

ALVA COMMUNITY PLAN



**Final Draft
September 2006**

Prepared by ALVA, Inc.

Original Author
Carol Cunningham & Associates

Website - <http://www.alvaf1.org/>

TABLE OF CONTENTS - Alva Community Plan

Forward to Alva Community Plan	p 3
Introduction	
Where we've been	p 4
Where we are today	p 4
Where we want to go in the future	p 4
Vision Statement	p 5
The Guiding Statements for the Alva Community Character	p 5
How we get there	p7
How the Community Plan is organized	p8
Proposed Comprehensive Plan Amendments	p 8
Start of Policies	p 9
Proposed Comprehensive Plan Policies	p 10
Proposed Comprehensive Plan Policies related to Preservation of Rural Character	p 12
Maps	p 14-16
Appendices	
Appendix A The Rural Village	p 17
Appendix B Historic Core of the Rural Village	p 22
Appendix C Rural Village Subareas 2 and 3	p 30
Appendix D Preservation of Rural Character	p 36
Appendix E Florida Scenic Highways Program	p 42

Forward to Alva Community Plan

The plan herein is the culmination of a process that started in the spring of 2001 when 250 Alva citizens attended a meeting at the local firehouse to discuss local planning issues. Those in attendance felt a need to begin regular meetings to discuss how the community wanted to address these growth issues. From that initial meeting the civic organization ALVA, Inc., A Living Vision of Alva, was formed. This civic group organized meetings and applied for a Lee County grant, which paid for a professional planner to compose the plan that we have today.

Since the summer of 2001 ALVA, Inc. has invited numerous guest speakers who imparted to the community their knowledge and expertise regarding various growth-related issues. Some of those speakers were: John Albion, Lee County Commissioner; Wayne Daltry, Director of the Regional Planning Council; Dan Mosier, Lee County Bikeways coordinator; Mike Rippe, Florida Department of Transportation; Members of the Army Corps of Engineers; a Sheriff's deputy representing Crime Stoppers, and more.

We then came together in November 2001 and again in the fall of 2006 for community charettes and subsequent town hall meetings where ideas were shared, maps were drawn, and everyone was given a chance to speak his mind. These ideas were discussed, posted on the website, and finally republished as a draft for the community to amend as required.

This document begins our attempt to forge a community plan that will become the cornerstone of our collective vision for the future, yet flexible enough to be adjusted to reflect changing times. It has been prepared on behalf of the residents of the Alva area through the local civic organization ALVA Inc., and was funded in 2001 by a grant of planning funds from Lee County and by volunteer fundraising. The Lee County Board of County Commissioners has made such funds available for grass roots planning efforts based on their recognition that unincorporated Lee County consists of many diverse communities with various visions on how their community should develop. The purpose of the Alva Community Plan is to set forth the Vision that the Alva community has developed and to propose goals, objectives, and policies to be incorporated into the Lee County Comprehensive Plan (Lee Plan or Comprehensive Plan), intended to achieve that Vision over time.

INTRODUCTION

Where we've been

The people of Alva have been functioning as a community since 1866 when settlers began making their homes in the Caloosahatchee River basin. The town of Alva was founded and platted in 1882. Irby Clay, granddaughter of the third settler of Alva and retired librarian of Alva High School in writing about the early history of Alva notes: "Thus grew slowly a community that worshipped together, played together, and worked together. To those who now live in distant areas, a homecoming is a highlight they look forward to.... Alva still remains a community rather than a town."

Over the last twenty years, growth in Southwest Florida has been steadily increasing. In the early 1990's the Alva Preservation Committee worked with Lee County Planning Staff to prepare an Alva Sector Plan, applicable to the area within the Alva Fire District boundaries, which was intended to protect the community from having rural lands converted to suburban development patterns. The 1992 Alva Sector Plan was not approved but the community has continued to work together to address a number of issues important to the community.

ALVA Inc. was incorporated in the spring of 2001. Its mission is "to preserve and protect the unique historical, rural, agricultural and equestrian ambiance of Alva". Community members, through ALVA Inc., have been working on a variety of specific measures that will benefit the people of Alva, including State Route 80 design; increasing park opportunities and facilities; promoting sidewalks and bike paths; - as well as spearheading the preparation of this Alva Community Plan.

Where we are today

Today, the concern about how to preserve the character that makes the Alva area special is even more acute. Numerous people attending the community workshops and ALVA, Inc. meetings noted that they had moved to this area from high quality but increasingly overcrowded areas in order to live among the spacious natural areas and scenic resources and enjoy a quieter, less crowded community environment. This Plan does not seek to encourage growth but rather to guide development to a higher quality than would otherwise be attained without this guidance.

Where we want to go in the future

The Vision for Alva, contained in the following Vision Statement and the Guiding Statements for the Alva Community Character, are direct products of two community-wide workshops held on September 9, 2006, and September 23, 2006, and all of the prior meetings of ALVA, Inc.. It also draws from the vision statements of the Lee Plan and its Amendments and from community's previous work on the draft 1992 Alva Sector Plan and the 2002 Alva Community Plan.

The purpose of a Vision is to provide a commonly held picture of the future that the Alva community hopes to create, building upon the history of the community as an expansive

rural area with an historic river-based settlement at the center. A Vision can serve as a context from which to plan for the future. Some of the elements of a Vision may occur in the near term, others may be realized only in the distant future, but all elements of the Vision, policies, and implementation measures are based in a firm respect for individuals' existing property rights, do not imply or result in any mandated changes to existing homes or structures, and are planned to give Alva the best outcome possible.

Vision Statement

The mission of the people of the community called Alva, Florida is to preserve and protect its unique historical, rural, agricultural and small town flavor. Alva is the oldest settlement in Lee County. With its huge oaks and cypress trees, the Caloosahatchee River, citrus groves, and cattle ranches, Alva has a unique country ambiance that is rapidly becoming hard to find in Florida.

Southwest Florida is experiencing extremely rapid development. It will take a concerted effort to ensure that the growth in Alva occurs in a manner that maintains the character and lifestyle of this area. As Alva grows, we aim to work together to make sure Alva remains a place we want to live in and call home.

The Guiding Statements for the Alva Community Character

The Caloosahatchee River and its watershed, lined with huge oaks and cypress, flows westward to the Gulf through acres of land devoted to citrus, cattle, farming, flower farms, and conservation areas. These resources, which characterize the Alva area, remain its primary assets. The historic character of the river town, which was originally a center of trade and transport, has been protected and revitalized, strengthening its function as a center of social interaction and civic, educational, and recreational activity.

Central Alva, originally platted in the late 1800's, has retained and enhanced its historic character. The design of new and renovated structures draws from 1890's Southern Victorian architecture. Infill development in the historic core produces a compatible mix of residential, professional office, small shops or cafes, and bed and breakfast lodging.

Streets remain narrow with a dense tree canopy. Interconnections of streets and the addition of pedestrian and bicycle pathways and centralized, park-once parking areas have made walking or biking pleasant and safe. Through-traffic on North River Road, which passes through the heart of the historic core, has been "calmed" and no longer threatens the safety and pedestrian ambiance of the area.

Riverfront pedestrian access to the Caloosahatchee River and additional dock space and children's facilities at the boat ramp area provide expanded opportunities for visitors to arrive by boat, for pedestrians to stroll along the

riverfront, and for families to enjoy the recreational opportunities afforded by the River.

The bridge creates a sense of arrival into the community and now provides a pedestrian walkway and bicycle lane -- the essential links in the network of pathway systems connecting central Alva to the conservation and recreational areas that surround the community.

Residents and visitors can walk or bicycle from the Franklin Locks on to Caloosahatchee Regional Park, arriving at central Alva, and continuing south to Greenbriar Preserve and Lehigh's future linear park system. Children can walk or bike from Charleston Park on the east and River Oaks on the west side of Alva to school and the recreational facilities in central Alva. The community park system has been expanded and new recreation areas have been developed to accommodate the active recreation needs of both children and adults.

New development south of the bridge on both sides of State Route 80 is compact and concentrated within a radius around the area of the signalized intersection rather than lining the highway with strip commercial structures. New neighborhood-scale developments combine community serving commercial uses with mixed uses (residential above commercial). Site design features internal service roads with buildings framing the public streets and maximizing the views and pedestrian access to the River.

The newly four-laned State Road 80 has been designed to signal entry into the central Alva area with curbed medians, a traffic signal at the Broadway intersection, enhanced with generous plantings. Strategically located median breaks and access points allow safe entry into adjacent commercial areas.

As pressure to convert the surrounding rural lands into residential subdivisions has increased, Alva has managed to preserve large areas of land agricultural use or in its natural state through several successful programs.

Linking the large rural area together are North River Road (County Road 78) and the Caloosahatchee River. North River Road has retained its rural ambiance and is a popular scenic route for visitors and residents enjoying the countryside. The long-standing prohibition against through truck traffic has been successfully enforced; signage is limited to directional and safety signs; and residential areas located along the roadway are designed with internal streets so that access points onto the roadway are minimized.

As it has historically, the Caloosahatchee River provides transportation, food, recreation and a source of water. The citizens of Alva have joined with various volunteer organizations and public agencies to resolve the problems of water quality degradation and loss of habitat. The function, health, and beauty of the oxbows, or bends in the river that have remained after dredging projects (which

began with the 1930s creation of the Cross State Ship Channel), have been gradually restored in response to the conditions unique to each. Maintenance and monitoring of their continuing viability provide an ongoing opportunity for education and scientific study.

Many opportunities exist to enjoy the river by boat, canoe, or kayak from viewing areas, or in the regional parks. Dedicated volunteers continue to work towards a vision for the future of the Caloosahatchee River, which balances human needs while protecting and promoting the resources and natural beauty of the whole system for future generations.

By working together, the Alva community has enhanced its surrounding natural amenities, preserved its heritage, and ensured its long-term quality of life.

How we get there

The Alva Community Plan is designed to serve as a “Strategy” to implement the Vision described above. Some of the actions recommended in the strategy will be proposed as a goal and related policies to be adopted into the Lee Plan during the upcoming plan amendment cycle.

For example, the following section provides a newly developed land use designation Rural Village to be adopted into the Lee Plan to replace the Urban Community land use designation currently assigned to central Alva. This Rural Village designation will provide the foundation to enable the mix of uses and community form and design envisioned for central Alva.

Other actions will require subsequent changes to the Lee County Land Development Code. For example, to provide the regulatory framework for implementation of the Rural Village concept, a “Rural Village Overlay Zone” may be prepared in the future that will specify appropriate uses, design and development standards for Central Alva and provide an alternative to existing zoning.

Some of the actions suggested by the Vision are more appropriately initiated or carried out by the private sector or non-profit organizations working in cooperation with government entities.

How the Community Plan is organized

The Alva Community Plan is organized by focusing first on central Alva and expanding outward. The Community Plan describes the form and character of the area that is currently designated in the Lee Plan Future Land Use Element as Urban Community and recommends a new land use category of Rural Village to replace the Urban Community designation.

Within the area to be designated “Rural Village” the Community Plan focuses more closely on the historic core of the Alva community, the River front and bridge (Sub-area

1), the area south of the River and north of SR 80 (Sub-area 2), SR 80 itself and the area immediately south of SR 80 (Sub-area 3), and the rural areas surrounding these areas but still within the existing Urban Community land use designation (Sub-area 4). See Figure 2, page 15.

Each of the policies herein have an expanded vision specific to that policy and are located in the Appendices. The Appendices provide discussion of existing conditions and the planning issues relevant to that area and identify opportunities for implementation of the vision. Each policy has specific recommendations for actions that can be taken by the community and policy language for amendments to the Lee Plan needed to implement the vision for each portion of the Rural Village.

The view then broadens outward to the area surrounding central Alva(See Figure 1, page 14) and identifies specific strategies that will contribute to the preservation of rural character. Most strategies involve activities that the community can pursue in cooperation with both public and private sector interests and do not suggest amendments to the Lee Plan. Those strategies that do suggest amendments to the comprehensive plan are related to a specific geography relevant to the individual strategy rather than being broadly applicable within a generalized boundary.

Proposed Comprehensive Plan Amendments

In the Vision for 2020 section of the Lee Plan, revise the current language for the Alva Planning Community, second paragraph, as follows:

The Alva community vision includes an enhanced, pedestrian-oriented Historic Core in central Alva with increased public access to the River front, a Village Center south of the River providing commercial, mixed, and civic uses to serve the needs of the immediate community; bicycle linkages to the network of conservation and recreation areas; and preservation of the historic, scenic, agricultural, and environmental resources of the area. In the year 2020, the Alva community will retain its largely rural/agricultural nature with over half of its total acreage being used for this purpose through efforts to conserve significant amounts of open space or agricultural uses.

Start of Policies

Add a new land use category to Lee Plan Objective 1.4: Non-Urban Areas as follows:

POLICY 1.4.7: A Rural Village is a small, compact, self-contained center with residential neighborhoods surrounded by extensive rural land uses such as ranches, agricultural uses, conservation lands, and acreage estate homes; where the scale, design, and placement of structures, trees, blocks, street and pathway networks, centrally located shared parking areas, and civic spaces promote walkability, social interaction, and a sense of place; where the mix of land uses and building types enable residents to find a variety of conventional housing choices, shopping, services, recreation, education, and civic activity in a compatible relationship with one another and all within walking distance; where

the size, type, location, and site design of commercial uses compliment the rural village character and are directed to the local needs of village and rural area residents and those enjoying a visit to experience the charm of the rural village and the surrounding natural environment.

Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre). Clustering units or otherwise designing neighborhoods to achieve a compact center, an integrated, walkable street network, with linkages to opportunities for shopping and workplaces, buildings framing the streets as public spaces, generous open space, and incorporating residential units in commercial structures as a mixed use are strongly encouraged.

On the Future Land Use Map, reclassify the area known as central Alva covered by an existing land use designation of Urban Community to the new category of Rural Village.

Adopt the following goal, objectives, and policies:

GOAL 22: To preserve and enhance the unique historic, scenic, agricultural, and natural resource assets and rural ambiance of the Rural Village of Alva and the surrounding countryside.

OBJECTIVE 22.1: Establish the appropriate regulatory and incentive framework and identify funding mechanisms to implement the Community’s vision for the Rural Village of Alva as stated in the Alva Community Plan.

POLICY 22.1.1: The County will adopt a Rural Village Overlay Zone as the implementing mechanism for the Rural Village land use designation, if an acceptable proposal is submitted by the Alva Community. The Rural Village Overlay Zone is established to recognize and provide for the unique requirements of the Rural Village, which cannot be adequately addressed through existing regulations, by providing a procedure and mechanism through which the area may be master planned. Master planning will include development guidelines and standards that are intended to provide an incentive driven alternative to the standard zoning currently in place and other land development regulations. Future development in the Rural Village must be consistent with existing zoning currently in place, the Rural Village Overlay Zone or Planned Development. Re-zoning to other conventional zoning categories is inconsistent with the Rural Village land use designation. The Rural Village Overlay Zone will provide a process for administrative approval for developments determined to be consistent with the provisions of the Overlay Zone.

When a landowner chooses to develop under the provision of the Rural Village Overlay Zone, then compliance with all applicable portions of the Rural Village Overlay Zone will be mandatory for that property and for any abutting lot(s) or adjacent building(s) under the same ownership or control, for a period of ten years. A landowner’s decision to use the provisions of the Rural Village Overlay Zone must be made in writing on a form supplied by Lee County. This form

acknowledges that this decision runs with the land for the stated period. Lee County will record this form in its official record books.

Proposed Comprehensive Plan Policies

POLICY 22.1.2: The Alva Community will prepare use, design, site location, and development standards for commercial and mixed-use development in the Historic Core and surrounding close-in neighborhoods to be incorporated as standards into a “Rural Village Zoning Overlay, Sub-area 1” and will submit such standards to the County for adoption into the Land Development Code. These should address:

- Permitted and prohibited uses
- Site location standards for commercial uses
- Architectural standards for buildings (other than single family homes)
- Sign criteria
- Building setback
- Building height and/or number of floors
- Site design standards that bring buildings close to the street with parking behind
- Provision for shared access and parking areas across lot lines or in centralized off-site parking areas
- On-site landscaping and screening standards that contribute to an overall streetscape concept
- Variation of paving materials as alternative to impervious surfaces (shell, pavers)
- Pedestrian, parking and streetscape improvements
- Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.
- Provision for density or height bonus for mixed use (commercial on the ground floor with residential above)
- Criteria that will allow for development of granny flats in the surrounding close-in residential areas.

POLICY 22.1.3: The Alva Community will prepare an improvement plan for the Historic Core, which will:

- Connect residential and business areas by wide pathways that can safely accommodate pedestrians, bicycles, and other non-motorized methods of personal transportation;
- Design the pedestrian way and bike lanes that cross the Bridge
- Promote pedestrian and bicycle safety and access,
- Identify appropriate traffic calming design measures for the portion of North River Road that passes through the Historic Core.
- Centralize/consolidate parking areas from which people can park once and easily walk to community facilities and shopping,

- Improve connectivity of the local street network,
- Provide for an inviting pedestrian oriented streetscape (walkways, lighting, benches, appropriate landscape, underground utilities) and buffers where appropriate.
- Provide for the continuation of the key elements of the streetscape (such as lighting, landscaping, street furniture) at the foot of the bridge on each side of the River and on the Bridge as appropriate.
- Determine feasible methods to fund Streetscape/Parking/Pedestrian improvements from new and infill development as it occurs.

POLICY 22.1.4: The Alva Community will work with the Lee County Parks Department to explore the feasibility and potential funding for planning and implementing an expansion of the existing boat launch area and facilities.

POLICY 22.1.5: The County will update its historic sites survey of Alva if an update is determined to be needed.

POLICY 22.1.6: The Alva Community will prepare use, design, and development standards for commercial and mixed use development in the new Village Center(s) to be incorporated into a master plan concept and as standards into a “Rural Village Zoning Overlay, Sub-area 2” and “Rural Village Zoning Overlay, Sub-area 3”(See Figure 2, page 15) and will submit such standards to the County for adoption into the Land Development Code. These should address:

- 1 List of uses that should be permitted and encouraged as a part of a Village Center and those that are prohibited and/or discouraged as incompatible with the Rural Village character and particularly in relation to Sub-area 3, consider the appropriateness of uses that could be proposed to serve the travelers market.
- 2 List of civic uses that should be considered for inclusion in the Village Center.
- 3 Maximum size of building footprint (for example, not to exceed 20,000 sf for a single user building).
- 4 Architectural standards for buildings.
- 5 Sign criteria.
- 6 Building setback.
- 7 Building height and/or number of floors.
- 8 Site design standards that bring buildings close to the street with parking behind or mid-block.
- 9 Pedestrian, parking and streetscape improvements.
- 10 Provision for pedestrian accessibility to commercial uses from side streets as well as main streets and for transitions between public and private space.
- 11 Maximums for block perimeters, space between pedestrian access points, spacing between storefront doors etc. to promote walkability.
- 12 Parking ratios that reflect dual use and centralized parking areas.

- 13 Preservation of unique natural features and vegetation.
- 14 Provision of a riverfront public plaza and viewing area
- 15 Limit outdoor vehicle sales .

POLICY 22.1.7: Upon completion and adoption of the Rural Village Overlay Zone, the County will amend the Lee Plan 2020 Land Use Allocations of commercial acreage to the Alva Planning area by amending Table 1(b) to reflect the precise number of acres needed to implement the Village Center(s) and provide for infill development in the Historic Core.

POLICY 22.1.8: As a courtesy, the County will notify ALVA, Inc. about public hearings, workshops, and hearings for land development decisions in Alva for the purpose of enabling the Alva community to participate in and pursue the applicability of the Guiding Statements for the Alva Community Character.

OBJECTIVE 22.2: Provide for appropriately located and well-planned commercial development to serve the needs of the Rural Village of Alva consistent with the Vision stated in the Alva Community Plan.

POLICY 22.2.1: In order to prevent strip development along SR 80, the majority of acreage available for commercial development should be granted within the rural village boundaries, especially subareas 2 and 3 or on Joel Blvd adjacent to subarea 3.

22.2.1.a: "Formula" or standardized franchise buildings will be forbidden.

22.2.1.b: Additional new or used auto dealerships will not be allowed.

POLICY 22.2.3: Any new development on parcels within the Rural Village currently zoned commercial shall be evaluated for consistency with the design and use standards of the Rural Village Overlay Zone in order to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods.

Proposed Comprehensive Plan Policies related to Preservation of Rural Character

OBJECTIVE 22.3: Increase the opportunity for public access to and enjoyment of the scenic, historic, recreational and natural resources in the rural area.

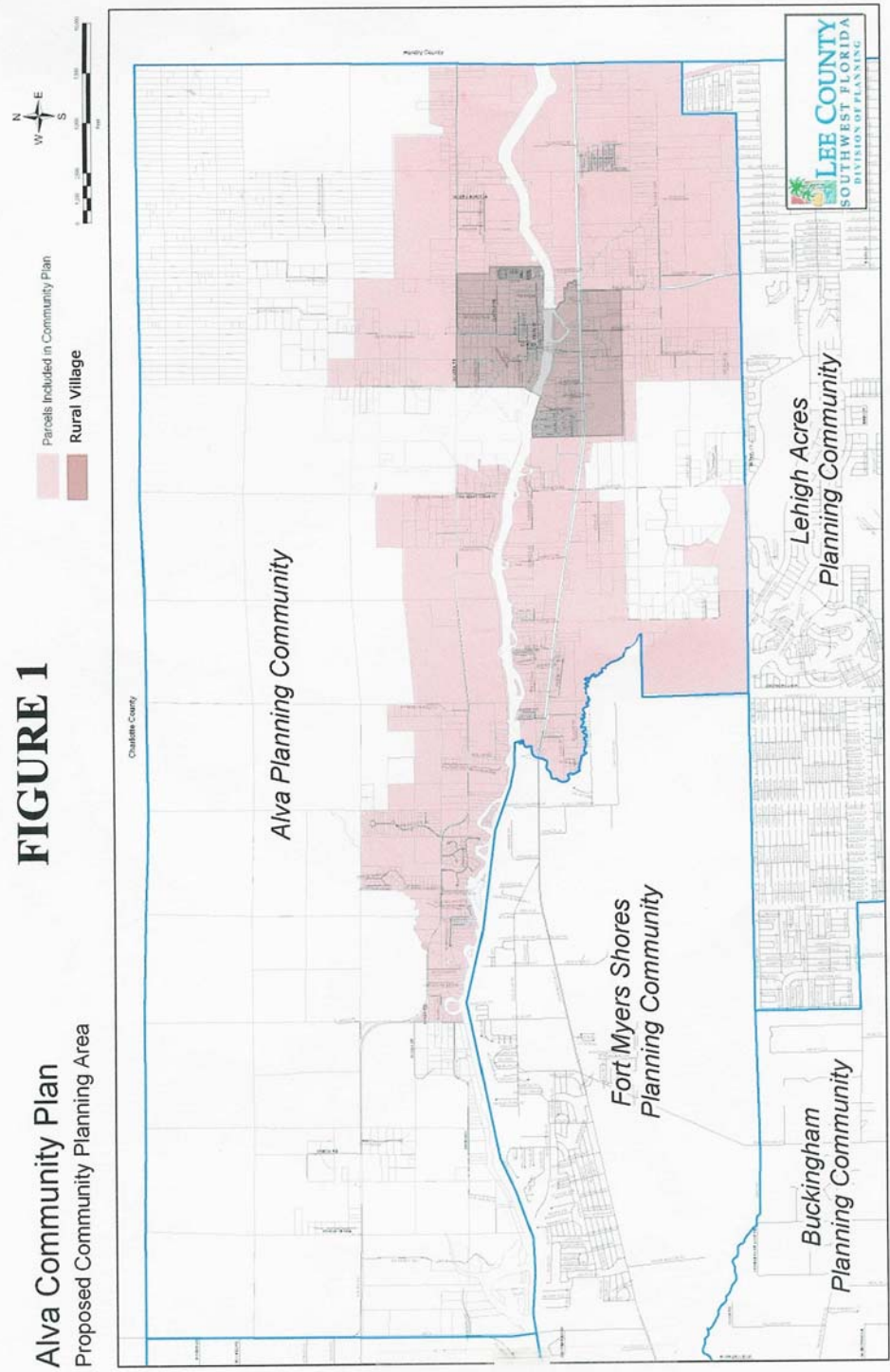
POLICY 22.3.1: The County will designate County Road 78 (North River Road) from Highway 31 to the Hendry County line a County Scenic Highway in accordance with Lee Plan Policy 2.9.1 and will assist the Community's efforts to obtain a Florida Scenic Highways designation for the roadway.

POLICY 22.3.2: The County will make every effort to implement the system of

bike paths linking the conservation and recreation areas (as shown conceptually in Figure 3, page 16 of the Alva Community Plan) by providing additional paving outside of the stripe for the travel lane and widening shoulders, based on a route and phasing plan to be developed in a cooperative effort between County staff and Alva Community representatives.

FIGURE 1

Alva Community Plan
Proposed Community Planning Area



**FIGURE 2
RURAL VILLAGE**

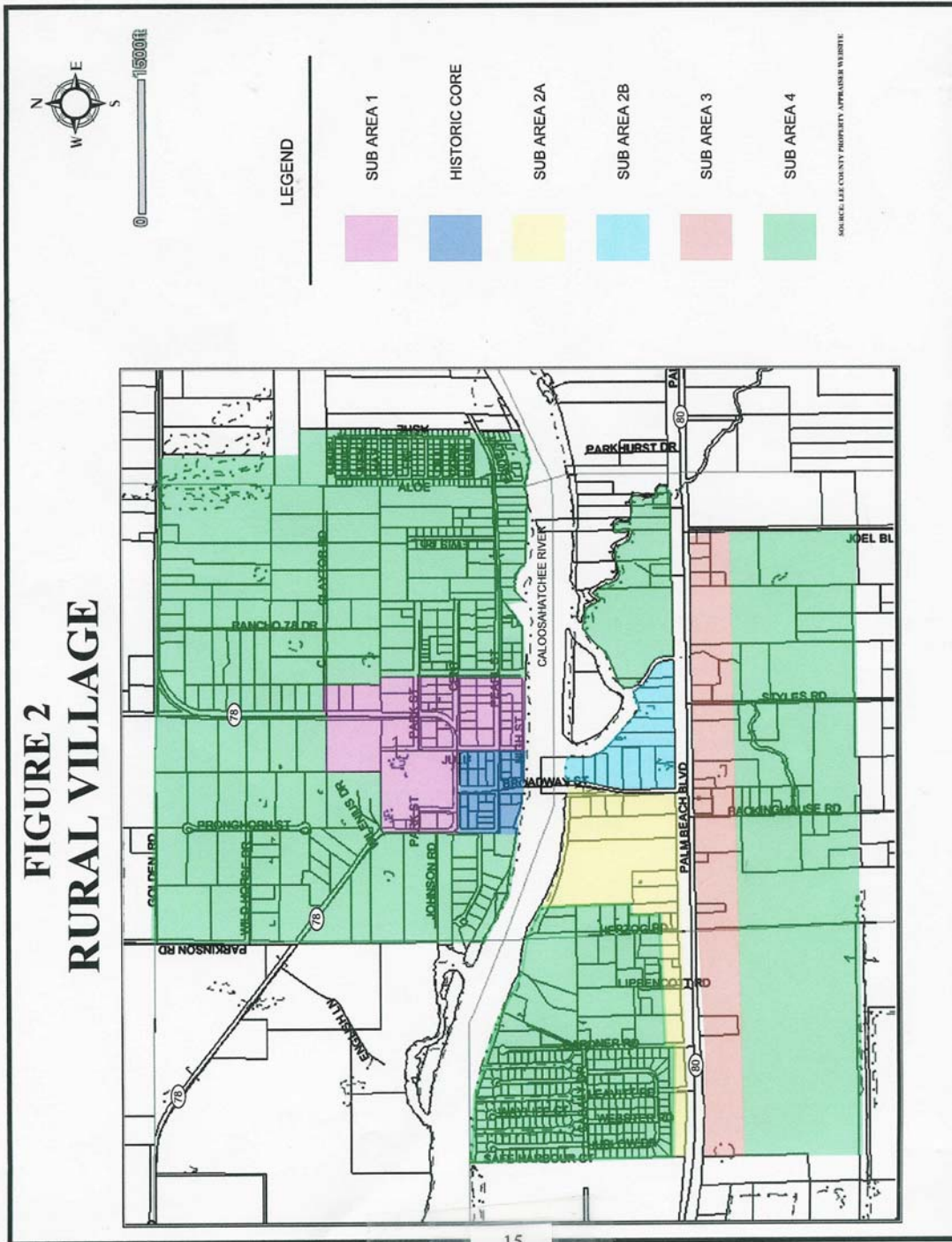
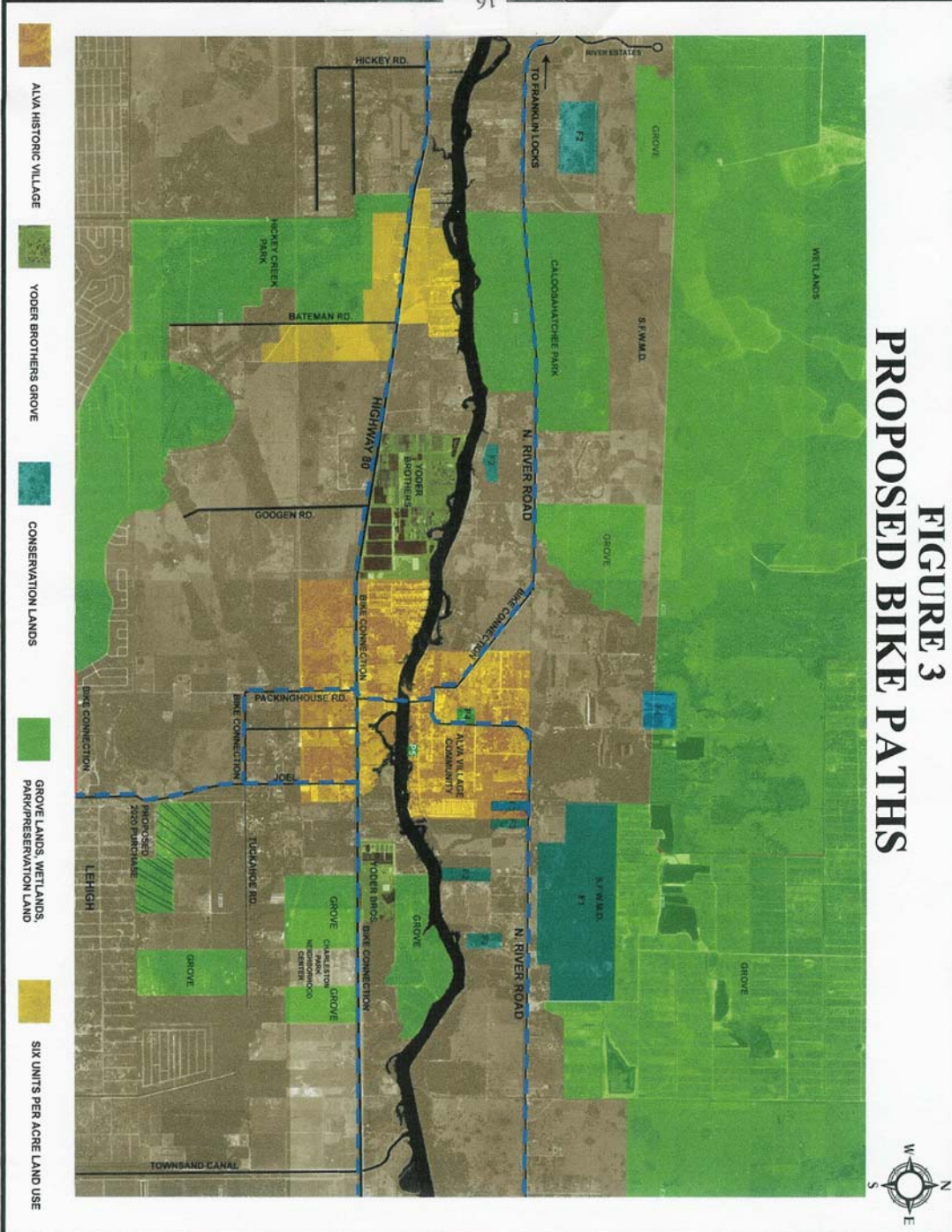


FIGURE 3 PROPOSED BIKE PATHS



- ALVA HISTORIC VILLAGE
- YODER BROTHERS GROVE
- CONSERVATION LANDS
- GROVE LANDS, WETLANDS, PARK/PRESERVATION LAND
- SIX UNITS PER ACRE LAND USE

APPENDICES

This is additional information in support of the Vision Statement-, The Guiding Statements for the Alva Community Character- and Policies within this Plan.

APPENDIX A

THE RURAL VILLAGE

Form and Character of Central Alva

In 1882 Captain Peter Nelson planned and platted the village of Alva on the banks of the Caloosahatchee River. In addition to the natural beauty of its location on high banks covered with native oak, yellow pine and fields of tiny white flowers which inspired the name Alva, the River location was central to the variety of transport activity on the River including paddle wheel boats, canoes, ferries and barges.

The center of Peter Nelson's original village contained churches, the school, parks, a library, and eventually two hotels that were quite popular with winter tourists. In 1903 the construction of the first bridge over the Caloosahatchee connected the settlers on each side of the River and by land to the rapidly growing Fort Myers area.

Alva is an unspoiled example of an historic river-based settlement community. The village is centered around a main street with the schools and community park at one end and the bridge at the other. Residences are on both the main and side streets. The area includes a small marina and post office and public gathering places including the historic Alva United Methodist church (built in 1903) and the 1910 Alva Library, which now houses the Alva museum. A new addition to the River side is the small park and boat launch area. These are all within an approximately ¼ mile radius of the foot of the bridge on the north side of the River. This Historic Village core, anchored by the school and community park, is the traditional community-gathering place for civic and social activity.

North of the River, the neighborhood area immediately surrounding the center of the village is characterized by a wide variety of housing types on varying lot sizes. There are some vacant lots and in-town agricultural uses. The street network on the east side of North River Road is laid out on the original but incomplete grid pattern. New residential development of large-scale homes on generous sized tree shaded lots is occurring on and near the Riverfront. Characteristic of the variety of housing types found in Alva is the

Oak Park mobile home park located at the easternmost edge of the developed area, which has its own private boat docks and community gathering areas. Between the ¼ and ½ mile radius and beyond, the edge of the village contains homes on acreage sites.

South of the River, on both sides of State Route 80, there are a few commercial uses. Residential uses are located on both sides of Broadway between SR 80 and the River. Several large, contiguous undeveloped lots exist with frontage on SR 80 or the River and in some cases both, and provide an opportunity for locating a Village Center with commercial and mixed uses.

Looking immediately outward from the Rural Village, the surrounding areas are primarily in agricultural use, cattle ranches, groves, wetlands, conservation areas or large regional parks or preserves interspersed with a few small neighborhood-sized developments including Charleston Park to the east and River Oaks to the west.

The Rural Village of Alva is a living example of what in contemporary times, urban designers are striving to achieve through the principles of Traditional Neighborhood Design (TND). The design principles of Traditional Neighborhoods are intended to produce successful neighborhoods, which promote social cohesion, efficiency in the delivery of services, sustainable mobility, and overall livability.

Traditional Neighborhood Design derives its principles from historically successful patterns of development such as Alva exhibits, as contrasted to typical subdivisions. Traditional neighborhoods have a defined center of community activity where there is some opportunity for shopping for necessities, finding professional services, day care, attending community events or places of worship, visiting with friends over coffee or in a community green space, utilizing live/work spaces. “The principles include a center and edge to the neighborhood, an integrated network of walkable streets, and overall size to the neighborhood suitable for walking, buildings set close enough to the streets to spatially define the streets as public spaces, and opportunities for shopping and workplaces close to home.”

Proposed Rural Village Land Use Category

The community’s Vision for the future of Alva builds upon the historic traditional neighborhood foundation existing in Alva with recommendations that will reinforce the ingredients that make strong neighborhoods and protect the scale, character, and natural beauty that make the village so special. To do this requires a policy framework that promotes the desired form and mix of uses. Shaping this policy framework begins with addressing the Lee County Future Land Use designation for Alva. Currently, the area that comprises the center of the Alva community and its surrounding neighborhoods has a Future Land Use designation of Urban Community as follows:

POLICY 1.1.4: The Urban Community areas are areas outside of Fort Myers and Cape Coral that are characterized by a mixture of relatively intense commercial and residential uses. Included among them, for example, are parts of Lehigh Acres, San Carlos Park, Fort Myers Beach, South Fort Myers, Bonita Springs,

Pine Island, and Gasparilla Island. Although the Urban Communities have a distinctly urban character, they should be developed at slightly lower densities. As the vacant portions of these communities are urbanized, they will need to maintain their existing bases of urban services and expand and strengthen them accordingly. As in the Central Urban area, predominant land uses in the Urban Communities will be residential, commercial, public and quasi-public, and limited light industry (see Policy 7.1.6). Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre), with a maximum of ten dwelling units per acre (10 du/acre). (Amended by Ordinance No. 94-30)

Note: The Lee Plan Table 1(a) Summary of Residential Densities note number 3 states “These maximum densities may be permitted by transferring density from non-contiguous land through the provisions of the Housing Density Bonus Ordinance (No. 89-45, as amended or replaced) and the Transfer of Development Rights Ordinance (No. 86-18 as amended or replaced).

A new Rural Village land use category is proposed which more closely fits both the existing non-urban character of Alva as an historic river settlement and the community’s Vision for the future.

A Rural Village as defined in Chapter 9J5 of the Florida Administrative Code means a “small, compact node of development within a rural area containing development, uses and activities which are supportive of and have a functional relationship with the social, economic, and institutional needs of the surrounding rural areas.”

The following definition of Rural Village expands upon the Chapter 9J5 definition and is intended to facilitate a development pattern consistent with Alva’s history and with the principles of Traditional Neighborhood Design, while maintaining the current density allowed by the Urban Community designation.

Adoption of the Rural Village land use category and applying it to the same area now covered by the Urban Community designation will provide the necessary framework from which to make the changes to the Land Development Code to allow implementation of these principles as new development and renovation occur.

A Rural Village is a small, compact, self-contained center with residential neighborhoods surrounded by extensive rural land uses such as ranches, agricultural uses, conservation lands, and acreage estate homes; where the scale, design, and placement of structures, trees, blocks, street and pathway networks, centrally located shared parking areas, and civic spaces promote walkability, social interaction, and a sense of place; where the mix of land uses and building types enable residents to find a variety of conventional housing choices, shopping, services, recreation, education, and civic activity in a compatible relationship with one another all within a short walking distance; where the size, type, location, and site design of commercial uses compliment the rural village character and are directed to the local needs of village and rural area residents and those enjoying a visit to experience the charm of the rural village and the surrounding natural environment.

Standard density ranges from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre). Clustering units or otherwise designing neighborhoods to achieve a compact center, an integrated, walkable street network, with linkages to opportunities for shopping and workplaces, buildings framing the streets as public spaces, generous open space, and incorporating residential units in commercial structures as a mixed use are strongly encouraged.

Rural Village -- Existing Conditions

Within the portion of Alva currently designated as Urban Community there are approximately 744 dwelling units which translates to a population of approximately 1331 persons.,

Public facilities in the Rural Village include the elementary school and middle school, a post office, the community park. The community has been working diligently to obtain an EMS station. There is also a church and an historic museum in the community.

Rural Village Overlay Zone

Even though the Rural Village is currently designated Urban Community, the existing zoning allows substantially less development than the underlying land use would provide. The area is predominantly zoned AG-2 (Agricultural District), which allows one dwelling unit per acre (1du/ac) and TFC-2 (Residential Two Family Conservation District), with a few parcels zoned commercial. The Alva Community Plan proposes subsequent preparation of a Rural Village Overlay Zone to be adopted into the Lee County Land Development Code. The Overlay Zone will implement the Rural Village land use designation. The Overlay Zone is intended to be very specific, master planned to the block or large parcel level for the areas designated as Sub-areas 1, 2, and 3 and be more general for Sub-area 4 (described in subsequent sections of this plan).

Note that when the “Rural Village” land use designation replaces the existing designation as “Urban Community”, the allowable density range remains the same but the available zoning categories through which development may occur are limited to the existing zoning on a parcel, the Rural Village Overlay Zone, or Planned Development. It would not be permitted to re-zone to another conventional zoning category. In any case, pursuant to Section 34.341 of the Lee County Land Development Code, a Planned Development re-zoning would be required for residential developments over 300 units, or a commercial development located on a parcel of ten or more acres or that includes 100,000 square feet or more of floor area.

Even though use of the Rural Village Overlay Zone is optional (that is, it will not actually replace existing zoning but provide an alternative) there will be considerable incentive to use its provisions for two reasons. One, the Overlay Zone will provide for appropriate commercial and mixed-use development in specific areas where, under current AG-2 or TFC-2 zoning, it would not be permitted.

Two, the Rural Village Overlay Zone will provide for a more efficient and simpler

approval process. The administrative approval process of Rural Village Overlay Zone should be designed to have input from a development and design review committee made up of County Staff and at least two representatives from the Alva Community, and two independent professionals skilled in specific fields such as residential or commercial development, architecture, landscape architecture, planning, and natural resource protection.

This feature provides certainty and predictability to the approval process and saves substantial amounts of time and money for a project proponent to not have to go through the Planned Development re-zoning process to achieve the same result. The Overlay, which literally functions as a master plan, provides the assurance to the community that as new development occurs it is contributing to the achievement of the Vision for the Rural Village

APPENDIX B

HISTORIC CORE OF THE RURAL VILLAGE (Sub-area 1)

Vision for the Historic Core and Riverfront

The Riverfront, Bridge, and Historic Core have become the identifiable center of Alva. Enhanced views, expanded recreation and docking areas, and public spaces for strolling, dining, and relaxing have re-introduced to residents and visitors the beauty of the River and the pleasure of observing River activity. Whether one is arriving by car, walking, or biking over the bridge, the streetscape and architectural elements of the Historic Core have become a part of the view that establishes a sense of arrival or entry into the community.

The Historic Core functions as the “heart” of the Alva Community consistent with its history as a community gathering-place for social interaction and civic activity. Historic community facilities such as the Alva Library (now housing the museum), the Methodist Church, and the School are treasured community focal points. These, and other historic structures dating back to the 1890’s, set the architectural standard for the design of new and renovated structures that frame the streets and shape the public space. Parking areas are unobtrusive and conveniently located to encourage parking once and walking to multiple destinations.

The dense oak tree canopy provides a park-like atmosphere for the pleasant mixture of homes, small shops, cafes, professional offices, live/work spaces, and bed and breakfast lodging. These uses enhance the attraction of the heart of the community for its residents and visitors by providing needed neighborhood services and facilities for leisure and socializing, all within a pleasant walking distance along an interconnected grid street system and tree-lined bicycle and pedestrian paths.

The traffic on North River Road, as it passes through the center of Alva, has been calmed. Pedestrians and bicycles can cross safely. Motorists traveling along the scenic highway take advantage of slowed speeds to appreciate the peaceful charm of the Historic Core.

The “historic commercial” and residential and commercial mixed uses (similar in scale and type to those that would be found in an historic river settlement) of the Historic Core are clustered primarily in the area between the River and the School in the area intersected by Broadway and Pearl Street where stores were located in the early history of the community.

The blocks bordering the Historic Core and extending northward adjacent to the school and community park area, feature a mix of residential uses of varying densities, live/work spaces, occasionally interspersed existing in-town agricultural uses.

The neighborhood to the east of the Historic Core continues to be a quiet residential area

with homes of varying ages and size. New homes built on infill parcels, particularly along the River, reflect the Southern Victorian heritage.

The school complex continues to function as the community gathering-place for both children and adults, not only for its educational functions but also for community meetings and events. The community members have worked in cooperation with the School District to expand facilities around this site to strengthen the historically “neighborhood” nature of the school and enable more local students to attend school locally.

The expanded Alva Community Park to the north of the school is in constant use, providing active recreation facilities for all age groups. A public use complex has been developed to house a new community cultural facility as well as space for Fire and EMS services.

The activity of the Riverfront and Historic Core reflect the area’s historic function as a riverfront settlement and true community rather than simply a town. The community continues to be a place where people of varying ages, background, and economic status find a range of housing choices, work, shopping, recreation and social interaction close to home.

Existing Conditions, Planning Issues, and Opportunities

Riverfront and Bridge

Currently, very few opportunities exist for public enjoyment of the Riverfront. Public access is available at the Alva Boat Ramp, a Lee County Parks and Recreation facility that is heavily used. This facility, accessed from Pearl Street, has one boat ramp, a parking lot for approximately 20 cars with trailers, a small dock, and picnic tables. The Oak Park community at the end of Pearl Street has a private marina and dock space. The Army Corps of Engineers has easements on both sides of the River.

A priority of the community is to maximize views and public access to the Riverfront as well as to better integrate the River as a transportation route, recreation system, and natural resource amenity into the fabric of the community. The most immediate opportunity to improve access would be an expansion of the Lee County boat ramp area into more of a park that provides a waterfront play area for children and a pedestrian promenade as well as additional dock space. The County could provide the in-house resources to design the expansion and work with the community to identify appropriate funding sources. This effort could be viewed as Phase 1 of the larger program of providing greater public access to the River

Opportunities to create expanded or new day-use docking areas at or near the base of the bridge should also be explored to accommodate people arriving by boat to visit the Historic Core.

Provision of Riverfront access and pedestrian amenity areas should be required in

connection with new non-residential development (or expansions of existing non-residential development) with frontage on either side of the River in this area.

In addition to being an amenity to the community, the Riverfront area can function as an “eco-tourism” destination, a place where folks traveling the extensive system of paddle trails throughout the area can find supplies and respite.

The Alva Oxbow Island just south of the River, east of Broadway, north of SR 80 provides an opportunity for a passive recreation area. A small portion of the Island is privately owned but the majority of the area is controlled by the Army Corps of Engineers. The area once was a community park, prior to the establishment of the current Alva Community Park, and could potentially be “adopted” by the community or transferred into the County parks inventory and once again made available for recreational use.

Providing pedestrian and bike lanes across the bridge and enhancing the view as one proceeds from the south base of the bridge across to the Historic Core through such measures as use of lighting, street furniture, landscaping, and architectural elements should be included in the proposed Improvement Plan for the Historic Core, discussed below.

Potential funding sources for improvements that enhance access to the Riverfront include private sector funding in connection with new development (and/or developer constructed improvements), park impact fees, gas tax funds, Tourist Development Tax funds, grant funds, other.

Historic Core - Proposed for a mix of Historic Commercial and Residential Uses

This area includes an approximately four-block area between the River and the School on both sides of Broadway – bounded on the south by the River, on the north by Center Street and North River Road, on the east by Julia Street and on the west by Savage Street, which was a part of the original town plat. Residential uses and some vacant lots exist along Broadway, north of the River. On the west side of the base of the bridge is located a post office and further west along the River frontage are residential uses.

Turning west on Pearl Street and following it around to Savage, one finds a collection of delightfully refurbished historic cottages nestled among a dense tree canopy. This area, which contains most of the few remaining in-town historic structures, along with Pearl Street to the east of Broadway which contains the historic Methodist Church and Alva Museum, inspired the concept of an “historic street” on which the historic structures should be treasured and preserved and set the design and scale for new structures on infill parcels and on adjacent streets included in the Historic Core

Since most of these cottages are residences, considered attention should be given to the type of uses that will be compatible with this residential character. Those suggested that could pleasantly co-exist with residential uses include live/work spaces such as an artist’s

or photographer's studio and gallery, law office, an old fashioned ice cream/candy store, collectibles and antiques, bed and breakfast lodging, coffee shop with a few tables, bookstore.

On Pearl Street east of Broadway there is more vacant land and/or larger parcels that could be redeveloped, thus more opportunity for uses that generate a bit more activity than those suggested above. This area could also provide some unobtrusive but centralized parking as well as a potential site as a "repository" for moving historic structures from other locations where they might otherwise either be demolished or left to deteriorate. A cluster of historic cottages could make a charming area of small shops.

Specific design and development standards for the Historic Core including minimum and maximum floor area, lot coverage, floors, height, and maximum amount of commercial development (in square feet) appropriate for the four block Historic Core area should be developed as a part of the Rural Village Overlay Zone.

Within the entire four block area, streets are narrow and without curbs or drainage structures. Utilities are overhead. Throughout the area is a dense tree canopy of primarily oak trees and native vegetation. Views of the Riverfront are available through the trees and undeveloped lots and through the Broadway corridor.

Surrounding close-in neighborhoods – Proposed for Residential-based Mixed Use

This area includes the blocks immediately bordering the east side of the original Historic Core and North River Road (east of the public and private school complex, and the Alva Community Park area. The northern boundary of the Alva Community Park represents the northern extent of Sub-area 1. On the east side, east of Julia and west of Josephine, from the River to Park Street, the lots are a part of the original town plat with an average size of one-half acre and developed with single family residential uses. Homes in this area date back primarily to the 1950's and 60's although some were built in the 1920's and others just recently. Approximately 20% of the lots are undeveloped. This area has an existing zoning of TFC-2.

North of Park Street, east of North River Road the lots increase in size to approximately one-acre. This area currently contains a mixture of residential and non-residential uses, including some in-town agriculture, the schools, a private school, and the community park. In addition to residential uses, future uses could include live/work spaces, professional offices or very "low impact" commercial uses similar to those permitted in the Historic Core, such as a bed and breakfast, florist or plant shop. As in the Historic Core, adding mixed uses into a predominately residential area, even though sparsely developed, requires careful consideration of the scale and mix of uses. Design and development standards should be created specifically for this area and be compatible with the design and streetscape of the Historic Core.

Streets in this area form a grid pattern and provide several alternate routes to reach Broadway or North River Road. One exception is in the block immediately east of the

Community Park, which has no north/south connection with the grid. Further to the east, beyond the area designated for mixed use, there are also several streets that are platted but not put through or paved. Completing this grid would contribute strongly to the walkability and connectivity of the community. Existing streets are narrow with no sidewalks or drainage systems.

West of the Historic Core, the existing residential uses provide an appropriate transition between the Historic Core and the residential neighborhoods beyond. Further to the west on Captain Nelson Court, a new twelve lot residential subdivision is being developed with custom homes on approximately one-acre lots across the street from and along the Riverfront.

North River Road

North River Road (County Road 78) passes through the heart of the Historic Core. Traffic on North River Road has been steadily increasing and already is seen as having a negative impact on the pedestrian quality of the area, bicyclists, and particularly on the safety of school children.

Currently the speed limit is between 15/20 mph (curves and school zone) and at 45 mph there is a prohibition on through truck traffic. To address the problem in the near term, community members need to work closely with Lee County DOT to implement a reduced speed safety zone. Have successfully had a 3 way stop installed at Broadway and 78. ALVA, Inc. will work with the Sheriff's Department to achieve stricter enforcement of the prohibition against through truck traffic. Future measures should include design solutions to induce traffic calming and possibly restriction of access points for future development along North River Road.

Pedestrian/Bicycle System

Currently the Historic Core and the surrounding blocks proposed for mixed use have no sidewalks and no provision for safe bicycling. The Vision for the Historic Core relies on creating an atmosphere inviting to the pedestrian, where residents, visitors, and school children can park once and walk to multiple destinations, ride bikes from home or school, or walk from their boats. Creating a pedestrian environment requires provision of walking and bicycle pathways as well as an inviting streetscape that provides shade and areas for sitting and resting. This pedestrian oriented area can be seen as the "hub" for an extensive system of bike lanes and pedestrian pathways that extend into the neighborhoods, and across the bridge into the Village Center. Rather than introducing curb, gutter, and sidewalk, the design concept should emphasize use of pervious materials and emulate a rural, historic look such as might have existed in the late 1800s.

Implementing and Funding the Improvements

To implement the envisioned system of pathways, methods for traffic calming, central but unobtrusive parking areas, connectivity of the local street network and an inviting pedestrian oriented streetscape, the Alva Community Plan recommends policy that calls for the preparation of an Improvement Plan for the Historic Core and Riverfront as a subsequent activity to the preparation of the Community Plan. The Improvement Plan

would also examine the feasibility of a number of measures that could be used in combination to fund the implementation of the Improvement plan.

Developer funded or developer constructed improvements could contribute substantially. For example, rather than being required to provide parking on-site, a developer of a new “historic commercial” structure could achieve a greater percentage of lot coverage (or provide for more green space or patio dining on-site) by paying an equivalent fee towards provision of a common centralized parking area and being assessed proportionately for on-going maintenance of the facility. Typical requirements for street frontage on-site landscaping could be replaced by a requirement to install a segment of the landscaped pedestrian pathway along the build-to line.

Such improvements could be implemented as development occurs, or a continuous system could be implemented up front by a combination of County and grant funds, with the County funds being reimbursed to the County as new development comes on line and pays its proportionate share.

Another significant opportunity for funding a portion of the Historic Core Improvement Plan comes from the Federal Transportation Enhancement Provision, which through recent legislation, has expanded funding and affirmed the eligibility of historic preservation projects with a variety of links to the transportation system. This program views functional, historical, economic, social, and visual elements, combined with scenic resources, as key elements in the preservation of communities and landscapes through which roads pass.

Successful grant projects have had a focus on community character, a strengthened sense of place, measures which contribute to revitalizing historic downtown commercial districts, and which promote heritage travel and tourism. In addition, the National Trust for Historic Preservation will work with communities to engage the potential of Transportation Enhancement activities to support historic preservation and sustainable transportation, including encouraging pedestrian and bicycle access for historic downtowns and scenic/heritage corridors. Many of the recommended activities of the Alva Community Plan fall in categories of eligibility for Transportation Enhancement grants as well as other sources of historic preservation grants.

Opportunities to achieve the vision for the Historic Core and Riverfront

There are a number of activities that the community can pursue during the period while the Community Plan is being reviewed and adopted as an amendment to the Lee County Comprehensive Plan. In addition, several activities listed below will provide valuable input to the subsequent preparation of a Rural Village Overlay Zone and the Improvement Plan for the Historic Core, both of which are called for in the policy recommendations of this Community Plan.

1. Describe and provide examples of Southern Victorian or Southern Florida indigenous architecture, providing a palette of design, colors and materials for incorporation into the design standards.

2. Prepare design recommendations (which are advisory only) for new and renovated single- family residential development as a guide to those that wish to be consistent with historic architectural elements.
3. Prepare list of permitted, strongly encouraged, and non-permitted uses (such as drive-through windows or gasoline stations) for the Historic Core and methods to encourage an appropriate mix rather than an overabundance of one type.
4. Consider implications of a probable expansion of the Post Office in its present location. That is, could an expanded facility serve as an anchor for activity in the Historic Village area and enhance the pedestrian character of the Vision for that area, or do the vehicle-oriented activities of a post office facility suggest a location more accessible by automobile where the facility could serve as an anchor for new commercial and mixed use development?
5. Define the mixture of uses envisioned for the surrounding close-in neighborhoods.
6. Work with Lee County DOT to identify and implement methods that can be used in the near term to reduce speed and improve safety on North River Road as it passes through the Historic Core around the School. Methods could include a combination of reduced speed zone, crosswalks, stop signs, increased enforcement of no through-trucks, and limited access for new development. Obtain traffic counts for this segment for evenings and weekends as well as school crossing hours.
7. Formulate a general design concept and criteria for the pedestrian and bicycle pathways for the Historic Core. Criteria would include such things as location (whether on private property as part of the site development requirements, or in the public right of way) approximate width, material, separation of uses, use of trees and other landscaping.
8. Work with Lee County Parks Department to continue efforts to acquire additional acreage for expanding the existing Community Park and to plan and identify funding for the park improvements if and when expanded.
9. Begin to identify candidate parcels of suitable size and location for a “community use” site. Develop a concept for the desired community uses (such as a cultural center or an amphitheater and other needed public facilities that could be on the same site) so that criteria for site selection can be identified (such as minimum number of acres, maximum distance from a specified center of the community etc). The Community Plan can have a “floating” designation to be applied when a candidate parcel of suitable size and location is available.
10. Identify potential sites for unobtrusive and conveniently located parking areas that could serve multiple parking needs of the community within easy walking distance (for example, perhaps in connection with the expansion plans of the Methodist Church).
11. Work with County Planning Staff to develop an updated historic resources inventory, a program for recognizing historic places, and a walking tour of historic places.
12. Work with County Staff to assist in informing property owners and connecting them with the array of existing programs that provide grants and loans for renovation of historic structures, commercial façade revitalization and renovation of owner-occupied income-qualifying housing.
13. Pursue the concept of expanding the area near the existing school available for additional elementary and middle school classrooms so that more local children can

go to school locally.

14. Work with County DOT and willing property owners to develop feasible options to improve connectivity by re-establishing “walkable” blocks, linking the street grid by connecting existing dead ends and/or putting through some already platted narrow streets in key locations.
15. Work with the Army Corps of Engineers to find a means by which the portion of Alva Oxbow Island that is not privately owned, may be made available for passive recreational use.

Work with County Staff to identify funding sources for the preparation of the Rural Village Zoning Overlay, the Improvement Plan for the Historic Core, and the Master Plan for Public Access to the Riverfront. Such sources could include funding from the County’s Community Planning program, grants funds, and community fund-raising and volunteer activity.

APPENDIX C

RURAL VILLAGE SUB-AREAS 2 and 3 (Central Alva Commercial and Mixed Use areas north and south of State Route 80)

Vision for the Gateway and Village Centers

On the south side of the River, across from the Historic Core, is an extensive public plaza and walkway lining the Riverfront, provided as part of the newly developed Village Center, a commercial and mixed-use center designed to compliment the pedestrian scale and 1890's architectural elements of the Historic Core.

The design of the Village Center embraces the natural features such as the River and the huge stand of ancient oak trees as key focal points and public spaces and provides inviting pedestrian amenities such as shaded walkways and easy access to multiple locations from small mid-block parking areas. Buildings with character help shape the public spaces. An inviting mix of stores, dwelling units, offices, and restaurants; an internalized system of service roads; and appropriate transitions from public to private space make this center attractive, livable, successful, and an asset to the community.

South of State Route 80, a smaller commercial and mixed-use area with frontage on State Route 80, mirrors the design principles of the Village Center to the north. A traffic signal at the redesigned intersection of SR 80, Broadway, and Packinghouse Road and strategically located median breaks and access points, allow safe vehicular entry into adjacent commercial areas. State Route 80's new curbed medians, sidewalks, and generous plantings of oak trees, framed by the buildings and landscape of these centers, announces arrival at the Gateway of the Rural Village

Through a cooperative effort between the Community and County, Wayside Park, renamed Alva Heritage Park, has become an attractive focal point and gathering place for this Gateway area, hosting periodic activities such as Holiday Tree Lighting Festival as well as providing a shaded oasis equipped with benches, bike racks, and picnic tables for pedestrians, bicyclists, and folks waiting for the transit that now serves the area. Interpretive signage shares the history of Alva and the story of the environment with visitors to the area.

Pedestrian ways and bike lanes extend from over the Bridge to State Route 80 and beyond, making it easy and enjoyable to walk or bike from the neighborhoods to the Historic Core and new Village Centers or reach the area by bicycle from as far away as the Caloosahatchee Regional Park or Charleston Park neighborhood.

Existing Conditions, Planning Issues, and Opportunities

Sub-area 2a (west of Broadway, north of SR 80, south of the River)

The portion of Sub-area 2 west of Broadway is approximately ¼ mile square and extends from State Route 80 to the River. There are four parcels with frontage on the west side of Broadway, one of which is a 3+ acre vacant parcel with frontage also on State Route 80.

The three other parcels between that and the River are approximately one acre each and are in residential use. To the west of those parcels are an approximately 8 acre and a 17 acre parcel both with frontage extending from State Route 80 and the River. Two other 2 acre parcels with frontage on State Route 80 complete the square, totaling approximately 35 acres.

Excluding the existing residential uses, taken together this portion of Sub-area 2 consists of approximately 30 acres of relatively undeveloped land zoned AG-2. With frontage on both State Route 80 and the River as well as some on Broadway, this area provides an ideal location for a well-designed Village Center featuring a mix of community serving commercial, residential above commercial, stand-alone residential, and civic uses. Such a center should be sited to maximize the views and public access to the River and protect the privacy of the existing residential uses along Broadway. Building design and placement should provide structure and context to the State Road 80 and Broadway frontages and set a high quality design standard that announces the entry into the Alva Rural Village for those traveling along SR 80.

The Village Center should be pedestrian-oriented with tree shaded walkways and plazas, should include both attached and detached buildings, mid-block parking lots rather than one large parking area, minimal curb cuts, shared driveways, an internalized network of service streets. Heights, number of floors, building footprint, size of blocks, spacing between doors all should be planned and scaled to create an area that is walkable, inviting, and attractive. Taken together, the mix of uses and the design of the center should add to the charm and livability of the Rural Village.

A key element that should be incorporated into the Rural Village Overlay Zone and master plan for the Village Center is the creation of a public plaza overlooking the south bank of the River as a requirement for new development here. Developer funding for, or developer construction of such an amenity could be required in place of some other requirement in the same cost range and would provide a marketing advantage as well as a public amenity. Provision of dock space for day use would contribute to the marketing advantage and would facilitate visits by boat to the Village Center and Historic Core, just a short walk over the bridge.

Also, it should be noted that there is a stand of very old Oak Trees on the site that should be preserved and could become the key element of an internal public plaza and possibly replace other more typical landscaping requirements.

Because this area consists primarily of large parcels under few ownerships, it is possible to develop a cooperative partnership among the property owners and community representatives to have a conceptual master plan or set of development criteria prepared for the area which could then become a part of the “Rural Village Overlay Zone – Sub-area 2”, specific to this area. In this way, the community can be proactive in ensuring that any commercial and mixed-use development that would occur, is compatible with the Rural Village concept and an asset to the community, and the property owners can be assured that the property is ideally positioned for a development that is marketable and

financially feasible.

Further west along SR 80 at the frontage of the River Oaks development, there is some existing undeveloped commercially zoned property. The Rural Village Overlay Zone for Sub-area 2 should also address this area to provide a mechanism to discourage strip development and encourage neighborhood compatible development, if and when commercial development of this area may be proposed.

Sub-area 2b (east of Broadway, north of SR 80, south of the River)

The portion of Sub-area 2 east of Broadway between the River and State Route 80 contains 6 lots. A convenience mart and gas station are located on a property zoned C-N at the corner of SR 80 and Broadway. The next parcel to the north is vacant. The next parcel is the location for the FDOT retention pond to be developed in connection with the widening of SR 80. Adjacent to the north is a parcel in use as citrus grove. Two residential uses are located between this and the River. All are zoned AG-2. The groves and the residential property are a permanent part of the Alva Community, are beautifully well maintained with frontage on or grand views of the River. Protecting their quiet rural setting should be a priority as planning for the more active uses envisioned for the Village Center on the west side of Broadway is further specified.

The Rural Village Overlay Sub-area 2b could provide for some additional commercial use, compatible with the design and uses of the Village Center, at the northeast corner of SR 80 and Broadway on the lot immediately adjacent to the north of the convenience mart. The areas with existing residential on both sides of Broadway south of the River could be designated as Residential-based mixed use so that if at some point in the future the landowner wanted to, the use of the property could be converted to a live/work, bed and breakfast type, or other river-oriented or eco-tourism uses with low traffic generation.

The location of the FDOT water retention pond on the east side of Broadway provides an opportunity to create a landscape feature as an amenity rather than a fenced enclosure. Treated in this way, the site could provide a permanent buffer for the residential and agricultural property on the lots to its north.

Sub-area 3 (south of and including State Route 80)

The area envisioned for commercial and mixed use on the south side SR 80 west of the re-aligned intersection, could consist of approximately 8 to 10 acres at the frontage of a 128 acre parcel there, currently zoned AG-2. Existing uses in this area include the Alva Diner, Alva Heritage Park, and to the east a small parcel formerly used as a used auto dealership zoned CG.

As is the case with the Village Center north of SR 80, working with existing property owners to conceptually master plan or set criteria for future development of this area which could then become a part of the “Rural Village Overlay Zone – Sub-area 3”, will ensure that new commercial and mixed-use development is compatible with the Rural Village concept while still addressing the market for services for travelers on SR 80. Design standards should direct the character of establishments on SR 80 including

directing the architectural style of franchises. Appropriate categories of commercial use and site development standards to discourage the development of such uses as big box retail, car dealerships, and strip shopping centers should be established.

The viability of existing commercial establishments such as the Alva Diner should be protected as new development occurs. Landscaping, building design elements, shared access and parking, could be instrumental in incorporating existing uses into the vitality of a new center.

State Route 80

The design of the SR 80 roadway should provide for central access to large parcels with frontage on SR 80. Central access would maintain access for current businesses and encourage the internalization of service roads in new development (buildings framing an internalized “main street”), thus minimizing the necessity for numerous direct access points from State Route 80. Currently operating businesses must be provided with median cuts or access points so that the businesses will continue to thrive and remain viable.

As SR 80 has become widened, it is essential that a traffic light be installed at Broadway and 80. It is widely supported by the community and would also increase safety and provide for more efficient and safe movement of school buses. Oak trees in the median of 80 are also a high priority of the community. Alva is willing to work with the County and DOT to raise funds to acquire and plant the oak trees..

In connection with the widening of SR 80, bike lanes and sidewalks should be provided to make the essential connections to central Alva from Charleston Park on the east to River Oaks on the west.

Nodes of Commercial Development

Stepping back from the focus on the Alva Rural Village and looking at the development pattern along State Route 80 in the northeast County, provides an important perspective for consideration in dealing with the issue of future commercial development. The entire length of Palm Beach Boulevard from downtown Fort Myers to Interstate 75 is lined with commercial uses. That pattern continues to Highway 31. Commercial uses continue to line State Route 80 between Highway 31 and Old Olga Road, and then there is an immediate transition into the Rural area. From Old Olga Road to Broadway, approximately six miles, there are only a few scattered commercial uses on individual lots that blend in with the rural countryside.

The concentration of neighborhood/community serving uses designed as a Village Center around the intersection of SR 80 and Broadway and connected by Broadway to the Historic Village will be entirely consistent with the Chapter 9J5 definition of a rural village a “small, compact node of development within a rural area containing development, uses and activities which are supportive of and have a functional relationship with the social, economic, and institutional needs of the surrounding rural areas.”

Another node of development is planned just east of the Hendry County Line (approximately two and a half miles from the intersection of Broadway and SR 80) where a marina oriented commercial node is planned as a part of a larger development. The center is located at the future intersection of State Route 80 and a roadway extending northward from Lehigh roughly paralleling the Hendry County line.

The marina-oriented portion of the development in Hendry County is planned to attract tourists and folks traveling the River by boat as well as surrounding residents. Docking and short term lodging facilities will be available. Retailing will include specialty shops and restaurants targeted to capture a discriminating market. This marina-oriented development creates an additional node of development and activity within the rural area. Beyond this node towards LaBelle, the area returns to its rural character.

The uses and character found in the Historic Core of Alva and the marina oriented development planned just over the Hendry County line compliment rather than compete with each other, and the success of each will support the success of the other. In the same manner, the uses proposed in the Village Center of Alva do not duplicate the uses proposed at the Highway 31 intersection, which have a much wider market focus than the neighborhood or immediate community appeal of the uses planned for Alva. To the south of the Alva area another node of commercial development to serve the needs of the Lehigh community is provided for in the Lee Plan on a 40 acre parcel on Joel Road, just north of Greenbriar Boulevard.

Future Commercial Development

It is important not to erode the viability of well-planned commercial nodes such as these within wide expanses of scenic rural county side by allowing the pattern of strip commercial development found further west to stretch along State Route 80.

It is recommended by the Alva Community Plan that the majority of acreage available for commercial development adhere to the Rural Village Criteria, especially subareas 2 and 3, or off Joel Boulevard near or adjacent to subarea 3. Small businesses serving the needs of the neighborhood, for example in Charleston Park, will also be acceptable. Access between adjacent commercial businesses in the Rural Village should be provided, along with safe pedestrian paths and access. Commercial building footprints will be limited to less than 20,000 sq feet in size and the architectural structure should be compatible with the community's vision of the rural village. "Standardized" or "formula" franchise buildings will not be allowed, nor will additional new and used auto dealerships. Signage standards developed by the community should also be followed. In addition it is recommended that any new development on parcels within the Rural Village currently zoned commercial shall be evaluated for consistency with the design and use standards of the Rural Village Overlay Zone in order to contribute to the overall design concept and be compatible with the village character and adjacent neighborhoods

Next Steps

There are a number of activities that the community can pursue during the period while the Community Plan is going through the approval process that will provide valuable input to the subsequent preparation of a Rural Village Overlay Zone, as follows:

1. Identify a list of uses that should be permitted and encouraged as part of the Village Center north. Suggested uses to date include retail, restaurant, general store, bakery, hardware, coffee shops, professional and doctors' offices, and residential, perhaps located above the commercial uses.
2. Consider what forms of residential development might be needed in the community that could be included as a part of the mix of uses in the Village Center and what civic and/or entertainment uses might be appropriate. Consider ways to be sure that development of a new Village Center such as this does not undermine the viability of uses encouraged in the Historic Core.
3. Consider the intensity of use and scale of structures that would be appropriate for the Village Center, including building heights, proportion and type of pedestrian oriented public and open space.
4. Continue working diligently with FDOT and Lee DOT to secure the signalized intersection at Broadway and realignment of Packinghouse Road as well as curbed medians, median breaks at appropriate locations, sidewalks, bike lanes, and installation of conduit to enable the extension north onto Broadway so that state of the art telecommunications infrastructure can be offered to the central Alva area.

Identify a list of uses that should be permitted and encouraged as a part of a new Village Center south of SR 80. Note uses that should be prohibited and define appropriate methods to prohibit uses that are incompatible with the Rural Village concept.

APPENDIX D

PRESERVATION OF RURAL CHARACTER

Vision for Rural Area

The rural area surrounding the Rural Village area has managed to preserve large areas of land in agricultural use or in its natural state. An extensive network of conservation areas, regional parks, the River and creeks that are a part of the watershed, weave through the northeast county, protecting the integrity of ecological systems and providing a beautiful amenity for residents and visitors to southwest Florida.

New development has taken the form of estate homes and ranches on large acreage parcels as well as self-contained and sustainable “villages” that cluster development and contribute sizable natural areas for the passive recreational enjoyment of its residents and for connections with the larger conservation network.

Cooperative activity and several successful programs have enabled the area to maintain the balance between preservation of the qualities that make the area valuable and special and the individual’s right to realize value from landownership.

The Caloosahatchee River, County Road 78, and a system of bike paths provide the essential connections that enable residents and visitors to move easily from place to place and to access the scenic and historic treasures the area affords.

The rural area surrounding central Alva has considerable natural and scenic resources – The Caloosahatchee River, which flows from Lake Okeechobee and empties into San Carlos Bay; Telegraph Swamp which drains into the Caloosahatchee River through Telegraph Creek and its associated wetlands, part of which is contained in Babcock Ranch, 70,000 plus acres of which is pending acquisition by the State for preservation. The resources of this rural area also include Cypress Creek north of the River and Hickey and Bedman Creeks on the south side of the River.

The area includes acres of conservation areas, recreation areas including the Caloosahatchee Regional Park and the Franklin Locks, acres of land in agricultural production, citrus groves, cattle ranches, homes along the River, estate homes, small ranches, a few residential subdivisions and a few scattered commercial uses. It is also an area rich in history and pre-history, inhabited by humans over ten thousand years ago, long before the earliest written accounts of the region by Spanish explorers in the early 1500’s identified the early inhabitants as Calusa Indians who controlled the area from the Florida Keys to just south of Sarasota.

Efforts to preserve and enhance the natural resources of this area are ongoing, particularly through the efforts of the Lee County Conservation 2020 program that has been actively

acquiring conservation lands in this area, the most notable of which is the Hickey Creek Mitigation Park. On going efforts at the State level through the Florida Forever program may result in the addition of the Telegraph Creek watershed area to the inventory of conservation land. The Caloosahatchee Regional Park, which provides both passive and active recreation opportunities, links these two areas together. South of the Hickey Creek Mitigation Park, conservation acquisitions have completed a link to Greenbriar Swamp.

The concept of preservation of rural character can be quite complex, having many components ranging from improving water quality in the River to supporting the viability of agricultural production. While these and many other components are critically important, many are within the capable jurisdiction other Federal, State, and local entities, as well as interested citizens groups. Of the many components, this plan focuses on a few strategies that can be initiated and pursued through grass roots efforts, in partnership with County government and private sector interests. Each is discussed below:

Increase the Inventory of Conservation Land

As noted above, conservation purchases in the Alva area have already made a significant contribution to the protection of water resources and other environmentally sensitive areas. Because of the important position of this area in the Caloosahatchee watershed, particularly the Telegraph swamp area, additional purchases are being negotiated at the State level.

Preserving rural character and safeguarding natural resources through conservation purchases and other measures such as the purchase of conservation easements, are positive and proactive means of addressing the issue. The Alva community should be proactive in continuing to move land into the 20/20 program. During the Alva Community planning process, it has been recommended that the community form a non-profit Conservation Land Trust, modeled after the highly successful Calusa Land Trust that is active in the Pine Island area. Rather than being a duplication of effort with the County's 2020 program, a local land trust can provide a valuable service in identifying, promoting, and facilitating acquisitions by the County's 2020 program and programs of State agencies. This step could be implemented in the very near term as a parallel activity to the Community Plan.

Plan and Map a Conceptual Conservation and Recreation Network

In order to promote an expanded, interconnected conservation and passive recreation system in the northeast county area, it is important for the community, the County, South Florida Water Management District and other entities to work in cooperation to develop and map a conceptual conservation network system that is interconnected within the Alva area and linked to other portions of the existing conservation network in neighboring areas.

Help Protect the Viability of Agricultural Uses

Important to the preservation of rural character is taking measures to protect the viability

of agricultural uses. According to the Lee County Property Appraiser's Office data, there are a total of 21,070 acres of land in agricultural use within the boundaries of the Alva Fire District (which is somewhat smaller than the Lee Plan's Alva Community Planning area). Of this total, 14,100 acres are in pasture, 5,730 acres are in citrus use, 450 acres in nursery, 390 acres in row crops, 150 acres in horse raising, and 250 acres of miscellaneous (fish, grapes, bees etc.).

Conservation Easements

The provisions of the Rural and Family Lands Protection Act which became Laws of Florida Chapter 2001-279 will provide farmers with incentives to keep their lands in agriculture. Through this measure, farmers can be paid up to 60% of their appraised land value for conservation easements if they qualify for the program. The program is approved up to the year 2011 and it is hoped that \$100 million will be set aside for it. The purpose is to protect farmland that provides economic, open space, water, and wildlife benefits. Conservation easements are a way in which farmers can ease the financial obligations associated with taxes. A conservation easement can result in a charitable deduction on income tax equal to reduced value of land, a reduction in annual property taxes, a reduction of estate tax obligations, and preservation of the natural value of the land. Meanwhile the property remains private and the farmer retains all rights to continue farming. The Alva community can actively promote continued funding for this program and through a local land trust work closely with farmers to access this and other programs that can help make it economically feasible to continue agricultural production.

Water Budget

Another means of protecting the viability of agriculture is to take measures that will ensure that the long-term water needs of agriculture in the area are provided for. The Caloosahatchee River is the freshwater supply for Lee and Hendry Counties and is part of an enormous system that includes the central lakes of Kissimmee, Lake Okeechobee, and the St. Lucie River. From the main arteries, numerous canals from the lakes to the east coast, as well as to the Caloosahatchee system that serves our area, create a system whereby we are actually sharing water resources with east coast counties.

Within this system, the water needs of the counties west of Okeechobee have been under-represented. Since the deposit of water has no boundaries, a water budget would provide a system for equitably allocating water resources and ensuring that the existing and future water needs of our area are planned for.

The Southwest Florida Regional Planning Council, in late 2001, initiated a process for exploring how best to proceed with developing a water budget for our region. The process begins with development of an accurate data base since, historically, there has been no consistent system for monitoring and auditing how much water is actually being used in our area, and by whom.

The Alva Community can work closely with Lee County and with the Southwest Florida Regional Planning Council in the process of developing the water budget concept and in the process of gathering data, particularly as it relates to agricultural water needs and

usage. When established, the water budget should provide a context within which to evaluate the individual and cumulative impacts of new development on the availability of water needed to sustain Lee County's agricultural uses.

Surface Water Management Issues (north of the Caloosahatchee River)

Flooding and the catastrophic movement of surface water from outside of Lee County into that area of Lee County lying north of the Caloosahatchee River and east of SR 31, is of concern to citizens in the Telegraph Creek, Fichter's Creek and Cypress Creek area. Water flows to Spanish Creek area are also now lower than historical levels. This is a well documented massive regional water management problem which directly affects the rural village of Alva and the surrounding area within the purview of the plan.

Coordination and cooperation among the South Florida Water Management District, Lee County government and other governmental agencies charged with the duty of managing the flow of surface water across Lee, Charlotte, Glades and Hendry county lines is needed to design, finance and construct a proper solution.

The 4 Corners Water Plan calls for flood and other surface waters flowing into that area of Lee County lying north of the Caloosahatchee River and east of SR 31 from areas outside of Lee County to be conveyed to the County Line Ditch along the Lee/Hendry County line, north of the Calosahatchee River for conveyance to the river in such a manner as to prevent flooding along the ditch during periods of excess runoff and with appropriate control structures to prevent over-drainage during periods of low or no flow. Excess flows may also be used to restore historic flows to Spanish Creek or otherwise be conveyed to the Caloosahatchee River in keeping with the principles of sound water management and the SWFMD permitting criteria, thereby eliminating downstream flooding of natural and manmade water courses within this area of Lee County.

Surface Water Management Issues (South of the River, Hickey Creek and Bedman Creek Area)

Flooding has occurred in the Hickey Creek and Bedman Creek areas as a result of increased development in Lehigh Acres and diversion of waters to streams and canals that flow north of Lehigh to the Caloosahatchee River. Water control issues need to be addressed in this area. The East Lee County Water Management District must cooperate with the County and other appropriate water management entities to convey flood flows from Lehigh Acres and other areas south of the Alva community to the Caloosahatchee River without causing flooding in the Alva planning area. Care must also be taken not to negatively impact the health of the river or oxbows as the excess surface water is managed.

Help Protect the Viability of the Caloosahatchee River

The Caloosahatchee River and Estuary extend about 70 miles from Lake Okeechobee to San Carlos Bay. The watershed includes the East, West, and Tidal Caloosahatchee drainage basins; and the North Coastal, Telegraph Swamp, C-21 and S-236 drainage basins. The freshwater portion of the river has been reconfigured as a canal (C-43)

extending 45 miles from the Moore Haven Lock and Dam to Franklin Lock and Dam. Telegraph Swamp is listed as one of the 4 significant natural systems within the watershed. The major issues affecting the watershed are water supply availability, salinity variations, and nutrient levels.

“The water availability issues are limited surface water sources; protection of water resources and associated natural systems; and pressure on these resources from increasing urban and agricultural demands. Increasing urban and agricultural water demands have the potential to adversely impact the region’s water resources and associated natural systems. Ground water is the most important source of supply for most of the Lower West Coast region, but the Caloosahatchee River is an important surface water source in the northern portion of the region. Rapid growth in population and irrigated agricultural acreage has caused demands for water to increase significantly. Increased withdrawals in the future may cause ground water levels to decline and potentially impact wetlands.”

To address Lake Okeechobee regulatory releases and uncontrolled runoff, which result in alteration of freshwater flow, the District is establishing MFLs (minimum flows and levels) for Lake Okeechobee and is developing a model to evaluate the effects of differing river water discharges. The MFLs will also address problems of water quality from the influence of nutrient enriched waters from Lake Okeechobee.

Increase Regional Recreational Opportunities

In addition to those conservation lands purchased through the 2020 program, there are several large parcels owned by South Florida Water Management District. Two adjacent parcels together consisting of over 400 acres are located just north of North River Road east of central Alva, have been identified in the community planning process as an opportunity for a future regional park, perhaps with its focus being a youth park with BMX facilities. The Community should pursue discussions with South Florida Water Management District and with Lee County to explore the feasibility of adding this area to the regional recreational system and to identify the appropriate public use of the area.

Increase opportunities for residents and visitors to experience the historical, recreational, natural and scenic resources of the area.

Bike Paths linking conservation and recreation areas

During the community planning process, a high priority was given to the idea of linking the conservation and recreation areas throughout the Alva area and beyond with bike paths. Providing these bicycle linkages would create an amenity available to all county residents as well as visitors and tourists enjoying the recreational and scenic assets of the area as well as the Historic Core of the rural village of Alva. Figure 3 provides an illustration of a conceptual bike path system.

The most likely way to achieve the objective of an extensive and interconnected system along rural roads is to create these paths by providing additional paving outside of the stripe for the travel lane and widening shoulders. In this manner, miles of areas wide enough to accommodate safe biking can be provided cost effectively and without incurring additional liability to the County as would be the case if the lanes are dedicated

and striped for bike lanes. However, when bike path routes enter the central Alva area, they would be designed and constructed according to the Historic Core Improvement Plan. Funding sources for this system of widened paving and shoulders along rural roads could come from gas tax funds, road impact fees, Transportation Enhancement and other grant funds.

County Road 78—Scenic highways Designation

During the community planning process there has been considerable discussion about how to preserve the scenic character of County Road 78 (North River Road) and ensure that existing and future traffic conditions do not negatively impact the rural ambiance of the area.

It is recommended and therefore implemented that the community pursue a Scenic Highways Designation in order to accomplish the positive objective of preserving the scenic nature of this rural county road. ALVA, Inc. submitted the first draft for a scenic highway designation and has not received comments yet from DOT.

The purpose of the Florida Department of Transportation's (FDOT) Florida Scenic Highways Program is to heighten awareness of and to protect and enhance outstanding resources along Florida's roadways. The program is voluntary, with nominations coming from grass roots coalitions of citizens, civic groups, businesses, and government that form a Corridor Advocacy Group (CAG). The CAG is responsible for developing partnerships and providing documentation demonstrating eligibility of the Corridor, documenting its intrinsic resources. After eligibility is determined, the CAG in cooperation with local government prepares a Corridor Management Plan (CMP), which defines the actions, procedures, protection measures and other operational practices relevant to the protection and enhancement of the corridor.

In addition to the benefits of protecting natural resources, enhancing the travel experience, providing education and history appreciation and other benefits that designation provides, obtaining the scenic designation provides a distinct advantage in qualifying for and obtaining grant funds.

Combining the scenic highways designation with the concept of the pedestrian and bicycle improvements envisioned for the Historic Core and the concept of extending a bike path network to connect the conservation areas and regional parks, meets a wide range of eligibility criteria of numerous sources of grant funds which could be layered and leveraged to create some significant enhancements in the area that would be appreciated and enjoyed throughout the region, not simply benefiting the Alva community.

APPENDIX E

FLORIDA SCENIC HIGHWAYS PROGRAM

The Florida Department of Transportation (FDOT) established the Florida Scenic Highways Program in 1996. The purpose of the program is to heighten awareness of and to protect and enhance outstanding resources along Florida's roadways. This voluntary program's emphasis is on having nominations emerge from well-organized grass-roots efforts, which can include citizens, civic groups, businesses, and government. A requirement of eligibility is the formation of a Corridor Advocacy Group, which has the responsibility of developing partnerships, community support, and the necessary documentation.

The first phase of the process requires the Corridor Advocacy Group to provide documentation demonstrating eligibility of the Corridor and outlining the Corridor's intrinsic resources. The program has ten criteria that must be met as follows:

- 1 Resources must be visible from the roadway. In certain cases, having the resource adjacent to the roadway may satisfy these criteria.
- 2 The Corridor must "tell a story" that relates to its intrinsic resource (information about history, culture, industry, ecology or recreational opportunities)
- 3 The roadway must be a public road that safely accommodates two-wheel drive automobiles *Note: County Roads may be designated. Since County Road 78 extends into Hendry County where it becomes a State Road again, a cooperative application that involves segments in both counties might be appropriate.*
- 4 The Corridor must exhibit significant, exceptional and distinctive features of the region it traverses. (The caliber and arrangement of the resource(s) produces a visually pleasing effect for travelers, should be representative of the geographical region, outstanding in quality and composition within the landscape and overall, regionally recognized and valued by the surrounding communities.)
- 5 The roadway must be at least one mile in length and, if appropriate, provide access to the resource(s).
- 6 A majority of the corridor must exhibit the qualifying resource(s).
- 7 A Corridor Advocacy Group or CAG, must be organized to support the scenic highway designation.
- 8 A Community Participation Plan must be developed and implemented.
- 9 Strong local support must be demonstrated.
- 10 A Corridor Management Plan or CMP must be developed with the endorsement of local government(s). The CMP is a written document that serves as a record of a scenic highway's development, implementation, maintenance and enhancement. Local Government becomes involved as the CMP contains a history of the Corridor's actions, procedures, protection measures and other operational practices.

