to saltwater bodies, permeability of the subsurface materials, and elevation of the island above sea level. Freshwater lenses in the Keys occur on Key West, Big Pine Key, Cudjoe Key, No Name Key, Ramrod Key and Sugarloaf Key.

Until around 1986 salt ponds in the Keys were filled routinely for purposes of providing dry land for development. Some were used as borrow pits or for limestone mining. Pollution problems and other concerns related to freshwater wetlands which remain today include illegal dumping, damage from off-road vehicles, and disruptive activities at the fringe of freshwater wetlands caused by the proximity to developed land uses.

### *Beach/Berm Communities*

Beach/berm formation in the Florida Keys is relatively infrequent and is not directly comparable to the broad coastal strand communities in other areas of the state. Extensive beach development in many areas is precluded due to the offshore coral reefs and gently sloping bottom of Hawk Channel that dispenses oceanic wave energy. Where beaches and wetlands are not present, the shoreline is characterized by exposed, pitted and pinnacled limestone. In the Keys, beaches are typically 15 to 25 feet in width, reaching a maximum width of 60 feet in a few areas, such as on Bahia Honda Key. The berm is a mound or ridge of unconsolidated sand that is immediately landward of, and usually parallel to, the shoreline and beach. The berm is higher in elevation than both the beach and the area landward of the berm, ranging from slightly above mean high water to more than 7 feet above mean sea



*Beach at Long Key State Park*

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level. Berms in the Keys vary in width from 20 to 200 feet. In some locations berms occur without a beach along the shoreline, instead there is a narrow band of fringing mangroves along the waterward edge of the berm.

Pollution problems and disturbances related to beach/berm communities in the Keys include the general loss of beach/berm habitat to developed land uses, clearing of berm vegetation for land development, establishment of exotic vegetation, beach erosion due to human use and off-road vehicles, and natural beach erosion.

### **Upland Vegetation**

There are three native upland biological communities in the Florida Keys - tropical hardwood hammocks, the climax terrestrial community, and the pinelands community, a fire-climax system. Many upland areas in the Keys have experienced disturbance of some kind, which has interfered with natural succession in upland communities.



*Upland Vegetation in Big Pine Key*

The tropical hardwood hammocks community is probably the richest in diversity, with approximately 100 species of wide tropical occurrence present in the Keys and nowhere else in the continental United States. Hammock communities occur as isolated stands of hardwoods or "tree islands." These distinct tree islands consist of broadleaved evergreen hardwood species mainly of a West Indian distribution and are typically surrounded by pineland or wetland vegetative communities that occur in wetter soils. In the Keys, the natural topographic configuration of the islands, especially in the Upper Keys, has favored development of large stands of hardwoods, including Milbark, *Lignumvitae* and Princewood.

Impacts that affect hammocks on the Keys are varied and include natural events such as hurricanes and fires. Man-induced impacts include activities such as land clearing, dredging, ditching, filling, and the introduction of exotic plants. Recovery from the impacts depends on the condition, size, and amount of surrounding hammocks and wetlands, and the type of development on adjacent land. Large-scale loss and alteration of hammocks has generally occurred on a larger scale in the Upper Keys. Many of the remaining large tracts of tropical hardwood hammock



*Upland Vegetation in Long Key*

documented by FNAI in the Upper Keys are ranked fair ("C") in quality usually as a result of disturbed edges, fragmentation, and the proliferation of exotic vegetation typically Brazilian pepper and Australian pine, all resulting from proximity to development.

Pinelands, or slash pinelands, are fire-climax systems dominated by pine trees. Although pinelands formerly existed in the Upper Keys, their occurrence in Monroe County is presently limited to the Lower Keys, primarily on Little Pine Key, Big Pine Key, No Name Key, Cudjoe Key, Sugarloaf Key and on neighboring Keys. Caribbean Pine is the canopy dominant and Silverpalm, Black-bead and the Keys Thatch Palm are the primary midstory forms.

Impacts that affect pinelands are varied and include natural events such as hurricanes and fires. Man-induced impacts include activities such as land clearing,

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dredging, ditching, filling, and the introduction of exotic plants. Recovery from the impacts depends on the condition, size, and amount of surrounding pinelands, and the type of development on adjacent land. Pinelands have adapted to hurricanes and fire, and in fact fires are essential to the maintenance of pinelands. Since humans discourage fire in the vicinity of habitations, development tends secondarily to reduce the extent of pinelands whose perpetuation entails periodic burning. In the absence of fire, a pineland in the Lower Keys may be replaced by hammock after about 50 years. In the pinelands of Cudjoe Key there is a hardwood understory while ground cover species typical of pinelands are absent. The most damaging human impacts on pinelands occur when clearing destroys them. It is estimated that approximately one-half of the pinelands present on Big Pine Key in 1935 have been lost to development.

### Wildlife

The Florida Keys encompass a variety of ecologically unique biological communities providing habitat to diverse wildlife populations, including many species endemic to the Keys, several of which are globally rare and endangered. The biological communities of the Keys include:

#### Living Marine Resources

- Mangrove forests along the shorelines of the Keys
- Seagrass beds lying on both sides of the Keys and extending off-shore to the Florida Reef Tract
- Coral communities of nearshore and offshore waters, including the Florida Reef Tract

#### Wetlands

- Transitional wetlands lying landward of the mangrove fringe and seaward of upland communities
- Beach/berms
- Salt ponds occupying shallow enclosed basins having very restricted tidal influence
- Small freshwater wetlands in areas of freshwater lenses in the Lower Keys

#### Uplands

- Tropical hardwood hammocks, the climax terrestrial community
- Pinelands, a fire-climax system

The wildlife typically inhabiting the communities described above is detailed in the Monroe County Comprehensive Plan. Problems and issues related to wildlife in the Keys can be categorized as follows:

- destruction or modification of habitat;
- predation and/or destruction of native wildlife populations; and
- direct and indirect disturbance caused by human activities that alter the distribution and behavior of native wildlife populations.



*Interpretive Signs at Pennekamp State Park*

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### Threatened and Endangered Species

Two major focal points exist for the unique forms of vertebrates and plants in the Florida Keys, Key Largo and Big Pine Key. These are the two largest keys, possessing the greatest diversity and habitat area. The only extensive perennial freshwater resources for wildlife also characterize Big Pine Key. The Monroe County Comprehensive Plan Map Atlas includes natural features maps showing documented sightings, total known range and/or concentrated range within the Upper, Middle and Lower Keys, for 15 state or federally-designated vertebrates and invertebrates.

Those species listed as threatened or endangered by the U.S. Fish and Wildlife Service (U.S. FWS), which are known to inhabit the Florida Keys, include the following:



### **Species Designated as Endangered by the FWS (common names only)**

Atlantic Green Turtle	Key Deer
American Crocodile	Silver Rice Rat
Leatherback Turtle	Key Largo Cotton Mouse
Atlantic Hawksbill Turtle	Lower Keys Marsh Rabbit
Kemp's Ridley Turtle	Florida Manatee
Southern Bald Eagle	Schaus' Swallowtail Butterfly
Wood Stork	Tree Cactus
Bachman's Warbler	Small's Milkpea
Key Largo Wood Rat	

### Social Conditions

The social environment of the Florida Keys is unique from Key to Key and can be linked to the proximity of residential areas to commercial services, the density of population, and an enjoyment of the water-related activities. The character of the Keys changes dramatically from the very densely populated neighborhoods found within Key West, to suburban communities found on some of the more populated islands, and to individual home sites on other islands that may have been handed down through several generations. Some communities (Layton and Key Colony Beach) are strongly influenced by seasonal visitors and retired or semi-retired persons. The Marathon area is more characteristic of a suburban year-round residential community, as is Cudjoe Key, with upper, middle and lower-income communities that house the professional and service employees for the surrounding Keys. Key West is home to both permanent and seasonal visitors, and has the highest concentration of short-term visitors in the Keys, yet it retains the character of a "traditional" city, with corner grocery stores, laundromats, restaurants, and bars scattered throughout the city.

The newly incorporated towns of Marathon and Islamorada, Village of Islands have yielded close knit communities where family life is paramount. These towns provide a balance between employment and housing, with services such as parks, health services, shopping, libraries and schools. Residents are actively engaged in building community and preserving the integrity of the Keys environment. Although the more densely populated communities of Key Largo, Tavernier, Plantation Key and Big Pine Key are not incorporated, the community is as close knit, and residents express their care and concern about the environment through active participation in creating their future. Community centers do not exist in more rural locations between Ramrod Key and Big Coppitt Key, and the intensity of activity is not as great. There are over 100 churches and temples in the Florida Keys, demonstrating that spiritual practice is a strong part of the Keys social environment.



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Events at the Tennessee Williams Fine Arts Center located on the campus of The Florida Keys Community College in Key West, Marathon Community Theatre, Pigeon Key Foundation and other facilities in the Keys dedicated to the arts offer a level of sophistication essential to any strong community. The Visual Arts community receives its inspiration from the natural resources of the Keys and is a strong influence in community activities. Gallery openings and tours are a weekly occurrence and can be a major event. Just as in the rest of America, fire hall dinners, gallery openings, star parties, flea markets, pet parades and fruit festivals are all places to see and be seen in the Florida Keys, and they all offer a splendid taste of paradise for those not fortunate enough to live here.

The local fishing culture in the Keys crosses all ethnic lines and varies greatly from Islamorada, Village of Islands, the home of world-class fishing and large luxurious boats to the sustenance fishermen who use the old Keys bridges and local fishing camps. As in the fishing culture, there is a sharp contrast and somewhat symbiotic relationship between local residents and the large seasonal population.

Key West is a city that embraces diversity and is populated by residents and visitors of different social cultures, ethnic backgrounds and sexual orientation. There are hundreds of festivals throughout the year that recognize and celebrate this diversity. In his 1995 manuscript, *America*, Charles Kuralt describes Key West as "...the greatest of all the end-of-the-road towns...full of dreamers, drifters, and dropouts...idlers, barflies, writers and fishermen...painters and pensioners...The residents are all elaborately tolerant of one another, and that is where the style comes in. If you wish to be known by your first name only, everybody understands."



### **Cultural Conditions**

The Florida Keys contain several cultures, including the "Conch" culture found throughout all the islands and, primarily in Key West, the Bahamian culture and the Cuban culture, the most prominent and cohesive examples of Keys cultures. These cultures are defined by the customary beliefs, social forms and material traits of the individual racial, religious or social groups and exemplify their set of shared attitudes, values and goals.

The Keys culture can best be categorized by considering the beauty and wonder of the natural environment that attracts visitors and residents. Nearly continual pleasant weather, sunshine and abundant marine resources have drawn the traditional Conch Culture, Bahamian and Cuban, as well as the more recent "Freshwater Conch" influx of the late 1960's and 70's. The overriding constant is the slower pace and appreciation of the natural environment.

### **Bahamian Culture**

The early black settlers in Key West were mostly from the Bahamas, Haiti, Cuba, and the states of Georgia, North Carolina and South Carolina. They arrived by boat either as slaves or as free-men working aboard. They settled around what are now Emma and Fort Streets in Key West. As the number of people on Key West increased, small stores were established by black residents along Petronia from Simonton to Emma Streets. When the cigar industry was in its heyday, black and Cuban settlers became the best cigar makers around. Over the years, the black community

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has taken steps to preserve the houses and businesses within "Bahama Village" and to highlight the arts, crafts and foods of their culture at festivals, restaurants, shops and special celebrations.

The Bahama Conch Community Land Trust (BCCLT) of Key West, Inc was established in Key West as an essential strategy in the 1995 Bahama Village Preservation Plan to help the community become the beneficiary of change instead of a victim. Its primary purpose is to minimize displacement of residents by providing affordable housing on land in the historic community of Bahama Village. The BCCLT supports the development of local businesses, provides affordable housing and promotes community empowerment.

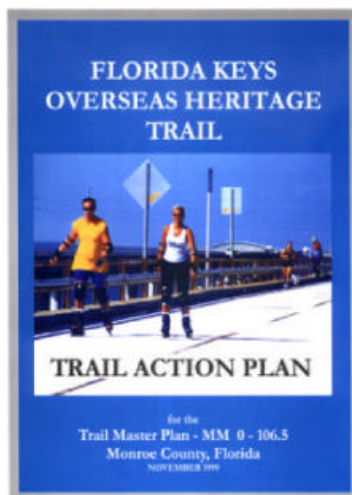
### **Cuban Culture**

The first Cubans to arrive in the Keys were fishermen who appeared a hundred years before there was a permanent settlement at Key West - and in fact Cubans may have been the first permanent settlers to arrive after the native Indians. Most of the first Cuban immigrants to Key West were cigar makers who came to work at a small cigar factory established in 1831. The cigar industry eventually employed thousands of Cuban immigrants and created a Cuban community that remains to this day. Many examples of these old cigar factories and housing for cigar workers remain in use for business and residential purposes. Although cigar making died out as a large-scale industry, hand-rolled cigars have made a comeback in recent years and Key West is proud to offer a wide variety for visitors and residents. The many Cuban-Americans that have contributed significantly to the political, economic and cultural growth of Key West and the Keys are numerous and their language, music, dance and food continue to give a special flavor to Keys life.

## **OTHER PROGRAMS**

There are numerous management and master plans, studies and designations that are relevant to the implementation of the Florida Keys Scenic Highway CMP. The designations are important for the publicity and marketing, and the plans and studies complement planning strategies for the scenic highway. Following is a list of these other programs that should be coordinated in the CMP.

### **Florida Keys Overseas Heritage Trail**



As discussed above, the DEP, Monroe County, City of Key West, Marathon, Islamorada, Village of Islands, community leaders in the unincorporated areas of the county, the Old Keys Bridge Task Force, the Clean Florida Keys Scenic Highway Committee, FDOT, National Park Service and the Florida Chapter of the Rails to Trail Conservancy all coordinated on the development of a Master Plan for the Florida Keys Overseas Heritage Trail. A conceptual plan for Mile Marker 0- Mile Marker 20 was completed in the fall of 1999, and the final Master Plan document was completed in August 2000. The trail was proclaimed an official "Florida Greenway" in 1995. At this time, the trail is being designated as a unit of the Florida State Parks system under the administration of the DEP, Division of Recreation and Parks. A Trail Administrator position was created and filled by the Division in February, 2001. Following the recommendations of the Master

Plan, the Division has begun the process of planning, designing, constructing and managing the trail and associated facilities

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# corridor management plan

## BACKGROUND CONDITIONS ANALYSIS

### **Lawton Chiles Trail**

A section of the Florida Keys Scenic Highway in the Key Largo area is designated as the Lawton Chiles Trail in honor of the late Governor Lawton Chiles. The designation commemorates the 1,033-mile route Chiles traveled in his 1970 U.S. Senate campaign when he walked from the tiny Florida Panhandle town of Century to Key Largo.

### **East Coast Greenway/Millennium Trail**

The Florida Keys Overseas Heritage Trail, which will be located within the Florida Keys Scenic Highway corridor, will be an important segment and the southernmost point of the East Coast Greenway (ECG). The East Coast Greenway Alliance (ECGA) is a ten-year-old national advocacy group coordinating the establishment of a 2,600-mile, multi-user trail between Calais, Maine, and Key West, Florida. The White House designated the ECGA as one of 16 National Millennium Trails in 1999. As a mostly urban network of multi-modal, hard-surface trails passing through 15 states and the District of Columbia, the ECG will link 23 of the eastern seaboard's key cities.



There are now 800 miles of designated ECG in eight states, of which 200 miles are off-road trail. Florida claims only 29 of these miles. In September 2000, the entire countywide trail in Flagler County was designated as were another 10 miles of trail in urban West Palm Beach. In 2001 the plan is to designate 100 or more miles of trail in Florida, including portions of the Florida Keys Overseas Heritage Trail. The ECGA will be asking Governor Bush and Governor Angus King of Maine, to dedicate the two gateways of the ECG at ceremonies in Key West and Calais on June 2, 2001.



### **Florida Keys National Marine Sanctuary**

In 1990, Senator Bob Graham introduced legislation that established the Florida Keys National Marine Sanctuary in an effort to protect the natural beauty and resources found in the Keys waters. The sanctuary, the second largest in the United States, is made up of 2,800 square nautical miles surrounding the Keys. A Marine Sanctuary representative participated in the Overseas Heritage Trail master planning process and has offered to work with the OHT effort on any signage in the corridor.

### **Old Keys Bridges Task Force**

In August 1997, the Old Keys Bridges Task Force was appointed by Governor Lawton Chiles in response to public demand to use the old bridges for pedestrian and recreational activities. The report that came from the task force included recommendations for upkeep and use of the bridges and changes to legislation concerning the bridges.

### **FDOT Old Keys Bridges Structural Study**

The FDOT is currently funding a structural study of the Old Keys Bridges. The first phase of this study – an assessment of the current conditions of the bridges, an identification of the work that will be needed and a cost assessment - has been completed. This cursory inspection indicated that all the bridges except for one were considered to be in “good” or “fair” condition.

# FLORIDA KEYS SCENIC HIGHWAY

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The inspection indicated that these bridges, and the bridge considered to be in “poor” condition, are capable of supporting non-motorized pedestrian uses with varying degrees of work. The second phase of the study, which is expected to be complete in the Summer 2001, will include specific design work for converting the bridges for pedestrian uses as set forth in recommendations from the Florida Keys Overseas Heritage Trail Master Plan. The issue of ongoing maintenance of the Keys Bridges has not been finalized, but discussions between FDEP and FDOT are ongoing.

### **Livable CommuniKeys Program**

The Livable CommuniKeys Program is a local planning initiative conducted by the Monroe County Planning Department. The program began in October 1999 and will continue for the next five years in an effort to identify the needs of the Keys’ communities. The Planning Department will provide technical assistance to the citizens and property owners in the unincorporated communities in the Keys. The Florida Keys Scenic Highway CAG will coordinate with Monroe County throughout this planning effort to ensure continuing feedback from the communities for scenic highway activities and programs.



### **Regional Habitat Conservation Plan for Big Pine and No Name Keys**

Because there are several threatened and endangered species inhabiting the Big Pine and No Name Keys area, a Habitat Conservation Plan is required. The Plan is an effort to mitigate and compensate for potential negative effects to endangered species caused by development activities. Agencies involved in this effort include Monroe County, the Florida Department of Community Affairs, FDOT, U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. The Plan is scheduled to be complete in 2001. Activities within the scenic highway corridor should adhere to the recommendations from this Plan.

### **Florida Keys Carrying Capacity Study**

The Florida Keys were designated by the state of Florida as an Area of Critical Concern in 1975. Development has continued and increasingly placed stress on the unique ecosystem of the Keys. The Florida Keys Carrying Capacity Study (FKCCS) is being executed by the U.S. Army Corps of Engineers to meet the requirements of Rule 28-20.100, Florida Statutes. The goal of the study is defined as follows:

“The carrying capacity analysis shall be designed to determine the ability of the Florida Keys Ecosystems, and the various segments thereof, to withstand all impacts of additional land development activities. The carrying capacity analysis shall consider aesthetic, socioeconomic (including sustainable tourism), quality of life and community character issues, including the concentration of population, the amount of open space, diversity of habitats, and species richness. The analysis shall reflect the interconnected nature of the Florida Keys’ natural systems, but may consider and analyze the carrying capacity of specific islands or groups of islands and specific habitats, including distinct parts of the Keys’ marine ecosystem.”

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# corridor management plan

## BACKGROUND CONDITIONS ANALYSIS

Anticipated products of the study include:

- Specific study category databases developed with Geographic Information Systems capabilities
- A Carrying Capacity Analysis Model
- A determination of the carrying capacity framework of the Florida Keys
- Identification and analysis of alternative development scenarios, which are within the carrying capacity framework of the Florida Keys, including specific analyses of economic, fiscal, and social preference implications.

### ***Monroe County Plans and Studies***

Monroe County completed its Monroe County Bicycle and Pedestrian Plan in 1997. The County is also in the process of completing a Stormwater Master Plan, a seven year Roadway/Bicycle Path Plan, and a US 1 turn-lane study.

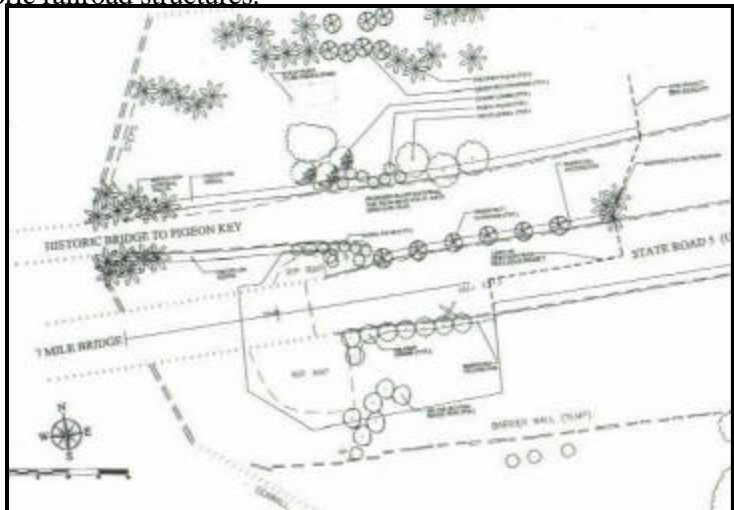
### ***Islamorada, Village of Islands Plans and Studies***

Islamorada, Village of Islands is completing a Corridor Master Plan, the Overseas Highway Corridor Study. This effort will identify the opportunities and constraints in an effort to enhance the US 1 corridor functionally, ecologically, and aesthetically. The project seeks to preserve the "Keys Character". This study will produce general recommendations and further case studies will address such issues as traffic conflicts, bike path alignment, landscape techniques and landscape palettes, and other similar concerns. Conceptually, the Village is looking at placing a trail on both sides of US 1 and connecting existing gaps. The Village is also developing a Stormwater Master Plan, a pilot project for Indian Fill that will include stormwater and landscaping improvements, and a "Hurricane Monument Heritage Trail" is being planned.

### ***City of Marathon Plans and Studies***

The City of Marathon submitted a Florida Highway Beautification Council (HBC) grant application in January 2001 to develop landscaped entranceways at the outermost points of the city. The design incorporates a theme of historic railroad structures.

In addition, the City has hired a consultant to conduct a Community Visioning Process for the newly incorporated municipality.



*Design for Entrance to Marathon, HBC Grant*

# **FLORIDA KEYS SCENIC HIGHWAY**

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## ***Chapter 5***

### ***Florida Keys Hurricane Evacuation Study***

The Florida Department of Transportation (FDOT) funded the Florida Keys Hurricane Evacuation Study for the purpose of developing a methodology to evacuate Florida Keys residents and visitors in less than 24 hours in the event of a threatening hurricane. Since 1999 a steering committee, made up of FDOT, the Environmental Protection Agency, local government officials, Monroe County Emergency Management officials, and interested citizens, has been meeting to discuss options for reducing hurricane evacuation times in the Keys. The study, expected to be complete in Summer 2001, will likely include a combination of methods to reduce hurricane evacuation times such as Transportation System Management procedures, widening of certain segments of roadways, designation of one-way corridors during an evacuation, and more.

# Chapter 6

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## **RELATIONSHIP TO COMPREHENSIVE PLAN**

In Florida, local government comprehensive plans are mandated by Chapter 163, Florida Statutes and serve as the primary mechanism by which the local governments plan for and regulate development and land use within their jurisdictions. All proposed development within a local government's jurisdiction must demonstrate consistency with the local comprehensive plan. A particular use is consistent with the comprehensive plan if it is compatible with and furthers the objectives, policies, land uses, and densities or intensities in the comprehensive plan and if it meets all other criteria enumerated by the local government.

Based on current Florida law and judicial decisions, local government comprehensive plans are the most comprehensive and defensible means to implement scenic highway corridor management plans. For that reason the Florida Scenic Highways Program requires that specific elements of the CMP be adopted into the comprehensive plans for each local government jurisdiction that is located within a scenic highway corridor. For the Florida Keys Scenic Highway this means that elements of the CMP must be included in the comprehensive plans for unincorporated Monroe County and the municipalities of Key West, Key Colony Beach, Marathon, Layton and Islamorada, Village of Islands. The Florida Keys Scenic Highway Committee must ensure that the following three items are incorporated into these six comprehensive plans:

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

Each local government may decide how and where to incorporate these and other elements of the CMP into their comprehensive plans. Following are some locations within a comprehensive plan that will allow effective implementation of a scenic highway corridor designation:

1. The Community's Vision Statement
2. Comprehensive Plan Elements – Future Land Use, Transportation, Conservation, Coastal Management, and Recreation and Open Space

Monroe County and its municipalities have all adopted (or in the case of and the City of Marathon, are in the process of developing) Comprehensive Plans pursuant to Chapter 163, Florida Statutes, containing goals, objectives and policies relating to future land use, transportation, coastal management, conservation, and recreation and open space within the corridor. Some of the plans include policies that relate specifically to scenic highway corridors or improvements on



# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 6

US 1. The same can be said for land development regulations for the jurisdictions located within the corridor. Excerpts from the comprehensive plans within the corridor that relate to or specifically address scenic highway activities on US 1 activities are described below.

### Monroe County

The Monroe County Year 2010 Comprehensive Plan includes several policies that specifically address items related to the development of a scenic highway corridor program as follows:

- Policy 213.1.1 requires that the county perform a public access plan that includes making provisions for scenic overlook facilities.
- Policy 301.5.1 requires that development along scenic corridors provide the landscaping and setbacks necessary to minimize impacts on the visual environment.
- Policy 301.5.2 requires that the county take efforts to minimize impacts of signs on the scenic beauty of Monroe County.



To address results from the Florida Keys Carrying Capacity Study, which is expected to be completed in June 2002, Monroe County's Work Program, as amended, indicates that "...the County will implement the carrying capacity study by, among other things, the adoption of all necessary plan amendments to establish a rate of growth and a set of development standards that ensure that any and all new development does not exceed the capacity of the county's environment and marine system to accommodate additional impacts."

### City of Key West

The City of Key West Comprehensive Plan includes additional general policies that specifically address historic preservation, since a portion of US 1 (Truman Avenue) is located in the historic district of the city.

### City of Layton

The City of Layton Comprehensive Plan includes two policies that specifically address items related to the development of a scenic highway corridor program as follows:

- Future Land Use Policy 7.c encourages the State and County to establish a tree planting program in conjunction with bicycle and pedestrian paths along US 1.
- Traffic Circulation Policy 1.g states that the City shall maintain the existing bike/pedestrian path along US 1 and, when approving developments along US 1, shall ensure that such development does not interfere with the function of the path.

### Islamorada, Village of Islands

Islamorada, Village of Islands includes US 1 as a scenic highway in its Vision Statement:

The Islamorada, Village of Islands Comprehensive Plan, which was adopted in January 2001 includes several policies that specifically address items related to the preservation and enhancement of the scenic highway corridor as shown on the following page.





**Reclaiming OUR Keys A Vision Statement**

**Islamorada, Village of Islands**

*The citizens of the Village desire to share a vision of our Village in the future. This is our statement concerning the kind of Village we want in the future and what we will have done to improve it.*

**US 1 now serves as a designated scenic highway and gateway to a diverse island culture,** revealing a diverse mix of the rustic old and redeveloped structures that share a unified design consistent with the scale of life on the Village of Islands. Indigenous canopy trees, including fruit and flowering trees frame the gateway complemented by drought tolerant landscaping. Islanders are captivated by the unparalleled beauty of scenic blue waters unencroached by random signs or utility hardware. The redeveloped Islamorada Town Center is a major focal point and promotes a sense of community where everyone enjoys tropical island ambiance and the vitality of face to face interaction. Smaller hubs of neighborhood commercial activity or more intense marine related facilities cater to consumer demands of Village residents, employees and a large tourist market attracted to the tropical island culture, sports fishing, and eco-tourism. A unique sense of Village of Islands has emerged — each island different yet clearly a part of the whole.

**Transportation Policies**

- Policy 2-1.3.13 designates U.S. 1 a Local Scenic Roadway. To protect the environmentally sensitive areas, native vegetation and habitat along the U.S. 1 corridor, within one year of the effective date of the Comprehensive Plan, Land Development Regulations shall be adopted to address roadside landscaping requirements, stormwater management design standards, tree protection and land clearing best management practices, to enhance the scenic character of the corridor.
- Policy 2-1.3.14 supports the designation of the U.S. 1 Highway Corridor as a Florida State Scenic Highway and support Federal designation as the only potential All American Roadway in the United States.
- Policy 2-1.5.3 ensures continuity of the Overseas Heritage Trail within Islamorada, Village of Islands and describes coordination with Monroe County, State and Federal agencies to identify and alleviate discontinuities, and provide amenities and enhancements to the Overseas Heritage Trail within the Village, as part of the Bicycle/Pedestrian Master Plan.

**Future Land Use Policies**

- Policy 1-1.2.2 addresses improvement of the function and form of US 1 and the Old Road by requiring commercial development to maintain the low intensity, human scale design characteristic of most commercial development within the Village to create a more pedestrian-friendly environment and safely accommodate local traffic.
- Policy 1-1.2.3 addresses enhancing the enhancement of the Old Road by promotion of land use and transportation strategies that enhance its safe use as a local traffic and pedestrian friendly corridor. These strategies include use of traffic calming methods, restriction of through traffic, prohibiting vehicular access to high intensity uses and enhancing pedestrian and cyclist facilities, and landscaping.

# **FLORIDA KEYS SCENIC HIGHWAY**

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## *Chapter 6*

# Chapter 7

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## PROTECTION TECHNIQUES

The resources found within the Florida Keys Scenic Highway corridor are afforded protection through Monroe County and its municipalities comprehensive plans and land development regulations, and through the regulations and policies of the local, state and federal agencies having jurisdiction over land. Acquisition of unique environmental resources has occurred through the state Conservation and Recreation Lands (CARL) program, the Nature Conservancy, Florida Communities Trust and the Monroe County Land Authority.

### LOCAL GOVERNMENT PROTECTION TECHNIQUES

Monroe County and its municipalities have all adopted (or in the case of Islamorada, Village of Islands and the City of Marathon, are in the process of developing) Comprehensive Plans developed pursuant to Chapter 163, Florida Statutes, containing goals, objectives and policies relating to future land use, transportation, coastal management, conservation, and recreation and open space within the corridor. Some of the plans include policies that relate specifically to scenic highway corridors or improvements on US 1. The same can be said for land development regulations for the jurisdictions located within the corridor. Excerpts of land development regulations from jurisdictions that specifically address scenic highway activities or US 1 activities are described below.

#### Monroe County

Section 9.5-376 of the Monroe County Land Development Regulations requires that all development of any parcel of land which fronts on US 1, and is designated as hammock, mangrove or transitional habitat and is vegetated with plants native to the Florida Keys shall be developed so that a scenic corridor buffer is provided in accordance with section 9.5-378. Any other development of land fronting on US 1 has to provide a major street buffer in accordance with section 9.5-378.

The manner in which properties are designed for development and the need for access to private property make safety along SR 5/US 1 a particular concern in Monroe County and its municipalities. In an effort to limit the number of driveways and curb cuts along the corridor, Monroe County's current regulations prohibit the addition of a driveway from US 1 to private property if access from up to 400' away exists (Section 9.5-421, Land Development Regulations). Lots that cannot meet the major road access standard in section 9.5-421 shall take access from platted side streets, parallel streets or frontage roads.



# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 7

### City of Key West

The City of Key West Comprehensive Plan includes policies that specifically address historic preservation, since a portion of US 1 (Truman Avenue) is located in the historic district of the city.

Several sections of the Key West Land Development Regulations (LDRs) address items related to enhancement of the US 1/A1A Corridor and to historic preservation.

- Article X - Appearance, Design and Compatibility – includes regulations relating to site location and character of use, appearance of site and structures, protection of historic and archaeological resources, and open space
- Article XI – Environmental Protection - includes regulations for preservation of wetlands and transitional wetlands, freshwater lens protection, wildlife habitat preservation and protection of flora and fauna.
- Article XIII – Landscaping – includes regulations for landscaping along street frontages.
- Article XIV – Tree Protection - addresses specially protected trees, prohibiting the removal on public or private property without a permit of any specially protected trees, monocot trees eight feet or more in height, dicot trees 3 ½ or more inches in diameter, and prohibiting removal without a permit of any landscaping material planted on public property.
- Article XVI – Signage and Advertising - including specific regulations for Historic Districts and for Boulevard Appearance Zones



Key West Lighthouse



Key West Restaurant

### City of Layton

The City of Layton Comprehensive Plan includes two policies that specifically address items related to the development of a scenic highway corridor program as follows:

- Future Land Use Policy 7.c encourages the State and County to establish a tree planting program in conjunction with bicycle and pedestrian paths along US 1.
- Traffic Circulation Policy 1.g states that the City shall maintain the existing bike/pedestrian path along US 1 and, when approving developments along US 1, shall ensure that such development does not interfere with the function of the path.

### **Islamorada, Village of Islands**

The Islamorada, Village of Islands Comprehensive Plan, which was adopted in January 2001 includes several policies that specifically address items related to the preservation and enhancement of the scenic highway corridor as follows:

#### **Transportation Policies**

- Policy 2-1.3.10 requires adoption of Land Development Regulations, which specify design standards such as: the interface of vehicles with sidewalks and/or bikeways; adequate storage and turning bays; provision of service roads and parking; spacing and design of median openings and curb cuts; driveway and parking lot access, spacing and landscaping; and pedestrian friendly site design.
- Policy 2-1.3.13 designates U.S. 1 a Local Scenic Roadway. To protect the environmentally sensitive areas, native vegetation and habitat along the U.S. 1 corridor, within one year of the effective date of the Comprehensive Plan, Land Development Regulations shall be adopted to address roadside landscaping requirements, stormwater management design standards, tree protection and land clearing best management practices, to enhance the scenic character of the corridor.
- Policy 2-1.3.14: supports the designation of the U.S. 1 Highway Corridor as a Florida State Scenic Highway and support Federal designation as the only potential All American Roadway in the United States.
- Policy 2-1.5.3 ensures continuity of the Overseas Heritage Trail within Islamorada, Village of Islands and describes coordination with Monroe County, State and Federal agencies to identify and alleviate discontinuities, and provide amenities and enhancements to the Overseas Heritage Trail within the Village, as part of the Bicycle/Pedestrian Master Plan.

#### **Future Land Use Policies**

- Policy 1-1.2.2 addresses improvement of the function and form of US 1 and the Old Road by requiring commercial development to maintain the low intensity, human scale design characteristic of most commercial development within the Village to create a more pedestrian-friendly environment and safely accommodate local traffic.
- Policy 1-1.2.3 addresses enhancing the enhancement of the Old Road by promotion of land use and transportation strategies that enhance its safe use as a local traffic and pedestrian friendly corridor. These strategies include use of traffic calming methods, restriction of through traffic, prohibiting vehicular access to high intensity uses and enhancing pedestrian and cyclist facilities, and landscaping.
- Policy 1-4.5.1 provides that land development regulations will address management of environmentally sensitive natural systems, including but not limited to water resources, wetlands, upland hammocks, transitional areas, wildlife corridors, sea grasses, the coral reef, other living marine resources and other environmentally sensitive resources. Land Development Regulations shall provide for wetland preservation, wetland mitigation, dedication of conservation easements for preserving open space and reservation of strategic points of shoreline for public access.

# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 7

### State and Federal Protection Techniques

The Florida Keys were designated an Area of Critical State Concern in 1975. Section 380.0552, Florida Statutes, describes the intent of establishing a Florida Keys Area of Critical State Concern. Establishment of an area of critical concern uses twelve principles for guiding development and every comprehensive plan amendment is required to be consistent with them. One of the twelve principles states "... to enhance the natural scenic resources, promote the aesthetic benefits of the natural environment, and ensure that development is compatible with the unique historic character of the Florida Keys." In addition, many of the remaining principles are directly tied to the promotion of US 1 as a scenic corridor to protect shoreline resources, protect upland resources, protect historical heritage, and to protect scenic vistas.

Various State and Federal agencies listed below manage and maintain the conservation and recreation resources under their ownership that are found within the corridor.



#### **Florida Department of Environmental Protection (FDEP), Division of Recreation and Parks**

The FDEP Division of Recreation and Parks manages twelve state park units in the Florida Keys, including the Overseas Heritage Trail State Park. The Division's mission is "To provide resource based recreation while preserving, interpreting and restoring the natural and cultural resources found within the state parks". Natural and cultural resource management and restoration, interpretation and facilities development at

each unit of the park system is guided by an approved management plan. These plans undergo an extensive process of updating, public review and agency approval every five years.

#### **The National Wildlife Refuge System**

National Wildlife Refuges are places that have been set aside to provide habitat for native flora and fauna. There are four National Wildlife Refuges in the Florida Keys – the Great White Heron National Wildlife Refuge established to preserve these birds, the Key West National Wildlife Refuge established to provide habitat for migratory birds, the National Key Deer Refuge established to protect Key Deer and other wildlife, and the Crocodile Lake National Wildlife Refuge established to protect the endangered American crocodile, Key Largo cotton mouse, Key Largo woodrat and the Schaus's swallowtail butterfly. Objectives of the National Wildlife Refuge System include:

- Preserving, restoring and enhancing all species of animals and plants in their natural ecosystem that are endangered or threatened with becoming endangered.
- Perpetuating migratory bird resources.
- Preserving a natural diversity and abundance of fauna and flora on refuge lands.
- Providing an understanding and appreciation of fish and wildlife ecology, as well as an understanding of man's role in his environment.
- Providing visitors with high quality, safe, wholesome and enjoyable recreational experiences with wildlife, as long as these experiences are compatible with the purposes for which the refuges were established.



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# corridor management plan

## PROTECTION TECHNIQUES

### **National Ocean and Atmospheric Administration (NOAA) and FDEP, Division of Marine Resources**

Three national marine sanctuaries are located in the Florida Keys - Key Largo, Looe Key (both established in 1975) and the Florida Keys National Marine Sanctuary (established in 1990). These sanctuaries are managed by a federal/state cooperative agreement between NOAA and FDEP. Upon designation as a National Marine Sanctuary a comprehensive environmental management plan is developed and utilized to protect the resources for which the sanctuary was purchased.

### **Local, State and Federal Permitting Agencies**

Any projects undertaken within the Florida Keys Scenic Highway Corridor will require permits from local governments having jurisdiction over the project location and FDOT (for any project activity within the US 1 right-of-way). In addition permits may need to be obtained from other agencies that have permitting authority within the corridor as follows:

- Monroe County and its municipalities: Environmental design criteria, protection of sensitive habitats, wetland development and other development activities that require local government permits or review.
- South Florida Water Management District: Delegation and some oversight by the FDEP for Overseas Heritage Trail projects; fill impacts to wetlands and state listed wetland dependent and threatened and endangered species and species of special concern; Class II Water designation and additional criteria; Outstanding Florida Waters Designations and additional criteria; and Sovereign Submerged Lands criteria and type of use.
- US Army Corps of Engineers: Memorandum of Agreements with the U.S. Environmental Protection Agency and U.S. Fish and Wildlife Service; Fill impacts to wetlands and Federally listed threatened and endangered species.
- U.S. Coast Guard: Bridge permits



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## *Chapter 7*



# Chapter 8

## COMMUNITY PARTICIPATION

A Community Participation Program (CPP) is an outreach program designed to heighten awareness, build consensus and foster public involvement in support of the corridor. The CPP is very important; for it is only through community education and interaction that consensus can be built to ensure the success of the corridor. It is also important that the proposed corridor has substantial local support for designation. Strong local support built as a part of the Community Participation Program is critical since these supporters will be the caretakers of the designated corridor.

### COMMUNITY PARTICIPATION PROGRAM

The first major step in developing an effective CPP is to identify all groups and individuals that have a stake in the corridor's designation. Typically these groups and individuals fall into two categories: those adjacent to the corridor (property owners and tenants) and others with a special interest in the corridor. The Florida Keys Scenic Highway CAG has developed a list of all property owners (both residents and business owners), governmental agency staffs, local, state, and federal elected officials, civic, environmental and historical organizations and societies located within or having an interest in the corridor. This list has over 1,400 names on it and is the list used for mail-outs for major workshops and public forums. Listed on the following pages are the names of organizations, businesses and governmental entities on the mailing list (personal names are not listed).



*Public Forum, November 2000*

**Florida KEYS**  
Scenic Highway  
**Public FORUM**

**When?**  
SATURDAY, NOVEMBER 18, 2000  
10:00 AM - 2:00 PM

**Where?**  
MARATHON GOVERNMENT CENTER  
US 1 Mile Marker 48.5  
Monroe County Office Bldg. - 2nd Floor

**What?**  
SPEAKERS WILL GIVE AN OVERVIEW OF THE PROJECT and address ways for you to participate in creating plans to make the scenic highway and trail a reality. There will also be exhibits on signage, landscaping and other special features.

**Who?**  
CLEAN FLORIDA KEYS, INC.  
An Affiliate of Keep Florida beautiful, Inc. & Keep America Beautiful, Inc.  
Phone (305) 296-9791 - Fax (305) 296-6132  
Email: KeysBeauty@aol.com  
www.KeysBeauty.com

# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 8



### Businesses Within the Corridor

A Cut Above  
A Glimpse of Heaven  
A.C. Charters & Tackle Co.  
A.T.B. Canvas Designs  
A1A Butch Blast  
AA Accommodation Ctr.. Inc.  
Aardvark Services  
AB FAB Pool and Gardens  
Above and Below Marine  
Abyss Pro Dive Center  
Accommodating the Keys  
Accommodations Hotline  
Ace Hardware  
Action Keys Realty, Inc.  
Adams Auto Upholstery  
Alexander Palms Court  
All Pro Real Estate  
Amer. Express Financial Advisors  
American Cancer Society  
American Caribbean Realty  
American Express Trs. Co., Inc.  
AMEX Financial Services  
Amy's  
Andy & Dave's Garage  
Angela Skettine Real Estate  
Angler's Realty  
Aquatic Adventures  
Art Lovers, Inc.  
Artists in Paradise Gallery  
Atlantic Shores Resorts  
Atlantis Dive Center  
Audio Travel Guide, Inc.  
Aultman Construction  
Authors of Key West  
B & L Plumbing and Heating Co., Inc.  
B.G. Studios  
Banana Bay Resort & Marina  
Banana Cabana Academy  
Banyan Resort  
Barack Pensions

Barefoot Realty of the Keys  
Barnacle Bed & Breakfast  
Barnett Bank of the Keys  
Barracuda Bistro  
Barrett & Co. Inc.  
Battery Shack  
Bayside Inn & Suites  
Beach Club Brokers  
Beckmeyer & Mulick, P.A.  
Bell Marine Inc.  
Best of Both Worlds Resort  
Best Western Key Ambassador  
Betty's Health Food  
Bicycle Therapy  
Big Pine Bicycle Center  
Big Pine Builders Supply  
Big Pine Coffee Shop  
Big Pine Fishing Lodge  
Big Pine Flea Market  
Big Pine Liquors  
Big Pine Moving Inc.  
Big Pine Nursery  
Big Pine Office Center  
Big Pine Sports Center  
Big Pine Storage, Inc.  
Big Pine Tax Service  
Big Pine Travel  
Big Pine Unisex Salon  
Big Pine Vacation Rentals  
Bike Marathon  
Bill's Bait and Tackle  
Birren & Sons Seafood  
BJ's Bar-B-Q  
Bland Disposal, Inc.  
Blind Hairy's Music Store  
Blue Moon Trader  
Blue Water Printing  
Blue Waters Resort Motel  
Boathouse Resort & Marina  
Bobcat Metal Products  
Boilini Eye Care  
Bonfish Resort  
Bonsai Gift Gallery  
Brandvold Appraisal Associates  
Breezy Palms Resort  
Buccaneer Courier  
Buccaneer Resort & Marina  
Buckaroo Land Company  
Bud & Mary's Fishing Marina  
Bud Boats, Inc.  
Bud N' Mary's Dive Center  
Bug-A-Way, Inc.  
Buttonwood Bay Condo Assoc

Caloosa Cove Marina & Hardware  
Calusa Camp Resort  
Canal Cottage B&B  
Canvas Works, Ltd.  
Capt. Cliffs Seafood Mkt., Inc.  
Capt. Hook's Marina & Dive  
Capt. Pip's  
Capt. Varrieur's Cottages  
Care Center for Mental Health  
Caribbean Club  
Caribee Marine  
Carlos Seafood  
Carnival Fruit Company  
Casa Grande B&B  
Castaway Restaurant  
Cavanah T.V.  
Century 21 Coastways  
Century 21 Heart of the Keys  
Century 21 Pro Realty  
Chaplin Real Estate  
Cheeca Divers  
Cheeca Lodge  
Chelsea House  
City Electric System  
CJ's Dive Center  
CMCR Travel  
Coca Cola of Big Pine Key  
Coco Plum Beach  
Cohan Photography  
Coldwell Banker Schmitt R-6  
Comfort Inn  
Comprehensive Yacht Services  
Conch Chiropractic  
Conch Enterprises  
Conch Key Cottages  
Conch Spirits, Inc.  
Conch Tour Train  
Conch Trailer Court  
Continental Inn  
Coral Bay Marina  
Coral Lagoon Motel  
Coral Reef Park Co.  
Coral Reef Title Company  
Coral Shores High School



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# corridor management plan

## COMMUNITY PARTICIPATION

Courthouse Tower	Global Cartographics	Key Federal Credit Union
Cover To Cover Book Store	Golden Leaf Management	Key Iron Works Inc.
Cracked Conch Café	Gonzalez Architects	Key Largo National Marine Sanctuary
Craig's Restaurant	Grassy Key Beach Motel	Key Largo Shopper
Creative Cabinets	Green Turtle Inn	Key Largo Volunteer Ambulance
Cunningham, Albritton & Miller	Greg O'Berry Inc.	Key to the Keys Real Estate
Curry Mansion Inn	Guidance Clinic of the Keys	Key TV
D C Seafood	Gulfview Motel	Key West Aquarium
Daniel's Custom Yacht & Furniture	H.T. Chittum & Co.	Key West Hilton Resort & Marina
D'Asign Source	H.W. Beyer Funeral Home	Key West International Airport
Dave's Deli	Hails Dive Center	Key West Oxygen
Days Inn	Halfred Motel	Key West Yacht Club, Inc.
Divers Outlet	Hard Rock Café	Key Wester Resort
Documents Unlimited Co.	Harrison Gallery & Music	Keys Accounting & Tax Service
Dolphins Plus	Hawk's Cay Resort and Marina	Keys Boat Works, Inc.
Donna's Pet Grooming	Hawks Nest	Keys Bobcat
Eden 2000	Hemingway Home and Museum	Keys Carpet and Draperies
Enchanted Elephant	Hemp Products	Keys Diesel Repair
Enterprise Rent-a-Car	Heron House	Keys Diver, Inc.
Ernest Rhodes Plumbing	Hershoff, Gregg & De Foor	Keys Entertainment & Advertising
Everglades Safari Tours	Hibiscus Motel	Keys Fisheries
Executive Bay Club Condo	Hog's Breath Saloon	Keys Music Center
Fairfield Inn by Marriott	Holiday Inn Beachside	Keys Sanitary Services
Family Tree Landscaping and Tree Services	Holiday Inn La Concha	Keys Video
Fast Buck Freddie's	Holiday Isle Resort	Keys Welding
First American Title Insurance Company	Howard Johnson's	Kingsail Resort
First National Bank of the Florida Keys	Hyatt Resort	Kitchen Cabinets Specialist
First State Bank	Impressions Unlimited	K-Mart
First Union National Bank of FL.	Isaksen Insurance Inc.	Knights Key Inn Apartments
Fish n' Buddy	Islamorada Fire and Rescue	Knights Key Park
Fisherman's Hospital	Islamorada Fish Co.	Kona Kai Resort
FL Keys Dive Center	Islamorada Fishing Adventures, Inc.	L B Services
FL Keys Payfair	Islamorada Tackle	Lagoon Resort & Marina
FL Keys Yellow Pages	Island Aeroplane Tours	Land & Sea Realty
FL. Keys Electric Co-Op	Island Auto Electric	Lazy Days Restaurant
Flamingo Glass	Island Christian School	Lazy Lakes Camp Ground
Flamingo Inn	Island Disposal Co., Inc.	Lender's Surveying & Inspection
Florida Keys Discovery	Island Furniture & Bedding	Lightning Printing
Florida Keys Electric Cooperative	Island Graphics	Little Grocer, Attn: Debbie
Florida Keys Lobster House	Island News	Little Lime Bakery, Inc.
Florida Keys Mortgage Co.	Island Transmissions	Little Palm Island
Florida Keys Yellow Pages	Island Wellness	Lower FL Keys Health System
Four Winds	J&J Jewelry	Lures Case Concepts
Frank Keys Café	Jammers	M&M Automotive Center
Free Press	Jazzercise Fitness Center	M/V, Inc. Cooter Tours
Fun Yet Charters	Jewell's Water & Sewage Service	Mac's Bar-B-Que
Galovich Power Service	Jig's Bait and Tackle	Made To Order Cafe
Galway Bay	Jim's Guns & Ammo	Makepeace Office Supply
Garden of Eden	John D. Ghee & Company	Manatee Bay Marine
Genuine Draft Charters	K.L. Floral & Gift Shop	Marathon Ace Hardware
Get Wet Watersports	Kangaroo Water Sports	Marathon Air Condition & Appliance
	KCB Island Par 3	Marathon Airport
	Kennedy Studios	

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 8

Marathon Boat Yard	Marina	Raymond Real Estate
Marathon Garbage Service	Ocean Paddler South	Ray's Boat Rentals
Marathon Glass	Ocean Seafood Corp.	Red Heron Handprints
Marathon High School	Oceanside Marina Services, Inc.	Redbone Art Gallery
Marathon Key Beach Club II	Old City Hall	Reel Dream
Marathon Marina	Old Island Restoration	Reflections Kayak Nature Tours
Marathon Trailerama	Old Town Resorts	Regan Insurance
Marathon Travel	Old Town Trolley	Remax Island Homes
Marathon Yacht Club	Old Wooden Bridge Fishing Camp	Republic Media Inc.
Marina Del Mar Bayside	ORCA	Resort Realty
Marine Bank of the Florida Keys	Outcast Charters	Richard C. Reasin, CPA
Marine Bank of the Keys	Overseas Lounge & Liquor Store	Rode Runner's Charter
Mariners Hospital	Overseas Lumber Supply Co. Inc.	Rose Lane Gardens
Mark, Fore & Strike	Pacho Enterprises	Sam'Son Publishing
Market Share Co.	Package Depot	Sandpiper Motel
Market Share Company	Page's Auto Service	Sands of the Keys Inc.
Marr and Assoc. Appraisal	Pages Paint Store	Sara Cook, Inc.
Marr Real Estate	Palms Hotel	Save-A- Turtle
Marriott's Casa Marina	Pam's Barber Shop	Schooner Liberty Inc.
Marrying Sam	Pancho's	Schwartz Property Sales, Inc.
Marshall's Automotive Inc.	Papa Joe's Marina	Scissor Hut the Hair Salon
Martha's Restaurant	Papa Joe's Restaurant	Sea Air Land Technologies
Martin-Vaague Funeral Home	Paradise Grooming	Sea Boots Charters, Inc.
May Sands School	Paradise Inn	Sea Cove Motel
Mayan Way	Paradise Lounging	Sea Dwellers Dive Center
McConnell Corporation	Paradise Office Products	Sea Scape Motel
McDonald's Restaurant	Paradise Row Motel	Sea Tow/Sea Spill FL. Keys
McKenzie Petroleum	Parks & Niles	Seahorse Scuba
McLaughlin Photo-Video Center	Parks & Niles, P.A.	Seamark Electronics, Inc.
Mel Fisher Maritime Museum	Parmer's Place	Seatow
Merkel Accounting & Tax Service	Patio & Home Decorating Shop	See Magazine
Metric Motors	Paulines Beauty Studio	Seven Mile Grill
Metropolitan Community Church	Pegasus International Hotel	Seventh Heaven II
Miami Herald	Pelican Cove	Sheldon Productions
Miami-Dade County	Pelican Landing	Shell World
Miller Island Realty	Peppers of Key West	Sheraton Key Largo Resort
Millis Seafood	Permit Charters	Sherman's Nautical Emporium
Miss Kady	Pete's Electric	Shucker's Raw Bar & Grill, Inc.
Monica's Hair Shop	Pier House Resort	Signal Communications
Monroe Title Company	Pinewood Enterprises	Silver Eagle Dist. of KW
Montego Bay Food & Spirits Inc.	Plantation Key Marina	Simone Travel & Cruise
Monte's Restaurant & Fish Market	Plato's Pause	Skeeter's Marine
Moorings Village	Porky's Bayside	Ski and Scuba Club
Mrs. Mac's Kitchen	Port Engineers	Ski West Water Sports
Murray's Food Mart	Price Distributing	Skimmers Kayaking
National Propane	Pro Photo Imaging Center	Sloppy Joe's Bar
Nations Bank	Production Supply Company of Fla.	Somewhere In Time
Nemo Watersports Inc.	Quality Inn	Southern Exteriors
Now Showing Video Inc.	Quality Painting	Southernmost Guest House
O.J. Dave's Tropical Treats	Radio Shack	Squid Row
O.M.I., Inc.	Ramada Inn Key West	Stanley Steemer
Oasis / Coral Tree Inn	Randy's	Strawberry Hill Charters Inc.
Ocean Divers	Ray Hampson & Associates	Stuffed Pig
Ocean Key House Suite Resort &		Subtropic Dive Center, Inc.

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# corridor management plan

## COMMUNITY PARTICIPATION

Sue Moore School  
Sugarloaf KOA Campground  
Sugarloaf Lodge  
Sugarloaf Marina  
Sugarloaf Shores Property Owners Assoc.  
Summerland Hardware  
Sun Bank Building  
Sundance Expeditions, Inc.  
Sundance Trailer Village  
Sundowners/Senor Frijoles  
Super Boat Intl. Productions  
Sweetwater Homes Inc.  
Sysco Food Services of S. FL.  
T.J.'s Fudge Cycle  
Tackle Box  
Tarpon Bay  
TCI Media Services  
Terry Ford  
The Conch House  
The Cuban Club Suites  
The Florida Keys Keynoter  
The Frame Shop  
The Gardens Hotel  
The Grouch Charters  
The Hampton Inn  
The Heron  
The Islamorada Free Press  
The Key West Citizen  
The Keynoter  
The Margaritaville Store  
The Market Share Company  
The Marquesa Hotel  
The Miami Herald  
The Optical Shoppe  
The Palms Vacation Rentals  
The Pride of Key West  
The Print Shop  
The Rainbow House  
The Reporter  
The Restaurant Store  
The Sandbar Restaurant  
The Santa Maria Motel  
The Turtle Hospital  
The Whistle Stop



Theater of the Sea  
TIB Bank of the Keys  
Tiki Beauty Shoppe  
Tiny's Convenience Store  
Tom Sawyer Enterprises  
Tom Thumb Stores Inc.  
Top Quality Paint and Body Shop  
Toppino's, Inc.  
Touch of Paradise  
Townsite Supermarket  
Trading Post of Islamorada  
Treasure Harbor Marine  
Treasure Village  
Triple East Pest Control  
Tropical Cafe  
Tropical Technologies  
Tugboats Marine Supply  
Two Brooms  
Underseas Inc.  
Uniglobe Duval St.. Travel  
United Methodist Community Church  
Upper Crust Pizza  
Upper Keys BPW  
Upper Keys Veterinary Clinic  
US 1 Radio  
Vaca Cut Motel  
Vacation Key West, Inc.  
Video Magic  
Vincent Auto Parts  
Walden Guest Rooms  
Waste Management Inc.  
Waterfront Realty of the Keys  
Watson House  
WAVK / WAVE  
WAVK 106.3  
WCTH / Cach 100.1  
Welcome Aboard  
WEOW 92.5  
Westwinds Guest House & Inn  
WFKZ / SUN 103.1  
Wheatons Automotive Center  
Whorton Investments  
Windswept Appliances  
Windy City Laundry  
Winn Dixie  
WKRY/KEY93 93.5  
Wonderland Nursery School  
Wooley's Fine Foods  
Worldwide Sportsman  
WOZN 98.7  
WPIK 102.5  
WWWUS Radio



### Organizations Within the Keys

Back Country Guides Association  
Big Pine Botanical Society  
Big Pine Key Civic Association  
Big Pine Trail Riders  
Big Pine Vol. Fire Dept.  
Bike Marathon  
Bill's Bait and Tackle  
Boys & Girls Clubs of the Keys Area  
Caribbean Shipwreck Research Institute  
Center for Marine Conservation  
Clean Florida Keys, Inc.  
Conch Republic Celebration  
Coral Reef Community Foundation, Inc  
Crane Point Hammock  
Dolphin Research Center  
Everglades Protection Assn.  
FL. Keys Wild Bird Rehab. Center  
Florida Artificial Reef Assn.  
Florida Conservation Association  
Florida Keys Aqueduct Authority  
Florida Keys Citizens Coalition  
Florida Keys Contractors Assoc.  
Florida Keys Friends of Midwives  
Florida Keys Land and Sea Trust  
Florida Keys Outreach Coalition Inc.  
FL. Keys Wild Bird Rehab. Center  
Florida Marine Conservancy  
Friends of Fort Taylor, Inc.  
Friends of US 1  
Girl Scouts of America  
Global Peoples Association  
Habitat For Humanity  
Historical Preservation Soc of the Upper Keys  
Islamorada Chamber of Commerce  
Islamorada Fire and Rescue  
Izaak Walton League  
Key Largo Civic Club  
Key Largo Lions Club

# FLORIDA KEYS SCENIC HIGHWAY

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Key Largo Rotary Club  
Key Largo Runners Club  
Key West Assoc. of Realtors  
Key West Botanical Garden Society  
Key West Business Guild  
Key West Charterboat Assoc.  
Key West Garden Club  
Key West Hotel & Motel Association  
Key West Innkeepers Assoc.  
Key West Jaycees  
Key West Maritime Historical Society of the Florida Keys, Inc.  
Society of the Florida Keys, Inc.  
Key West Women's Club  
League of Women Voters of Monroe County  
Lower Keys Chamber of Commerce  
Lower Keys Citizen Action  
Lower Keys Friends of Animals, Inc.  
Lower Keys Property Owners Assoc.  
Lower Matecumbe Association  
Marathon Garden Club  
Marathon Key Chamber of Commerce  
Marathon Volunteer Fire & Rescue  
Marine Resources Development Foundation  
Matecumbe Historical Trust  
Middle Keys BPW  
Middle Keys Marine Association  
Monroe Co. Tourist Development Council  
Museums at Crane Point Hammock  
National Audubon Society  
National Center for Shipwreck Research  
National Undersea Research Center (N.U.R.C.)  
Ocean Reef Community Association  
Old Tavernier Neighborhood Assoc.  
Organization of Florida Fishermen  
Organized Fisherman of Florida  
Pigeon Key Foundation  
Rails to Trails Conservancy

Reef Foundation, Inc.  
Reef Relief  
Scenic Highway CAG  
Seacamp Association, Inc.  
SeaCamp Newfound Harbor Marine Institute  
Southernmost Parrot Head Club of Key West  
Sugarloaf Shores Property Owners Assoc.  
Summerland Key Civic Assoc.  
The Nature Conservancy  
The Welcome Center of the Florida Keys  
Tourist Development Council  
Tropical Marine Center, Inc.  
Upper Keys Citizens Association  
Upper Keys Garden Club  
Upper Keys Humane Society  
Upper Keys Rotary Club  
Upper Keys Sailing Club  
Youthwish  
Zonta Club of Key West  
Zonta Club of the Upper Keys

### Governmental Entities

City of Key Colony Beach  
City of Key West  
City of Layton  
DEP  
Department of Corrections  
Department of State  
Department of Transportation  
Department of Community Affairs  
District II - TDC  
District III TDC  
District IV – TDC  
District V - TDC  
District 40, Florida Senate  
DOT Central Environmental Office  
FDOT Central Environmental Office  
FDOT District 6  
FDOT, District 6, Multimodal Planning Office  
Florida Game and Fresh Water Fish Commission  
Florida Keys Aqueduct Authority  
Florida Keys Community College  
Florida Keys National Marine Sanctuary  
Fort Jefferson National Monument  
Fort Zachary Taylor State Historic Site  
Gerald Adams Elementary  
Glynn R. Archer Elementary

Islamorada Public Library  
Islamorada - Village of Islands  
Key Largo Elementary School  
Key Largo Hammocks State Botanical Site  
Key Largo National Marine Sanctuary  
Key Largo School  
Key West High School  
Long Key State Recreational Area  
Looe Key National Marine Sanctuary  
Marathon City Council  
Marathon High School  
Monroe Co. Environmental Management  
Monroe County Library  
Monroe County Sheriffs Office  
Monroe Co. Tourist Development Council  
Monroe County Commission  
Monroe County District School Board  
Monroe County Environmental Education Council  
Monroe County Environmental Resource Department  
Monroe County Extension Agent  
Monroe County Growth Management  
Monroe County Library  
Monroe County School District  
National Key Deer Refuge  
National Park Service  
Office of Congressman Peter Deutsch  
Offices of House Members  
Offices of Senate Members  
Plantation Key Elementary/Middle School  
Poinciana Elementary School  
Senate Office Building, Room 218  
Sigsbee Elementary School  
Stanley Switlik Elementary  
Sugarloaf Elementary/Middle School  
Tourist Development Council  
U.S. House of Representatives District Office  
U.S. Navy Recycling

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# corridor management plan

## COMMUNITY PARTICIPATION

### Scenic Highway Corridor Advocacy Group

The Clean Florida Keys Scenic Highway Committee has acted as the Corridor Advocacy Group (CAG) for the designation process and has been promoting community participation since February 1995. Information gathered at public workshops held in 1999 and 2000 is included in Appendix C. Following is a list of presentations made by the CAG since January 1999:

<i>Date</i>	<i>Organization</i>	<i>Attendance</i>
1/22/99	Key West Hotel Motel Association	75
1/29/99	Display at Key West Running Association	150
2/11/99	Brochures to Sugarloaf School Staff	50
2/15/99	Big Pine Civic Association	25
2/24/99	Monroe County School Board Planning Team	20
2/25/99	Monroe County Environmental Education Council	20
3/25/99	Key West Association of Realtors	35
3/25/99	Monroe County Environmental Education Council	25
3/26/99	Key West Business Guild	25
3/27/99	Big Pine Key Rotary Kids Carnival	150
4/17/99	John Pennekamp Earth Day Celebration	300
4/24/99	Bahia Honda Earth Day Celebration	300
4/25/99	Key West Environmental Fair	100
5/13/99	Navy Breakfast Meeting	60
8/19/99	Monroe County Environmental Education Council	20
9/9/99	Earthday 2000 Planning Committee	10
11/4/99	Key West Garden Club	60
11/9/99	Lower Keys Master Gardeners	20
11/10/99	Marathon Master Gardeners	20
11/20/99	Cayo Carnival	300
12/2/99	Public Meeting – Key Largo	60
12/3/99	Public Meeting – Marathon	40
12/4/99	Public Meeting – Key West	50
12/4/99	Key West Bike Action Workshop	20
1/10/00	Audubon Society Meeting	35
1/30/00	Half Shell Rawbar in Marathon	250
4/22/00	Earthday 2000 Celebration	300
12/6/00	Southernmost Runners Club	25
2/10/01	Daughters of the American Revolution	20
3/1/01	Tavernier Livable CommuniKeys Workshop	50

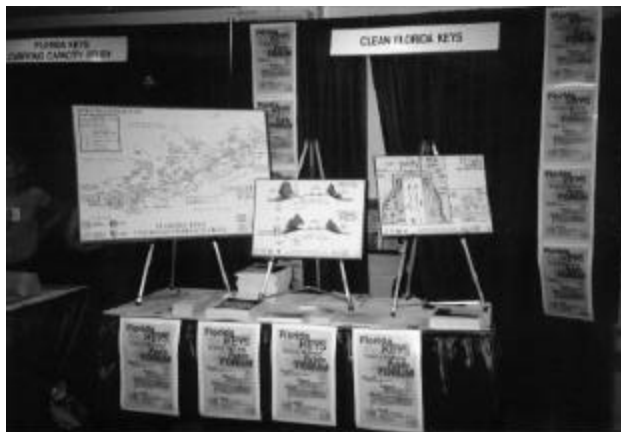


# FLORIDA KEYS SCENIC HIGHWAY

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The following presentations were given between November 2000 and March 2001. The exact dates and number in attendance were not listed for these presentations.

Islamorada, Village of Islands, Town Council  
Meeting to Approve Resolution  
Marathon Chamber of Commerce  
Monroe County Board of County  
Commissioners  
Meeting to Approve Resolution  
Sugarloaf Homeowners Association  
Key Largo Chamber of Commerce  
Big Pine Key Equestrian Association  
Village of Islamorada Planning Meeting  
Marathon Chamber of Commerce  
Poinciana School Environmental  
Project Video Interview  
Fast Buck Freddie's Window Display  
George Murphy Television Show  
Morning Magazine Radio Show  
Crane Point Hammock  
Big Pine Civic Association  
Big Pine Rotary  
Big Pine Chamber of Commerce  
City of Layton  
Dolphin Research Center  
Pigeon Key Historical Foundation  
Islamorada Chamber of Commerce  
Key West Salt Ponds Alliance  
Tourist Development Council  
County Commissioner Dixie Spehar  
Sonny McCoy  
Murray Nelson  
Nora Williams  
George Neugent



*Exhibit at Marathon Airport,  
November 2000*

### Corridor Advocacy Group Publications

Appendix C presents the Scenic Highway Brochure distributed by CAG members whenever they speak or attend meetings about the Scenic Highway designation process or the Overseas Heritage Trail project. Copies of other Corridor Advocacy Group publications about the corridor are provided in Appendix C.

### Corridor Designation Public Workshops

In order to provide for community participation in the Scenic Highway designation application, and to describe the elements of the Corridor Management Plan to the local governmental officials and the general public, the Florida Keys Scenic Highway CAG sponsored a Public Forum in November 2000. Over 1,400 invitations were mailed to announce the meeting. The mailing list included all municipal, county, state and federal elected officials representing lands within the corridor, all property owners and business owners within the corridor, and all people who had attended any functions relating to the Scenic Highway or Overseas Heritage Trail projects. Information about this meeting is provided in Appendix C.

The public is made aware of the CAG's activities via multiple avenues of public media including: network affiliate television stations, multiple radio PSAs and printed media, primarily the local newspapers. Additionally, the CAG publishes a newsletter that is mailed to all committee members, individuals requesting inclusion on the mailing list, and all appropriate city, county and state



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# corridor management plan

## COMMUNITY PARTICIPATION

officials. Examples of newsletters and mailouts are found in Appendix B. The CAG regularly participates in both city and county “town forums” to provide those present with current information on Scenic Highway activities, events and projects. Committee officers and members also monitor any development activity that occurs within the highway corridor, in order to present comments and recommendations. Finally, the CAG has provided, and will continue to provide, speakers to outdoor and environmental organizations, civic organizations and historic preservation organizations.

The CAG plans to continue the activities described above and will develop additional public outreach activities. In addition, the CAG is planning to organize various standing committees of which the following will coordinate in the community participation program: Education/Awareness Committee, Events Committee, Publicity Committee and Projects Committee. These will be the four active committees assigned specific responsibilities and tasks to sustain the public support mission of the Clean Florida Keys Scenic Highway Committee.

In the future, the Scenic Highway Committee and the CME will continue to serve as the voice of concerned citizens and as the primary organization whose focus is Scenic Highway. The CME will partner with other organizations to sponsor Scenic Highway activities and support efforts to enhance the corridor. It will seek to foster coordination and cooperation with businesses, government agencies, and citizens groups throughout implementation of the CMP. Representatives from the organization will function as an integral part of the CME.

### LOCAL SUPPORT

Developing local support can be accomplished by getting individuals and groups involved in corridor planning through the Community Participation Program. Support is documented by letters of support, governmental resolutions, and articles written about and in support of the scenic highway designation.

In order to build additional local support for the highway designation, the Florida Keys Scenic Highway Committee intends to continue its efforts to contact any persons or groups that may be interested in or affected by the designation. Over 1,400 residents, business owners, government officials, and governmental agency representatives are included in the CAG mailing list. This list was used to notify the public of the December 1999 public workshops and the November 2000 Public Forum and will be updated for future use in order to allow for updated information about important Florida Keys Scenic Highway activities throughout the implementation process.

The CAG will also continue to contact neighborhood associations within and adjacent to the corridor, large employers in the vicinity of the corridor, local business owners within the corridor, all local and regional



# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 8

civic/fraternal/environmental organizations, economic development agencies, the local school board, tourism agencies, user or interest groups.

### Letters of Support

Letters and e-mails of support received from the following individuals and organizations (in order from latest date to earliest date) are provided in Appendix D:

1.	Bert A. Whitt, Property owner and resident of Key West	March 30, 2001
2.	Dennis A. Beaver, President, Gay & Lesbian Community Center, Southgate Properties of Key West, Chairman, Key West Business Guild Beautification Committee	March 30, 2001
3.	Esley Kelly Baskin, Resident of Key West	No Date
4.	Mandy Rodriguez, Exec. VP, Dolphin Research Center, Marathon, FL	March 26, 2001
5.	James R. Malcolm, Chairman, SCTSP	March 15, 2001
6.	Robert E. Schneider, President, Big Pine Key Civic Association, Inc.	March 12, 2001
7.	Monica Woll, Paradise Paddlers, Key Largo, FL	March 6, 2001
8.	Bruce/Barbara Meyer, Residents of Tavernier, Florida	March 5, 2001
9.	Peggy Alander, Resident of Sugarloaf Key	November 20, 2001
10.	Maureen Gilbert, LMT, FSMTA Chapter President	November 18, 2001
11.	Joel V. Blakeman, Resident of Key West	November 17, 2001
12.	George and Lois Craig, Resident of Summerland Key	November 17, 2001
13.	Kim Ottaviani, snorkeler, runner, birder, and more	November 16, 2001
14.	Joel V. Blakeman, Resident of Key West	November 17, 2001
15.	Howard Crane, Keys resident	November 16, 2001
16.	Lee Ridley, native Floridian currently living in Colorado	November 16, 2001
17.	Arlene Haessler, Resident of Key West	November 16, 2001
18.	Bryan Gilchrist, Resident of Key West, Florida Keys Community College	November 16, 2001
19.	Tom Rowland, Big Blue Flyfishing, Inc.	November 16, 2001
20.	Shelby Harrington, Resident of Key West	November 15, 2001
21.	Pete and Margaret Braisted, Residents of Summerland Key	November 15, 2001
22.	Jeanie Gargano, employee of the Summerland Key Post Office	November 13, 2001
23.	David Dodd, Resident of Key West	November 13, 2001
24.	Connie R. Logan, Manager, Hyatt Key West	July 11, 2000
25.	Raymond Kitchener, Exec. Director, Greater Marathon Chamber of Commerce	April 14, 2000
26.	David Rice, President, Marathon Community Council, Marathon, FL	April 9, 2000
27.	Arlene Klein, Corresponding Secretary, Key West Garden Club	November 17, 1999
28.	Bob Ballard, Deputy Secretary, Land and Recreation, DEP	September 2, 1999
29.	Jerry Wilkinson, President, Historical Preservation Society of the Upper Keys	May 6, 1998
30.	Ty Symroski, Planning Manager, Department of Community Affairs	November 21, 1996
31.	Peter E. Riley, Mayor, City of Layton, FL	November 15, 1996
32.	Debbie Horan, Representative, 120 <sup>th</sup> District	September 24, 1996
33.	Keith L. Douglass, District 4 Commissioner, Monroe County	August 28, 1996

### Resolutions In Support of the Designation

Monroe County, the City of Key West, the City of Marathon, the City of Key Colony Beach, the City of Layton, and Islamorada, Village of Islands all adopted resolutions in support of the scenic highway designation. These resolutions are provided in Appendix D.

### Newspaper Articles In Support of the Designation

Newspaper and newsletter articles in support of the designation are provided in Appendix D.

# Chapter 9

## PARTNERSHIPS AND AGREEMENTS

Partnering is a term used to describe the cooperative work efforts of two or more parties to reach a common goal. Within the Florida Scenic Highways Program, partnering and agreements will develop between many partners who may include: citizens, government agencies, private businesses, business associations, landowners,

land developers, interest groups and civic organizations. The intent of the partnering effort is to collectively produce a better product or outcome than could be accomplished by working separately.

To develop partnerships and agreements, it is critical that potential partners be aware of CAG activities. The Community Participation Program and efforts to generate public support should accomplish this task. By building early awareness and a realization of benefits among potential partners, the CAG will have greater partnering success because participating parties will develop a sense of ownership and contribution. Identifying benefits is a key task in partnering because the benefits are often the primary motivators. Therefore, CAG members and other corridor stakeholders should always investigate the potential partnering applications when they encounter specific issues or problem areas. Keeping an open and creative mind affords the opportunity for unique or unobvious partnerships that might be successful for very specific corridor issues.

Agreements among partnering entities can take the form of simple written documents stating the intent of the partnership and, if known, the actions that will be taken to accomplish the desired task. Agreements need not be overly verbose, for the intent of the agreement is to serve as a recognition of the partnership' importance to the corridor as well as a sign of commitment to the Corridor Vision. However, agreements that establish the Corridor Management Entity (CME) should be more formal in nature, using structures such as a joint-powers-of-agreement or a memorandum of understanding between partners.

**“Provide Community Benefits”**

*Relationships with most agencies have already been established for the trail and scenic highway*

**Partnering with Multiple Agencies, State Departments & Advocacy Groups**

**FEDERAL**

- National Park Service -
- US Coast Guard
- US Fish and Wildlife
- Florida Marine Sanctuary
- US Army Corps of Engineers

**STATE & LOCAL**

- Department of Environmental Protection
- Department of Transportation
- Department of State
- Fish and Wildlife Conservation Commission
- Old Keys Bridges Task Force
- Rails-to-Trails Conservancy
- Clean Florida Keys
- Scenic Highway Corridor Advocacy Group and Clean Florida Keys
- Other local advocacy groups

Logos for U.S. COAST GUARD, NATIONAL PARK SERVICE, US FISH AND WILDLIFE, FLORIDA MARINE SANCTUARY, US ARMY CORPS OF ENGINEERS, DEPARTMENT OF ENVIRONMENTAL PROTECTION, DEPARTMENT OF TRANSPORTATION, DEPARTMENT OF STATE, FISH AND WILDLIFE CONSERVATION COMMISSION, OLD KEYS BRIDGES TASK FORCE, RAILS-TO-TRAILS CONSERVANCY, CLEAN FLORIDA KEYS, SCENIC HIGHWAY CORRIDOR ADVOCACY GROUP AND CLEAN FLORIDA KEYS, and OTHER LOCAL ADVOCACY GROUPS.

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 9

### CORRIDOR PARTNERS

From the beginning of the Florida Keys Scenic Highway designation process, the CAG has worked in a partnership with Monroe County, its municipalities, FDOT and FDEP. This was never a formal partnership, but the eligibility and designation documentation phases could not have been accomplished without the efforts of these partners. Up to this point in time it has not been necessary to forge “formal” partnership agreements; however, the Florida Keys Scenic Highway Corridor Management Entity (CME) will be prepared to pursue partnerships with various civic, social, environmental and professional organizations, as well as corporate partners, in the implementation, coordination, and monitoring of the Corridor Management Plan upon designation of the highway. Potential partnering entities are described below:



#### Potential Corridor Management Entity Partners

Florida Keys Scenic Highway Corridor Management Entity (CME) partners will be comprised of individuals, organizations, business entities, governmental/public units and other legal entities, which desire to assist the CME in projects and activities in support of the Corridor Management Plan. These partners may include, but not be limited to:

**Individuals:** Private individuals who desire to participate in CME activities and/or projects on a continuous basis or only for specific event. These partners may be from the local community, region, or from any location. Names listed on the petitions in support for the highway designation (found in Appendix C) might be possible individual partners.

**Organizations:** These partners may be comprised of civic, social, political, service, and other organized groups desiring to participate in the CME’s activities. Possible local organizations are listed under the Community Participation Program section in Chapter 8.

**Business Entities:** These partners may be comprised of sole proprietorships, partnerships, and corporations desiring to participate in the CME’s activities. Businesses located within the Florida Keys Scenic Highway corridor would be the most likely partners, but other regional businesses could also participate as partners. Possible businesses are listed in Chapter 8 under the Community Participation Program section.

**Governmental/Public Units:** These partners may be comprised of local, state, and/or federal units of government. These could include, at a minimum, the agencies listed in Chapter 8 under the Community Participation Program section.

All of the above-proposed partners would enter into a Partnership Agreement (sample found in the Florida Scenic Highways Program Manual) to clarify their relationship to the Scenic Highway CME and delineate the role they would play in various CME projects and activities. This process will help to insure that CME projects and activities will be controlled by the CME, though supported by partners.

## **CORRIDOR MANAGEMENT ENTITY**

The Florida Scenic Highways program mandates the establishment of a “Corridor Management Entity,” or “CME,” that serves as the caretaker of the scenic corridor by ensuring that the Action Plan is executed and that all corridor activities are monitored and implemented according to the Corridor Management Plan (CMP). The CME should be comprised of the individual, organization and/or government agency representatives whose expertise or services are appropriately matched to the strategies of the CMP. The CME is a formal agreement that must be signed by all members as an official declaration of their membership and commitment to the duties and responsibilities of the CME.

The CME is responsible for:

- Continually monitoring the corridor for adherence to the CMP goals, objectives and strategies
- Coordinating CMP implementation
- Coordinating corridor promotion activities
- Serving as a clearinghouse for corridor-related information
- Continuing the Community Participation Program
- Reviewing proposed policies and regulations that may impact the implementation of the CMP
- Preparing an Annual Report
- Preparing a Five-Year CMP Update

CME meetings are subject to the requirement of Section 286.011, Florida Statutes. Therefore, CME's must provide reasonable public notice of meetings, open public meetings and keep minutes of records.

The Florida Keys Scenic Highway has established a Corridor Management Entity that will be named the Florida Keys Scenic Highway Advisory Group. The FKSHAG Agreement, shown below, will be executed when signed by the entities described.

### **FLORIDA KEYS SCENIC HIGHWAY ADVISORY GROUP AGREEMENT**

AGREEMENT (this “Agreement”) is entered into among Clean Florida Keys, Inc., hereinafter referred to as “CFK” which administers the Florida Keys Scenic Highway Corridor Advocacy Group, hereinafter referred to as “CAG” and local governments and state agencies, hereinafter referred to as “Entities.” This Agreement creates a cooperative relationship among CFK, the CAG and the Entities shown on the signature page hereto.

The parties agree as follows:

1. There is hereby created the Florida Keys Scenic Highway Advisory Group (“FKSHAG”), which will initiate, coordinate, recommend and monitor plans, strategies, programs and events for the improvement and enhancement of the Florida Keys Scenic Highway, set forth in the Corridor Management Plan (“CMP”).

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 9

2. The FKSHAG shall be composed of one representative from:

- Florida Keys Scenic Highway CAG
- FDOT District 6
- FDEP Division of Recreation and Parks
- Clean Florida Keys, Inc. (CFK)
- Local Governments of the Florida Keys:
- Islamorada, Village of Islands Council
- Key Colony Beach City Commission
- Key West City Commission
- City of Layton Council
- City of Marathon Council
- Monroe County Board of County Commissioners

and membership can be expanded to a maximum of twenty-five (25) members to include representatives from the business, environmental, educational, civic, cultural, historical and/or other sectors as appropriate. Appointments to the FKSHAG shall be defined under organizational rules to be developed and should include representation from the Upper, Middle and Lower Keys. All meetings of the FKSHAG shall be open to the public pursuant to the Sunshine Law..

3. Each FKSHAG member shall provide expertise in the areas of planning, safety, beautification, engineering, architecture, economics, environmental management, and other areas as appropriate.
4. The FKSHAG may adopt such organizational rules as shall be necessary or appropriate for the organization and operation of the FKSHAG, consistent with the provisions hereof, including as appropriate provision for the election of officers; formation of committees and task force groups as appropriate; the hiring and retention of employees or independent contractors; and other appropriate matters at the discretion of the FKSHAG.
5. The FKSHAG shall determine the entity that will keep and maintain all records. In no event, however, shall any local government that is a signatory to this agreement be obligated to maintain any such records unless it voluntarily agrees to, or is required to by the provisions of Chapter 119, Florida Statutes.
6. Nothing contained herein shall constitute the adoption of the provisions of the CMP as a law, regulation or ordinance of any public body. Land management decisions, directions, budgeting and implementation of the public lands within the corridor are the responsibility of the individual public agencies as appropriate.

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# corridor management plan

## PARTNERSHIPS AND AGREEMENTS

7. Land management and administration, policies, staffing, budgeting, development and operation of public land and facilities are the responsibilities of several federal and state agencies and local governments along the Corridor. The recommendations of the CMP shall provide guidance for these Entities' decisions, but shall not obligate these federal and state agencies and local governments to any action.
8. The FKSHAG shall not take any actions that commit the Florida DEP (FDEP) Division of Recreation and Parks to any action, funding, staffing or operational responsibilities, including but not limited to entering any agreements and applying for any grant funds, without the prior written approval of The Division of Recreation and Parks.
9. The FKSHAG shall not take any actions that commit the Florida Department of Transportation (FDOT) to any action, funding, staffing or operational responsibilities, including but not limited to entering any agreements and applying for any grant funds, without the prior written approval of FDOT.
10. The FKSHAG shall not take any actions that commit any one or all of the respective local governments,
  - Islamorada, Village of Islands Council
  - Key Colony Beach City Commission
  - Key West City Commission
  - City of Layton Council
  - City of Marathon Council
  - Monroe County Board of County Commissionersto any action, funding, staffing or operational responsibilities, including but not limited to entering any agreements and applying for any grant funds, without the prior written approval of each respective government as listed above.
11. The FKSHAG shall not take any actions that commit the Florida Keys Scenic Highway CAG or Clean Florida Keys, Inc. to any action, funding, staffing or operational responsibilities, including but not limited to entering any agreements and applying for any grant funds, without the prior written approval of the CAG and CFK.
12. The ability of the FDEP, Division of Recreation and Parks to participate in the programs of the FKSHAG is dependent on annual appropriations from the Florida Legislature.
13. The ability of the FDOT to participate in the programs of the FKSHAG is dependent on annual appropriations from the Florida Legislature.
14. The ability of any one or all of the respective local governments listed in #10 above, to participate in the programs of the FKSHAG is dependent on annual budget appropriations. Nothing in this agreement shall obligate the respective local governments to make any such budget or in-kind services appropriation.

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 9

15. The ability of the CAG and CFK to participate in the programs of the FKSHAG is dependent on their annual budgets.
16. This Agreement is a continuing contract and program to ensure implementation and consistency in carrying out the goals, objectives and strategies of the CMP. However, any member Entity may terminate its participation in the FKSHAG upon thirty (30) days written notice. The FKSHAG will terminate when no party remains active.
17. This Agreement may be amended only with the written consent of all the parties hereto. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

IN WITNESS WHEREOF, the undersigned have executed this Agreement.





# Chapter 10

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## **FUNDING AND PROMOTION**

Without a strong plan for funding and promoting the Florida Keys Scenic Highway, implementation would be impossible. This chapter identifies funding opportunities that will provide the means to implement the Corridor Management Plan and a promotion plan that will guarantee continuing success in the programs and activities within the corridor.

### **FUNDING FOR THE FLORIDA KEYS SCENIC HIGHWAY**

Funding for the Scenic Highway will come from a variety of sources including private donations and local, state and federal funding, some through grants.

#### **Federal Funding Opportunities**

Following are several federal funding opportunities

##### ***National Scenic Byways Grant***

The Federal Highway Administration offers grant funds to successful applicants for the following activities:

- Safety improvements to a highway designated as a scenic byway
- Construction of facilities along a scenic highway for the use by pedestrians and bicyclists
- Improvements to the scenic highway that will enhance access to an area for purposes of recreation
- Protection of historical, archaeological, and cultural resources in the area adjacent to the scenic highway
- Development and provision of tourist information to the public, including interpretive information about the scenic highway.

The Federal share is 80 percent of the grant – requiring a 20 percent local match.

##### ***Transportation Equity Act for the 21<sup>st</sup> Century***

Funding for transportation improvements

##### ***National Urban and Community Forestry Matching Grant Program***

The Florida Department of Agriculture and Consumer Services provides funds for projects that develop or enhance a community's ability to have a sustained, comprehensive tree care program. This is a 50 percent matching grant, with no more than 20 percent of the funds used for tree planting alone.



# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 10

### State of Florida Funding Opportunities

#### ***Florida Highway Beautification Council Grant Program***

The Florida Highway Beautification Council through the FDOT provides funds for landscape beautification projects on Florida's roadways. The funding is a matching grant of 50 percent.

#### ***Florida's Plant-A-Tree Trust Fund***

Use of these funds – at a 50 percent match – are for projects involving the planting of native trees on rural acres or urban landscapes.

#### ***Historic Preservation Grants-in-Aid***

The Florida Department of State, Division of Historical Resources provides 50 percent matched funding to assist in the identification and preservation of Florida's historic resources. The types of projects eligible for funding fall into three general categories – Acquisition and Development, Survey and Planning, and Community Education.

#### ***Historical Museums Grants-in-Aid***

The Florida Department of State, Division of Historical Resources provides 50 percent matched funding to develop exhibits on Florida history, as well as for operating costs of Florida history museums. Funding is provided for two categories: general operating support and public educational exhibit projects.

#### ***Cultural Grants Program***

The Florida Department of State, Division of Cultural Affairs, provides grants of varying amounts to non-profit organizations and political subdivisions engaged in cultural programming.

#### ***Coastal Management Grants Program***

The Florida Coastal Management Program in the Department of Community Affairs provides grants to accomplish innovative projects that will implement the priority issues of the current applicable Florida Coastal Action Plan. Such projects include protection and management of coastal resources, improvements in water quality and natural resource protection through coastal non-point pollution controls, management of coastal development and redevelopment, and improved public beach access and hazard mitigation.



#### ***Florida Main Street Program***

The Florida Department of State, Division of Historical Resources provides a \$10,000 seed money grant and technical assistance for eligible communities. The Program encourages the revitalization of traditional downtown commercial districts through a community-based comprehensive approach. No match is required but the applicant must provide a guaranteed one-year funding support for a Main Street manager.

### **Florida Communities Trust Land Acquisition Grants, Loans and Matching Grants**

The Florida Communities Trust as part of the Department of Community Affairs provides incentives to local governments to protect resources identified in their local government comprehensive plans.

#### ***The Florida Department of Environmental Protection***

Several grants programs are disseminated through the FDEP as follows:

- Florida Recreation and Development Assistance Grant Program
- Land and Water Conservation Trust Fund
- Florida Boating Improvement Program
- Pollution Recovery Program
- Section 319 Nonpoint Source Management Implementation



#### ***Greenways and Rails-to-Trails Program***

The Office of Greenways and Trails, in the FDEP is responsible for developing and maintaining a comprehensive plan for a statewide system of greenways and trails.

#### ***Technical Assistance for Community-Based Organizations***

The Enterprise Florida, Inc. provides technical assistance to community-based organizations in an effort to strengthen and diversify local economies. Technical assistance includes helping form an organization, and identifying community development strategies, identifying financial resources for community development projects and referring to other responsible agencies.

#### ***Advertising Match Grant***

The Florida Tourism Industry Marketing Corporation, a public/private organization, provides matching grants up to \$2,500 to fund projects that contribute directly or indirectly to the promotion of tourism, industrial or agricultural advantages within Florida.

#### ***Other Funding Opportunities***

- FDOT Work Program
- Local Funding
- Private Donations
- Not-for-Profit Groups
- Fundraising and sponsorship
- Special Legislative Funding



The Florida league of Cities produces a guide entitled Financing and Technical assistance for Florida Municipalities. The guide contains information on grants, loans, technical assistance, and other resources available to Florida municipalities.

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 10

### PROMOTION PLAN

The Florida Keys Scenic Highway will have many different users, including local and seasonal residents, the existing tourists, bicyclists, wildlife and nature lovers and others yet to be classified. The promotional program for the Florida Keys Scenic Highway envisions that each group will be targeted in unique ways that will most effectively serve their needs.

#### *Local and Seasonal Residents*

Keys local and seasonal residents view US 1 not only as an integral part of commerce and tourism within Keys communities but the Main Street of the Florida Keys- providing access to significant natural and recreational resources throughout its 106-mile length.

With improved road conditions, landscaping, and the addition of a linear Florida State Park for bicyclists and pedestrians spanning the length of US 1 – this project will be vital in improving the quality of life for the citizens of Monroe County. Enthusiasm for the project has been overwhelming.

The CME will promote the Florida Keys Scenic Highway to Local Residents through the following:

- Development of a membership program to encourage citizens to contribute to the ongoing development and success of the scenic highway.
- Special Events highlighting the unique resources of the Keys. Events will include major bike and run races as well as fishing tournaments. Some events will be tailored to locals during “off” season.
- Interpretive signage depicting the historic significance of the area.
- Business sponsorships of the highway – awarding “Scenic Highway Partnerships” to businesses that either contribute financially to the scenic highway or make significant improvements to the appearance of their businesses.

#### *Existing Tourists*

The Keys already exhibit a significant amount of tourists and there is a great debate over whether or not the Keys can sustain additional visitors. Throughout the corridor designation process the position has been that by promoting the scenic highway and its cultural, historical and recreational areas, including the Overseas Heritage Trail (bike and pedestrian) and blue-ways (kayak and canoe trails), the highway itself can become the destination.

The hope is that current visitors to the Keys will spend more time exploring the length of the Keys in addition to the typical tourist destinations. With added enhancements through the Scenic Highway designation more of these visitors will be able to leave their cars behind, and explore the Keys by bike, foot and boat



*Southernmost Point in Continental U.S., Key West*

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# corridor management plan

## FUNDING AND PROMOTION

The CME will promote the Florida Keys Scenic Highway to Existing Tourists through the following:

- Development of brochures depicting areas of interest, including historical and recreational.
- Development of a detailed Keys wide bike and pedestrian map that includes all local trails that exist along and off of the highway as well as a “Blue-Way” map depicting canoe and kayak trails.
- Interpretive signage depicting the historic significance of the area.
- Special “in” season events in partnership with existing cultural institutions targeted to visiting tourist.

### **Bicyclists**

A CME priority action item for the Scenic Highway is coordination with FDEP to complete the Overseas Heritage Trail. This major bike and pedestrian trail that will span the entire length of the Florida Keys and US1 by route over the Old Keys Bridges will become a major destination for bicyclists around the county and the globe.

The CME is well aware of the potential impact for local businesses and communities. It is desirable to target bicyclist who will explore the islands with low-impact results. Through the increase of “non-motorized” tourists to the Keys, local businesses can be strengthened while minimizing the negative impacts of increased tourism on residents. Bicyclist could become a large user group of the scenic corridor.



The CME will promote the Florida Keys Scenic Highway to Bicyclists through the following:

- Promotional ads in targeted magazines, newspapers and info-articles.
- Special race events promoting the scenic highway and the Overseas Heritage Trail.
- Development of a detailed Keys wide bike and pedestrian map that includes all local trails that exist along and off of the highway.

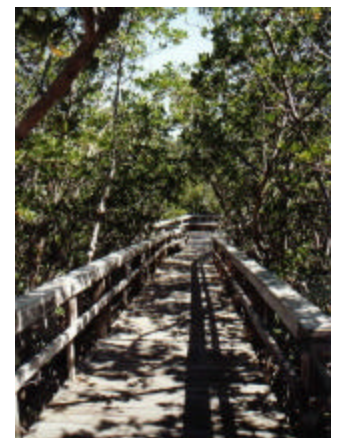


### **Wildlife and Nature Lovers**

Efforts to diversify the types of tourists in the Keys will be evident in a targeted approach to attract more naturalists to the Keys. By enhancing scenic areas and overlooks, creating additional recreational opportunities that are land and sea based and preserving existing natural areas – naturalists will continue to view the Keys as a nature lover’s paradise. Through careful planning and management of the Keys’ existing natural resources, including the removal of invasive exotic species, the desire of wildlife enthusiasts can be balanced with the low impact requirements of native plants and animals.

The CME will promote the Florida Keys Scenic Highway to Wildlife and Nature Lovers through the following:

- Developing interpretive signage that depicts the wildlife of the Keys and the areas available for observation.



# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 10

- Creating nature trail guides to help the naturalist experience the Keys in a low impact manner yet allow them the experience of being in the natural environs of the Keys.
- Promotional ads in targeted magazines, newspapers and info-articles.
- Special events in conjunction with existing environmental groups that promote the natural fauna and animal species of the Florida Keys.

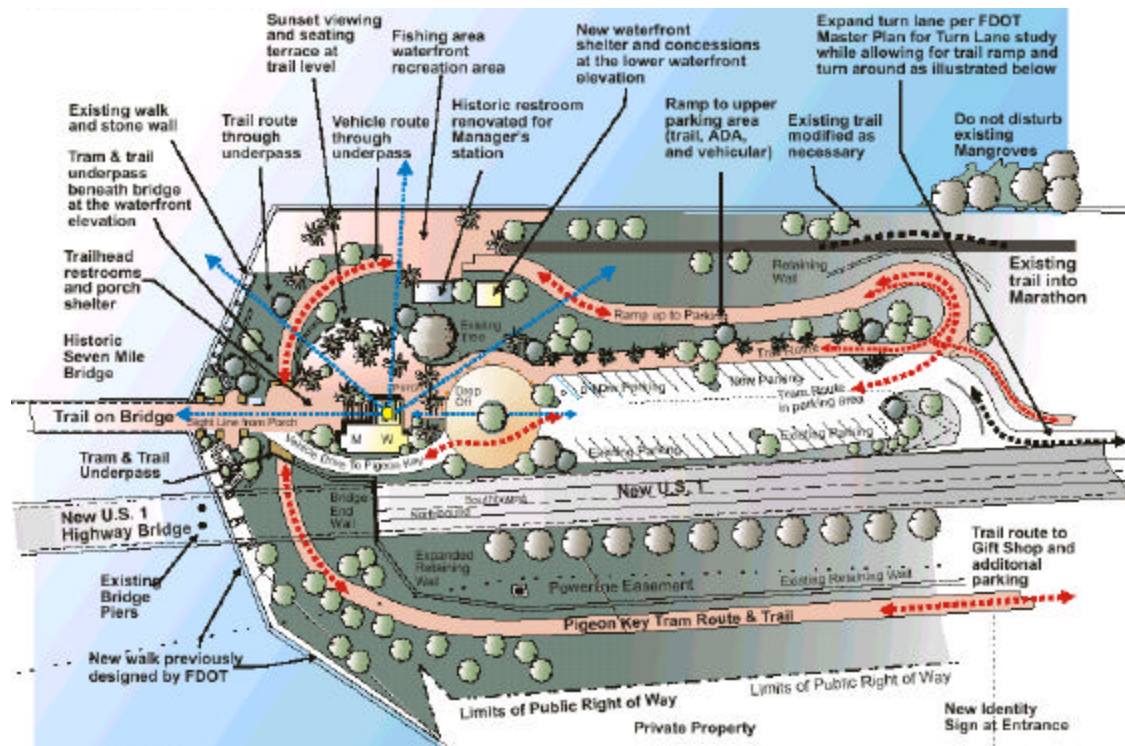
### Promotion During the Initial Years

The most visible evidence that US1 is a Florida Scenic Highway for residents and visitors to the Keys during the initial years will be the acceleration of landscaping along various parts of the corridor, the opening of some Old Keys Bridges for recreation, the addition of several new miles of bike trails and enhanced rest areas along the Keys.

Given this schedule, initial promotion activities will be geared towards local and seasonal residents - building on the local support already gathered during the designation process to continue momentum for these projects. The primary focus will be to show the public some tangible accomplishments on the highway (landscaping, increased recreation etc.) Once visible enhancements begin, the CME can begin to implement those strategies outlined for local residents. Growing and strengthening support on the local level will produce major vital marketing benefits by getting the message to other target groups.

### Long Term Promotion

The CAG envisions that major visual and recreational enhancements to US1 will take upwards of 10 years. Much of this is dictated by the available funding outlined earlier. Each development



will enable the phase-in of different targeted groups in the marketing plan. For example, once the Overseas Heritage Trail is completed it will be possible to target bicycle groups more effectively. Once additional natural areas are opened and designated, it will be possible to more effectively target wildlife and nature lovers. Plans to develop a system of interpretive signage depicting historical sites within the Keys will enable new marketing strategies geared to existing tourists.

Phasing in promotion to the target groups described above is the best assurance that the CME will not “oversell” the scenic highway ahead of infrastructure improvements. However, the CME does feel that it can begin promotion to most target groups within the first 1-5 years of designation.

### **Measuring Success**

Public input into the Florida Keys Scenic Highway designation process has shown that success has different meanings for different people and groups. For the business community, success could be measured by increased sales as people spend more time along the highway. For local and seasonal residents, success can be measured in the beautification of their “Main Street – US1” and the recreational opportunities that become available to them along the highway.

Increased vehicular traffic would not be considered a success to many local and seasonal residents. On the other hand, the business community would not consider tourists that are attracted to the Keys but might be less likely to spend money at local shops a success. The CME will work closely with Civic Groups, Community Groups and Chambers’ of Commerce to ensure that a balance is achieved between the competing desires of all these groups.

The CME will work closely with the Tourist Development Council (TDC) of Monroe County to determine whether or not the targeted tourists markets are being reached. The TDC has already developed sophisticated measuring techniques that help businesses understand the demographics of visitors to the Keys - charting room stays, prices paid, affluence of visitors, source of referrals, dollar per visitor spent and the activities that tourist participate in while visiting.

The CME will coordinate with the TDC to add surveying methods that help evaluate visits made to the Keys because of promotional activities related to the Scenic Highway and the Overseas Heritage Trail. This data will be used to help businesses understand how to sell to this type of visitor in the Keys.

Measuring success among local and seasonal residents will be easier – the CME just needs to listen. The CME believes that success to the locals will mean visible, sustained improvements along the highway with an emphasis on beautification and additional recreation areas. The feedback from the local community has helped guide this project from the start and this will not change once designation is achieved. CAG and CME members will continue to speak with local organizations and community groups to solicit their opinion and receive critiques of corridor activities and progress. Keys residents have shown little problem in voicing their opinion and these voices will be an excellent barometer in judging successes.

# **FLORIDA KEYS SCENIC HIGHWAY**

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## *Chapter 10*



# Chapter II

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## GOALS, OBJECTIVES AND STRATEGIES

The Florida Scenic Highways Program describes goals, objectives and strategies as "...the building blocks used to ... implement the vision for the scenic corridor." The Florida Keys Scenic Highway goals address resource protection, safety, community support, education, and economic development and represent the Corridor Vision in manageable pieces; the objectives represent more measurable concepts or ideas for achieving the goals; and the strategies satisfy each objective with measurable activities and techniques that will be implemented through the Corridor Action Plan.

The following goals, objectives, and strategies were developed based on input from members of the Florida Keys Scenic Highway Corridor Advocacy Group and from attendees at public workshops held throughout the corridor eligibility and designation process:

**Goal 1: Protect, preserve and enhance the resources found within the Florida Keys Scenic Highway corridor. Provide an integrated environment that allows flourishing habitats for indigenous plant and animal communities while permitting appropriate access to these resources consistent with sound environmental planning.**

*Objective 1.1: Manage vegetation along the corridor in order to preserve, maintain and enhance the natural resources and scenic views.*

**Strategy 1.1.1:** Develop a comprehensive vegetation management plan that:

- identifies areas within the corridor where exotic or invasive species are concentrated and where views are obstructed;
- develops an appropriate methodology for selective clearing within these areas that will maintain the environmental integrity of the corridor; and,
- prioritizes selective clearing projects.

**Strategy 1.1.2:** Provide information directly, or through other land management agencies, to private property owners along the FKSH regarding the importance of vegetation management and describing environmentally sensitive methodologies.



Public Forum, November 18, 2000

# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 11

**Objective 1.2:** *Ensure that all design and construction activities within the FKSH corridor preserve, protect, maintain and enhance its scenic and natural resources.*

**Strategy 1.2.1:** Coordinate with FDOT to design and construct guardrails that enhance or, at a minimum, do not detract from the scenic beauty of the surrounding landscape. Coordinate with state and federal agencies with jurisdictional and regulatory authority within and adjacent to the corridor to ensure that guardrail plans accommodate wildlife crossings and are sensitive to indigenous plant species.

**Strategy 1.2.2:** Coordinate with local governments, utility and telecommunication facilities providers, and state and federal agencies in developing aesthetic/design guidelines for the FKSH corridor, including provision of enhanced landscape buffers and medians, to assist these entities and adjacent property owners in the design and construction of their projects.

**Strategy 1.2.3:** Identify specific scenic vistas that warrant preservation and work with local governments to develop land and viewshed protection strategies. However, protection of indigenous plant and animal communities shall be taken into consideration when addressing viewsheds.

**Strategy 1.2.4:** All design and construction planning activities within the FKSH corridor shall be coordinated with affected local governments and state and federal agencies with jurisdictional and regulatory authority within the corridor to ensure consideration of indigenous plant and animal communities.

**Objective 1.3:** *Enhance recreational opportunities along the FKSH corridor.*

**Strategy 1.3.1:** Enhance existing roadside parks and design new ones to include amenities such as boardwalks, picnic areas, hiking trails, and wildlife observation areas where appropriate.

**Strategy 1.3.2:** Coordinate with Monroe County, FDOT and FDEP in the restoration of the Old Keys Bridges as pedestrian facilities that include opportunities for hiking, bicycling, fishing, boat ramps, picnicking, etc.

**Goal 2:** **Preserve US 1 as an arterial highway that safely accommodates the needs of both vehicular and non-motorized users, and provide opportunities for alternative modes of transportation throughout the corridor while providing access to natural areas, connecting communities and neighborhoods, and enhancing cultural resources.**

**Objective 2.1:** *Coordinate with the FDEP, FDOT and all other local, state and federal agencies in planning activities within the FKSH corridor, or plans that may have an effect on the corridor.*

**Strategy 2.1.1:** Participate in the development and implementation of the Overseas Heritage Trail, an interconnected linear trail for shared use, recreational use, and alternative transportation uses incorporating existing local pathways and the Historic Bridges along the US 1 corridor from MM 0 (Key West) to MM 106.5 (Key Largo).



*Pigeon Key Train*

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# corridor management plan

## GOALS, OBJECTIVES AND STRATEGIES

**Strategy 2.1.2:** Participate in the development and implementation of the following local governments' plans for the FKSH corridor within their jurisdictions: Islamorada, Village of Islands; Key Colony Beach; Key West; Layton; Marathon; and, Monroe County.

**Strategy 2.1.3:** Coordinate with the Florida Department of Transportation in the development of the Five-Year Work Program for District 6.

**Objective 2.2:** *Provide for the safety of pedestrians and motorists within the FKSH corridor.*

**Strategy 2.2.1:** Ensure the safety of the trail by providing secure trailheads, bathrooms, rest stops with shelter, drinking water, periodic call boxes or telephones, and safe travel clearances for all trail users.

**Strategy 2.2.2:** Identify roadway improvements necessary to promote ease and safety of access into and within the corridor for vehicles, pedestrians, and bicyclists.

**Strategy 2.2.3:** Provide safe pullouts and pull offs along the scenic highway corridor.

**Strategy 2.2.4:** Monitor accident rates along the highway to identify future improvement needs.

**Goal 3:** **Provide residents and business of the Florida Keys with a variety of opportunities to participate in the planning and implementation of the Florida Keys Scenic Highway Corridor Management Plan, based on the ir interests, skills, and time they can offer to the effort.**

**Objective 3.1:** *Provide a variety of opportunities for public involvement in the Corridor Management Planning process and in its implementation.*

**Strategy 3.1.1:** Schedule regular meetings of the Scenic Highway CAG/CME that are open to and advertised to the public.

**Strategy 3.1.2:** Assure that CME membership includes a wide range of residents and business owners from throughout the Keys.

**Strategy 3.1.3:** Develop partnerships with other private and public entities to share information and planning activities.

**Strategy 3.1.4:** Ensure that widespread public involvement is incorporated as an integral element of any planning projects within the corridor.

**Objective 3.2:** *Develop an on-going citizen participation/education program to update citizens on activities of the Scenic Highway Corridor Management Plan.*

**Strategy 3.2.1:** Participate in a speaker's bureau or similar organization and educate the citizens of the Keys on activities of the CMP.

**Strategy 3.2.2:** Partner with the public schools and colleges to notify students about corridor activities.

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 11

**Goal 4: Provide educational opportunities that will heighten awareness of the globally unique scenic elements of the Florida Keys by interpreting the rich and unique historical, archaeological, cultural, and natural resources of the Keys that are united by US 1, the transportation backbone of the region.**

*Objective 4.1: Promote the Overseas Heritage Trail as an outdoor classroom for the Keys' citizens, school children, and visitors, advocating respect for the natural, historical, and cultural resources found along the US 1-based trail corridor.*

**Strategy 4.1.1:** Conduct an interpretive signage study to identify the location and content of interpretive signs along the highway corridor. This signage study should include archaeological, environmental, and cultural aspects of the area.

**Strategy 4.1.2:** Construct information kiosks that explain the cultural and historical significance of the Florida Keys Scenic Highway.

**Strategy 4.1.3:** Develop brochures and audio tours of the highway corridor that emphasize the unique environmental resources and the culture and history of the highway.

**Strategy 4.1.4:** Coordinate with Federal, State and local preservation agencies and organizations to promote the preservation and interpretation of historic resources.

**Strategy 4.1.5:** Coordinate with the Monroe County Arts Council to encourage public art within the corridor that complements the interpretation of its natural, historical and cultural resources.

**Goal 5: Provide a corridor experience that enhances environmental-friendly regional economic development, oriented primarily towards eco-tourism with appropriate recreational and commercial support opportunities.**

*Objective 5.1: Provide corridor improvements that will enhance interaction with local businesses along the US 1 corridor.*

**Strategy 5.1.1:** Provide amenities such as the Overseas Heritage Trail, trailheads, landscape planting, intersection improvements, and rest stops that are strategically placed for maximum connectivity with US 1 businesses.

*Objective 5.2: Provide information to residents, visitors and potential visitors.*

**Strategy 5.2.1:** Develop a standardized joint (private/public) brochure that promote the services and amenities within the corridor. Coordinate with local and regional tourism-related businesses to distribute this promotional information.

**Strategy 5.2.2:** Develop an internet web page that promotes the services and amenities within the corridor and link this web page to local, regional, state and international tourism-related websites.

*Objective 5.3: Coordinate promotional campaigns with businesses and tourism-related associations along the highway corridor.*

**Strategy 5.3.1:** Develop a series of promotional events related to the resources within the corridor that will promote awareness of the corridor. These could include events such as marathons, cleanup days, cultural festivals, bicycle races, fishing tournaments, etc.

# Chapter 12

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## ACTION PLAN

The Action Plan for the Florida Keys Scenic Highway represents a compilation of input gathered from concerned citizens over more than three years and suggests a course of action for the preservation, protection, maintenance, and enhancement of the intrinsic resources of the scenic highway corridor. Input was obtained from workshops, public meetings, letters, and oral comments from citizens. In addition, a very detailed survey was conducted in conjunction with the development of the Florida Keys Overseas Heritage Trail Master Plan that asked questions relating to trail elements, all of which would be located within or adjacent to the Florida Keys Scenic Highway Corridor. In fact, the questionnaire was designed to be used as part of the analysis requirement for the Eligibility Application for the scenic corridor. The questions asked were:

- What type of recreation do you enjoy?
- What are the various types of amenities and facilities you would like to see along the amenities and facilities along the Trail?
- What do you see as an important function of this Trail System?
- What do you think about environmental education and/or historical interpretation along the Trail route?
- What are some problematic traffic congested areas and/or road hazard areas along the proposed Trail route?
- How frequently would you use the Trail?

On the following pages, the Action Items are presented in the chronological order that they are to be initiated, beginning in 2001, and spanning over the next five to eight years. *Linkage to Goals* refers to how an Action Plan item relates to one or more of the five goals originally stated in the Eligibility Documentation and later expanded in the Designation Documentation to include objectives and strategies to accomplish those goals.

Each item is described in general terms in the *Plan of Action* and will be further refined at the time the CME deems it appropriate to initiate a specific Action Item. *Entities Responsible for Implementation* lists any individual, agency or organization that would be likely to participate in any part of the action item. The *Special Considerations* heading highlights areas of concern that need to be considered throughout the implementation phases of the action item. Finally, the *Possible Funding Sources* heading lists any sources of funding that can be identified at the present time.



Public Forum, November 2000

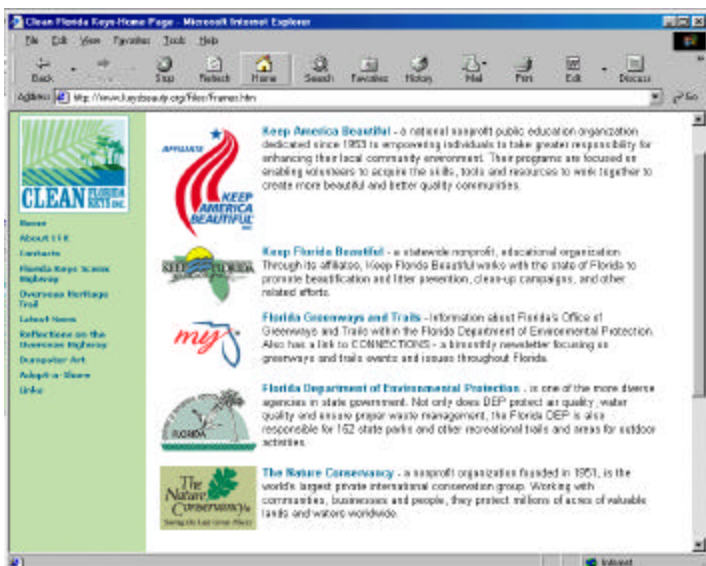
# FLORIDA KEYS SCENIC HIGHWAY

## Chapter 12

### ACTION ITEM 1

#### FLORIDA KEYS SCENIC HIGHWAY WEB SITE

Linkage to Goals: Goal 5 – Objective 5.2 – Strategy 5.2.2



Action Schedule: 2001 (ongoing)

**Plan of Action:** Expand the Clean Florida Keys Web Site section devoted to the Florida Keys Scenic Highway to include updated information and community participation opportunities on all projects and activities occurring within the corridor on an ongoing basis – including CME, governmental agency and Overseas Heritage Trail planning and construction activities. Link this web site to other applicable web sites.

**Entities Responsible for Implementation:** CME

**Special Considerations:** Responsibility for updates and maintenance.

**Possible Funding Sources:** Grants, cash donations and in-kind volunteer service.

### ACTION ITEM 2

#### CME ORGANIZATIONAL WORKSHOPS

Linkage to Goals: Goals 1, 2 and 3 – Objectives 1.3, 2.1 and 3.1 – Strategies 1.3.2, 2.1.1, 3.1.1-3.1.3

Action Schedule: 2001

**Plan of Action:** Organize and conduct a series of at least 3 organizational workshops for the CME. These workshops will produce an organizational plan and policies for the CME (including development of CME Bylaws) and will delineate an ongoing process for coordination and participation between CME members. These workshops will also serve as a forum to develop a program for pursuing funding for corridor activities, including information on all applicable grants, their timelines and requirements.



**Entities Responsible for Implementation:** CME

**Special Considerations:** May require a consultant and direct costs for workshop materials and hand-outs.

**Possible Funding Sources:** Florida Scenic Highways Program technical assistance, FDOT District 6 discretionary funds, local government funds, other grant funds, and private donations.

**ACTION ITEM 3**  
**FLORIDA KEYS SCENIC HIGHWAY MASTER PLAN**

**Linkage to Goals:** Goal 1 – Objectives 1.2 and 1.3 - Strategies 1.2.1-1.2.3 and 1.3.1

**Action Schedule:** 2001-2003

**Plan of Action:** Submit a National Scenic Byways Grant application to hire a consultant to develop a Florida Keys Scenic Highway Master Plan that will include the following:

- Detailed mapping and definition of scenic, natural, and other intrinsic resources - viewsheds, wildlife habitat and crossing locations, native vegetation, mainstreets, etc.
- Using criteria adopted by the CME, identify vacant parcels that are most critical for the preservation or protection of intrinsic resources within the corridor such as wildlife habitat areas, habitat connectivity features and crossing locations, and native plant communities.
- In designing the Master Plan, the siting of access routes to intrinsic resources, or the design of corridor amenities such as rest areas, overlooks, or trail heads for the FKOHT, shall be planned to avoid critical areas described above, or properly designed to avoid or minimize direct or indirect impacts to wildlife, habitat, indigenous plant communities and scenic resources.
- Develop three demonstration construction projects that are “ready-to-go” for purposes of grant applications – one for the lower, middle and upper Keys.
- Identify funding sources that can be used for all elements of the Scenic Highway Master Plan

**Entities Responsible for Implementation:** CME, Monroe County

**Special Considerations:** Coordination with local governments and other governmental agencies with management jurisdiction within the corridor, consistency with plans for the Overseas Heritage Trail, participation of public and private property owners, compliance with FDOT traffic engineering standards and specifications.

**Possible Funding Sources:** National Scenic Byways Grant with matching funds from local governments, FDOT District 6, other grants funds, and/or private donations.

**ACTION ITEM 4**  
**SUPPLEMENT SPECIFIC PROJECTS ASSOCIATED WITH THE FLORIDA KEYS OVERSEAS HERITAGE TRAIL**

**Linkage to Goals:** Goal 1; Objective 1.3; Strategies 1.3.1 and 1.3.2

**Action Schedule:** 2001-2005

**Plan of Action:** Assist FDEP in public participation activities, pursuit of matching funding sources, and coordination with local governments and other agencies and organizations, based on conceptual plans identified in the *Florida Keys Overseas Heritage Trail Master Plan* (August 2000). This assistance will be provided to DEP to supplement planning and development of amenities and facilities associated with the FKOHT such as development of trailhead structures and amenities, landscaping, renovations of the Old Keys Bridges for non-motorized uses, and other facilities identified throughout the Trail implementation process.

# FLORIDA KEYS SCENIC HIGHWAY

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**Entities Responsible for Implementation:** CME

**Special Considerations:** DEP matching funds are contingent on legislative appropriations. DEP is the agency responsible for all management and administrative activities within the Overseas Heritage Trail State Park.

**Possible Funding Sources:** Grants, Monroe County and its municipalities, FDOT, private donations

### **ACTION ITEM 5**

#### **INCORPORATE CMP ELEMENTS INTO COMPREHENSIVE PLAN**

**Linkage to Goals:** Goal 2 – Objective 2.1 – Strategy 2.1.2

**Action Schedule:** 2002-2003

**Plan of Action:** Coordinate with Monroe County and its municipalities to develop and incorporate the following required CMP elements in their comprehensive plans: a map displaying the scenic corridor; the Corridor Vision statement; and Goals, Objectives and Strategies related to the specific local government. The following locations within a comprehensive plan allow effective implementation of a scenic highway corridor designation: the community's Vision Statement and the Future Land Use, Transportation, Conservation, Coastal Management, and Recreation and Open Space plan elements.

**Entities Responsible for Implementation:** CME, Monroe County, each municipality in the Keys

**Special Considerations:** Coordination with other governmental agencies with management jurisdiction within the corridor, consistency with Overseas Heritage Trail Master Plan, participation of public and private property owners.

**Possible Funding Sources:** N/A

### **ACTION ITEM 6**

#### **DEVELOP OR STRENGTHEN COUNTY AND MUNICIPALITY ORDINANCES**

**Linkage to Goals:** Goal 1 – Objective 1.2 – Strategies 1.2.2 and 1.2.3

**Action Schedule:** 2002-2003

**Plan of Action:** Coordinate with Monroe County and its municipalities to review and develop new or strengthen existing land development regulation ordinances as needed to assure consistency with and furtherance of the FKSH goals, objectives and strategies. Some of the issues that might be addressed are location and design of utility facilities within the corridor and native vegetation management relating to the corridor's unique habitats.

**Entities Responsible for Implementation:** CME, Monroe County and its municipalities.

**Special Considerations:** Notification and participation of any affected private property owners, utility providers and other governmental entities having jurisdiction within or adjacent to the corridor.

**Possible Funding Sources:** N/A



## **ACTION ITEM 7 COMPREHENSIVE VEGETATION MANAGEMENT PLAN**



**Linkage to Goals:** Goal 1 – Objective 1.1 – Strategies 1.1.1 and 1.1.2

**Action Schedule:** 2003-2004

**Plan of Action:** Hire a consultant to develop a “Vegetation Management Plan” that is based on the premise of protecting vegetation indigenous to the different habitats within the scenic highway corridor. The project will include development and production of an illustrative guide that identifies native vegetation species within each of the habitats located within the corridor and offers suggestions for landscaping “themes” for various Keys communities based on

the unique habitat and character of each community. The guide will also include recommendations that will assist public and private property owners to identify native vegetation, learn how to selectively clear non-native species, and replant native vegetation where appropriate.

**Entities Responsible for Implementation:** CME

**Special Considerations :** Coordination with Florida Department of Environmental Protection, Monroe County and its municipalities, FDOT, utility providers, and public and private property owners within the corridor.

**Possible Funding Sources:** Urban Forestry Council Grants, other grants, cash donations and in-kind volunteer service from environmental and horticultural agencies and organizations.

## **ACTION ITEM 8 KEY LARGO “GATEWAY” TO SCENIC HIGHWAY**

**Linkage to Goals:** Goal 2 – Objective 2.1 - Strategy 2.1.1

**Action Schedule:** 2004-2005

**Plan of Action:** Coordinate with the FDEP, Monroe County Planning Department, the Key Largo Chamber of Commerce and other Key Largo resource organizations to develop a “gateway” entrance to the Florida Keys Scenic Highway and Overseas Heritage Trail in Key Largo at the intersection of US 1 and CR 905. This may be one of the demonstration projects identified in Action Item 1.

**Entities Responsible for Implementation:** CME, Monroe County.

**Special Considerations:** Probably need to hire professional design consultant, notification and participation of private property owners and business owners, FDOT traffic engineering standards and specifications.

**Possible Funding Sources:** Monroe County, Key Largo Chamber of Commerce and/or FDOT District 6 for design funds, Highway Beautification Council Grant for construction funding

# FLORIDA KEYS SCENIC HIGHWAY

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## Chapter 12

### **ACTION ITEM 9 SCENIC HIGHWAY BROCHURE**

**Linkage to Goals:** Goal 4 – Objective 4.1 - Strategy 4.1.3

**Action Schedule:** 2004-2005

**Plan of Action:** Develop and distribute a standardized joint private/public brochure that identifies the natural, historical, recreational, environmental and scenic aspects of the Florida Keys Scenic Highway corridor. The brochure will also promote the services and amenities within the corridor.

**Entities Responsible for Implementation:** Florida Keys Scenic Highway Corridor Management Entity

**Special Considerations:** May need to hire a professional design consultant, coordination with local and regional tourism-related businesses, FDOT, FDEP and other public and private property owners within the corridor.

**Possible Funding Sources:** Donations of volunteer labor and cash, grants if available.

### **ACTION ITEM 10 INTERPRETIVE PLAN**

**Linkage to Goals:** Goal 4 – Objective 4.1 - Strategy 4.1.1

**Action Schedule:** 2004-2005

**Plan of Action:** Identify locations, design exhibits and arrange for installation and maintenance of informational kiosks at each location that interpret the major cultural, historical, archaeological, recreational and scenic resources. These kiosks could incorporate video and audio or both. Construction of interpretive facilities should take into account protection from vandalism and the weather.

**Entities Responsible for Implementation:** CME

**Special Considerations:** Coordinate with FDOT, FDEP, Florida Department of State, Division of Historical Resources, Monroe County and municipalities and private businesses.



*Historic Adderly House*

**Possible Funding Sources:** Florida Department of State, Division of Historical Resources for historical interpretive facilities, private grants and donations.

## **ACTION ITEM 11 PEDESTRIAN SAFETY PLAN**

**Linkage to Goals:** Goal 2 – Objectives 2.1 and 2.2 - Strategies 2.1.3, 2.2.1-2.2.4

**Action Schedule:** 2004-2005

**Plan of Action:** Develop a pedestrian safety plan that will include locations and design/construction alternatives for: pavement markings, pedestrian (and/or vehicular) signals, pedestrian-friendly intersection improvements (including traffic-calming elements), guard rails, periodic call boxes, safe travel clearances, safe pullouts, etc.

**Entities Responsible for Implementation:** FDOT

**Special Considerations:** Review traffic accident data to identify hazardous locations, consistency with plans for Overseas Heritage Trail facilities

**Possible Funding Sources:** FDOT

## **ACTION ITEM 12 SIGNAGE PLAN**

**Linkage to Goals:**

**Action Schedule:** 2004-2005

**Plan of Action:** Develop a signage coordination plan for Florida Keys Scenic Highway, Overseas Heritage Trail, and street, regulatory, and highway signage. This plan will take into consideration the signs designed by the Florida Keys Scenic Highway Master Plan and the Overseas Heritage Trail Master Plan.

**Entities Responsible for Implementation:** CME, Monroe County, FDOT

**Special Considerations:** Consistency with FDOT rules and regulations, as well as all local ordinances.

**Possible Funding Sources:** Grant funds, if available, donations, Monroe County, FDOT, municipalities.

# **FLORIDA KEYS SCENIC HIGHWAY**

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## *Chapter 12*

# Chapter 13

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## **APPENDICES**

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**Selected Figures and Tables**

**Appendix B**  
**Corridor Advocacy Group**

**Appendix C**  
**Community Participation**

**Appendix D**  
**Resolutions and Letters of Support**

**Appendix E**  
**Old Keys Bridges Task Force Study Recommendations**

**Appendix F**  
**Overseas Heritage Trail Project**

Note: The appendices are only available in the printed version of this document.

