

Management Plan
For the
City of Fellsmere Trailhead Preserve
Indian River County, Florida
FCT Project Number
07-030-FF7

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Fellsmere Preserve Management Plan #9.0

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EXHIBITS

- A. Location Map
- B. Public Lands Map
- C. Natural Communities Letter, Map, & Miller Legg Report
- D. Soils Map and Soil Descriptions
- E. Copies of Florida Natural Areas Inventory Report Forms for Listed Species – Listed Animal Species and Listed Plant Species
- F. Copy of the Exotic Pest Council’s List of Florida’s Most Invasive Species.
- G. Master Site Plan

Master site plan drawn to scale provided.
Boundary of the Project Site clearly identified.
Identify existing physical improvements and their approximate location on a master site plan.
Identify proposed recreational improvements and their approximate location on a master site plan.
Locate the areas to be landscaped on a site map.
Locate the upland areas to be restored on a site map.
Locate the wetland areas to be restored on a site map.
Site plan of publicly owned lands adjacent to the Project Site provided. Show approximate location of existing and proposed facilities (if applicable).

- H. NA
- I. Greenway Map
Indian River County Adopted Greenway Map
- J. Optimal boundary Map
- K. A copy of the Grant Award Agreement or the Grant Contract
- L. Interagency Agreement (if applicable)
- M. Public Hearing Summary and/or Management Plan Working Group Summary
- N. Photos of Historical Resources (if applicable)
- O. FIRM 100 Year Flood Map

APPENDICES

- APPENDIX 1** List of FCT’s required “Special Management Conditions”
- APPENDIX 2** Recorded Warranty Deed
- APPENDIX 3** FDEP Letter Approving Linking the Greenways Together
- APPENDIX 4** Implementation Action Plan Form
- APPENDIX 5** Satisfaction of FCT Checklist

SECTION I – INTRODUCTION

The City of Fellsmere and Indian River County are individually and collectively furthering the directives adopted in both of their Comprehensive Plans by acquiring the Fellsmere Trailhead Preserve, a vacant 88.5 acre site, for natural resource protection and education and outdoor recreation. The Trailhead Preserve, hereinafter referred to as the Project Site, will provide outdoor recreation facilities in concert with the adjacent 22,000 acre St. Sebastian River Buffer Preserve (SSRBP) and the County's future Rail Trail Greenway, a multi-use recreation trail running east to west close to the center of the Project Site. The Greenway trail, along with connections to existing trails within the SSRBP, will safely provide public access to the C-54 Primary Drainage Canal, the St. Sebastian River and the SSRBP on the north, east and west sides of the Project Site. A proposed Trailhead along with a Welcome Center and Interpretive Museum will be designed and managed to enhance the public's access to the environmentally sensitive natural resources located in both the SSRBP and the Fellsmere Trailhead Preserve.

Location and Ownership

The Project Site, originally located in unincorporated Indian River County at time of its original purchase through Florida Communities Trust, is now within the City of Fellsmere having been annexed in March 2009. The project site is located at the northwest quadrant of the I-95 and CR 512 Interchange surrounded on the north and west sides by the St. Sebastian River Buffer Preserve State Park. The other three quadrants of the I-95 and CR 512 Interchange are zoned for commercial and residential development. The project site is also located at the primary entrance into the center of the City of Fellsmere to the west, and the Sebastian inlet is located to the east. (See **Exhibit A**)

The Project Site's land use and zoning regulations permitted commercial use at time of its purchase through Florida Communities Trust. The City amended the land use on the property to a Conservation designation and the zoning to Public Lands in 2011. The Project Site has been designated by FEMA to be in Flood Zones "A" & "X". New public water, sewer, natural gas and sidewalks are being constructed at the southeastern boundary of the Project site along County Road 512. Directly east and south of the project site, a three story hotel, retail shops and gas station has been approved on eight acres of land. The Owner of the eight acre site was required during the permitting process to set aside 1.5 acres of land for natural preservation and conservation purposes. The transfer of ownership has been completed, and this tract of land is now owned by the City of Fellsmere. Being contiguous to the Trailhead Preserve, the land has been integrated into the City's larger holding of the Trailhead Preserve.

The Project Site was owned by two private parties at time of its purchase through Florida Communities Trust. One party owned 5 acres located towards the center of the site and contiguous with the old Trans Florida Railroad ROW running east to west. The other party, a single property owner, controlled the 82.1 acres of land located on both sides of the 5 acre ROW described above. Upon the Project Site's transfer of title to the City of Fellsmere, the 1.5 acre Conservation Easement was also be transferred to the City for a total of 88.6 acres comprising the Fellsmere Trailhead Preserve Park. Upon acquiring the two primary parcels, the City's receipt of the 1.5 acre Conservation Easement located at the southeastern portion of the Project Site further increased the Park's natural resource protection. The Conservation Easement will be a natural buffer between the eight acre commercial property under construction and the Project Site.

Background Information

The project site is located within a Strategic Habitat Conservation Area (SHCA). (FCT review Comment #2). The City of Fellsmere, with the assistance of Indian River County, is primarily interested in the conservation and outdoor recreational enhancement of the 88.6 acres of land due to its unique location adjacent to the 22,000 acre St. Sebastian River Buffer Preserve. The Project Site provides natural habitat for several rare species

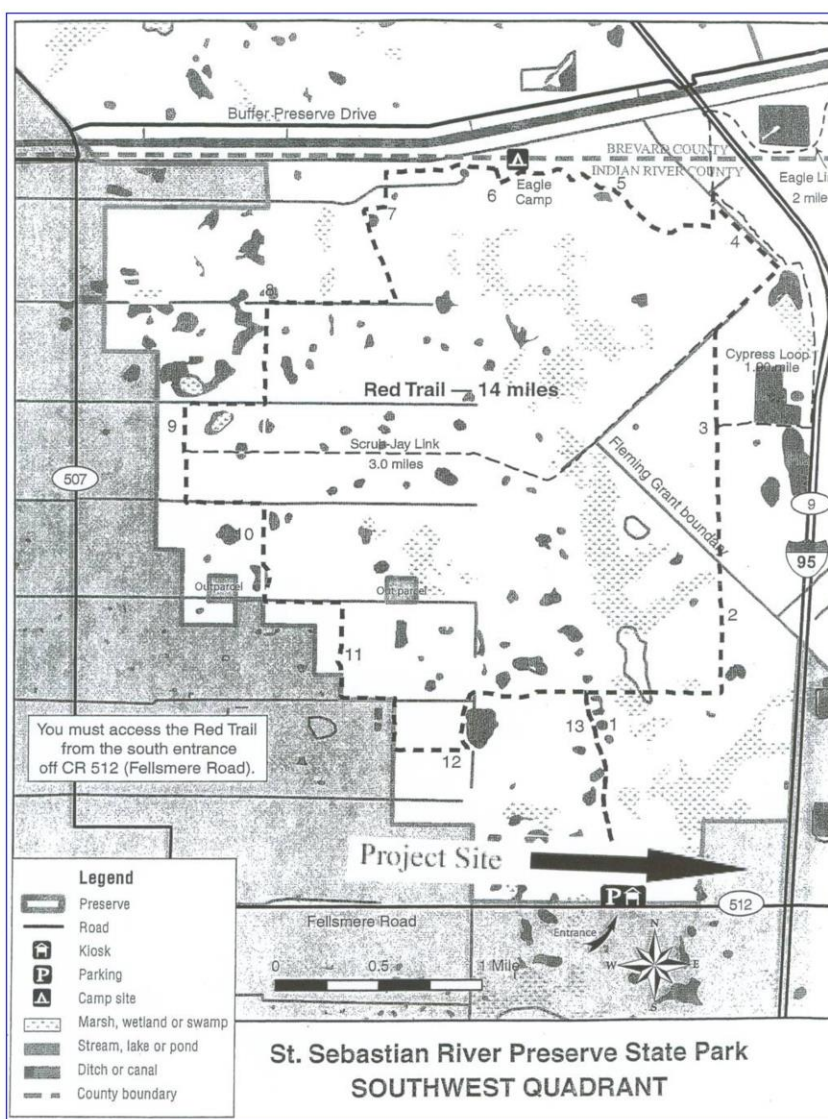
(Locally Significant Natural Area) and has been determined by the State of Florida to be a Local Natural Area (LNA), (See **Exhibit C**). The Project Site provides habitat for federal endangered species such as the Red-cockaded Woodpecker and Bald Eagle since it is contiguous to the St. Sebastian River Aquatic Buffer Preserve. These species are all listed in the Florida Natural Area Inventory (FNAI) as “Critically Imperiled.”

The project site contains approximately: 25.26 acres of Pine Flatwoods scattered around the site; 55.62 acres of predominate Wetlands; 4.00* acres of a cleared 75’ wide Florida Gas Transmission Easement; and a 2.00* acre segment of the historic Trans-Florida Central Railway roadbed. The 25.26 acres of Pine Flatwoods consist of numerous small upland islands that dominate the Buffer Preserve’s native habitat such as Scrubby Flatwoods, dry Pine Flatwoods, Dry Prairies and improved pasture and four larger upland islands in which the proposed recreational and educational facilities will be located.

City of Fellsmere Trailhead Preserve Indian River County, Florida

FCT Project Number 07-030-FF7

Fellsmere Preserve Location



Funding Sources

Recognizing the importance of preserving natural resource areas and historically significant sites within its jurisdiction, Indian River County (the County) provided 10% of the funds necessary to acquire the Project Site. Both Objective and Policy directives in the County Comprehensive Plan define the types of resources to be protected through a variety of means. To carry out these policies, the City of Fellsmere assisted the County by implementing its own environmental protection land acquisition program. With 10% funding assistance from Indian River County, the City of Fellsmere requested 90% funding from the Florida Communities Trust (FCT) to acquire the Project Site under the State's Florida Forever land acquisition program.

The City of Fellsmere Trailhead Preserve's Management Plan has been prepared to meet the requirements of the Florida Communities Trust, Indian River County, the St. John Water Management District and Florida DEP in order to ensure that the property will be developed in accordance with the FCT grant award and to further the purposes of the City's grant application. Representatives from both FDEP and SJRWMD have met together with the City at a Technical Workshop held on June 26, 2007 to assist in coordinating the Project site's proposed Rail Trail Greenway access into their partnership funded St. Sebastian River Buffer Preserve State Park. Additional meetings were conducted in 2010 with Indian River County, the Office of Park Planning, Division of Recreation and Parks, Department of Environmental Protection, the State agency tasked with ongoing operation of the SSRBP, to further develop specific trail connections and begin the legal proceedings to effect these connections. Further meetings were conducted in January 2011 to continue this ongoing coordination. In 2012, further coordination with Indian River County and the Florida Department of Transportation (FDOT) resulted in the Metropolitan Planning Organization redirecting federal Transportation Enhancement funds to program a pedestrian overpass along the alignment of the Rail Trail. FDOT will design and construct this overpass as well as coordinate the formal application for lease access through the SSRBP. A meeting was also held in December 2010 and February 2011 with the SJRWMD to discuss compatibility of the proposed improvements with district regulations and the application process for obtaining the necessary district permits. Finally, a public meeting was held on December 10, 2015 to consider amendments to the Management Plan to accommodate outdoor classrooms and a lake amenity in the northwest upland area as a park amenity with a fishing pier. This northwest quadrant is slated for a future equestrian camping area.

SECTION II - PURPOSE

Purposes for Acquisition

The primary purpose for the City of Fellsmere (with the assistance of Indian River County) to acquire the Project Site is for conservation and outdoor recreational enhancement of the 88.6 acres of land. As stated earlier, the project site is located within a Strategic Habitat Conservation Area (SHCA) and has been determined by the State of Florida to be a Local Natural Area (LNA), (See Exhibit C). The Project Site provides natural habitat for several rare species as a locally significant natural area including habitat for federal endangered species such as the Red-cockaded Woodpecker and Bald Eagle although neither of these species has been observed on site. These species are all listed in the Florida Natural Area Inventory (FNAI) as "Critically Imperiled." Finally, the site is contiguous to the St. Sebastian River Aquatic Buffer Preserve and is an important component to the headwaters of the St. Sebastian River. No listed species have been identified on site.

Management Objectives

The City of Fellsmere Trailhead Preserve was acquired by the City for five (5) interrelated Management Objectives:

1. Become an immediate new focal point for tourist traveling both north and south on I-95 by developing amenities for natural resource education and outdoor recreation.

2. Increase the local economy's eco-Tourism industry consistent with the original industries in the area over a century ago.
3. Minimize the development impact associated with the proposed uses and management by locating uses within previously disturbed areas and/or utilize best management practices in the design.
4. Provide a complete trailhead facility at the northwestern portion of the Project Site with connections to existing trails within the SSRBP and the County's Rail Trail Greenway. Currently, this southwestern quadrant of the SSRBP is void of public facilities such as restrooms, emergency phones, etc.
5. Provide storm water storage and filtration of public run-off in the project site by directing the storm water to discharge into the waterways flowing away from the adjacent Buffer Preserve. Rev. 6.2

Proposed Use and Management

The proposed preservation, education and outdoor recreational use of the project site will consist of the following major uses:

1. Welcome Center;
2. Trailhead Interpretive Museum;
3. Picnic Area and Adventure Park;
4. Campground;
5. Observation Tower;
6. Wetland Overlook;
7. ROPES Course and Fitness Trail;
8. Equestrian Camp and Trailhead;
9. Rail-Trail Greenway;
10. Outdoor classrooms;
11. Lake amenity with fishing pier; and
12. Interpretive Trail.

Specific information about each program element is presented later in this *Management Plan*. In addition to the major program uses, the following supporting features will be provided:

- Acknowledgement Sign;
- Geocaching Site;
- Vehicular Access;
- Landscaping;
- Wetland Buffer Mitigation;
- Parking;

On-site security personnel;

- Proposed Stormwater Facilities;
- Education Signs;
- Education Program; and
- Utilities such as water, sewer, electric and natural gas.

Specific information about each supporting element is presented later in this *Management Plan*.

The Project is consistent with/and furthers the directives adopted in the Indian River County Comprehensive Plan. The 88.6 acre Fellsmere Preserve will benefit the community by providing a fun, safe and inviting atmosphere promoting unity, enjoyment, fitness, environmental education and relaxation. It will also serve as an extension of and provide public access into the existing St. Sebastian River Buffer Preserve State Park.

Plan Directives

The key Indian River County Comprehensive Plan directives that are furthered by public acquisition and management of the Project Site are as follows:

1. **Recreation and Open Space Objective 1, and Policy 1.1**, adopts a recreational Level of Service (LOS) Standard of 6.61 acres per 1,000 people. The Project Site provides over 88 acres of additional natural areas, open space and recreational enjoyment of the Project Site's natural environment to the current and future residents living in Indian River County.
2. **Conservation Objective 6, and Policy 6.14**, prioritizes native habitats for acquisition. The Project Site contains habitat consistent with the conservation priorities of the County. **Objective 8** directs the County by 2020 to increase public owned open space by a minimum of 500 acres. The fee simple ownership of the Project site provides 88 acres of additional public owned lands with existing habitat for listed birds and upland islands containing Pine Flatwoods similar to the adjacent St. Sebastian River State Buffer Preserve while buffering the State's St. Sebastian Preserve from future urban impact at the heavily traveled adjacent I-95 Interchange with County Road 512.
3. **Conservation Objective 6, and Policy 6.1**, directs its Administration to assist Regional, State and Federal agencies in the establishment of regional Preserves of a sufficient size to function as "wildlife corridors" (Greenways) in order to maintain viable populations of endemic plants and/or animal species and provide access routes for the public to enjoy Florida's outdoor natural resources and recreational benefits. Indian River County's **Conservation Policy 8.6** requires its administration to give priority in acquiring land for conservation those lands that create new or enhanced greenways and recreational trail systems. Indian River County and the City of Fellsmere are furthering the directive from the City by acquiring the 88 acre project site and providing multi-use greenway recreational trail in the center of the Project Site to safely access the C54 Primary Drainage Canal, the St Sebastian River and its surrounding 22,000 acre Buffer Preserve and connect the multitude of preservation and recreation opportunities both east and west of I-95 through a pedestrian overpass.
4. **Conservation Objective 12, and Policy 12.5**, requires the County to establish a Conservation Land Management Program and include funding for managing lands acquired to be restored, enhance impacted wetlands and uplands and eradication of nuisance exotic vegetation. The Project Site's restoration includes removing all non-native vegetation and enhancing FNAI's LNA status by restoring the degraded natural areas. (See Exhibit C)
5. **Protection/Enhancement of surface water quality by addressing non-point pollution through enhanced stormwater treatment.** Indian River County has adopted directives furthering the protection or enhancement of surface or groundwater quality as listed below:
 - a. **Policy Objective 16, and Policy 16.3**, directs the County to support land acquisition coastal conservation areas such as the area where the site is located.
 - b. **Future Land Use Element Objective 7 and supporting policies** directs the County to protect water quality by directing development away from environmentally sensitive lands. The acquisition of the project site ensures that future development will not occur on site.

Acquiring the Project site containing around 56 acres of wetlands will enhance the adjacent SSRBP and protect the C-54 surface waters in three ways:

1. Construction of stormwater detention systems on all upland islands designed for impervious facilities for holding and cleansing storm water runoff before being discharged overland into the Trailhead Preserves wetlands will assist in protecting the water quality.

2. Acquisition of the Project Site also eliminated the possibility of an 87 acre regional shopping center being built over most of the site that was designated by Indian River County for Commercial Land Use and Zoning. A major development could have been approved on the site (by raising the commercial development over FEMA's minimum 100' Flood Elevation) disrupting normal surface water flow from its natural overland drainage pattern from the adjacent Buffer Preserve's into the Project Site and possibly negatively impacting the Buffer Preserve's sensitive environment during major storms.
3. Restoring the historic water flow eastward by improving the existing culvert connection under I-95 will expand the water cleansing ability of the natural systems by directing more surface water eastward through native wetlands before discharging into the Sebastian River.

Commitment to Amend Future Land Use Map & Zoning Change

The City of Fellsmere initiated a change to the County's Land Use and Zoning designation of the site to a Land Use and Zoning category that limits the uses of the site to conservation, outdoor recreation, and open space. This task was completed in 2011.

Project Site "FCT" Identified (Signage and Advertising)

The City will ensure that the Project Site is identified in all literature and advertising as being publicly owned and operated as a natural conservation and outdoor recreation area. All advertising and publication in and about the park will also identify that the Project Site was acquired with funds from the "Florida Communities Trust" (FCT).

SECTION III – NATURAL AND CULTURAL RESOURCES

Soils – Not Applicable, project site under 500 acres.

Natural Communities

The property remains generally in a natural condition containing seven vegetative communities that were identified on the Fellsmere Trailhead Preserve parcel in a field observation by Miller Legg and, in conjunction with the following documents, were used to develop a map on the dominant vegetative communities on site.

- United States Department of Agriculture Natural Resource Conservation Service Soil Survey of Indian River County
- United States Fish and Wildlife Service (USFWS) National Wetland
- Inventory coverage, and aerial photographs dated 2000 The classification of the vegetative communities is based on the Florida Land Use Cover and Forms Classification System (FLUCCS), Third Edition 1999
- The 88 acre Project Site consists predominately natural biological communities that have not been substantially impacted by human disturbances or alterations.

The overall site generally represents a healthy, intact natural Floodplain Forest and Floodplain Swamp community with large specimen trees in a good canopy.

The City completed a formal wetland delineation, native vegetation survey, and an update to the preliminary listed species survey in 2011 as part of its initial permitting for the first phase of improvements. A preliminary listed species was conducted during the wetland delineation and no listed species were present or are likely to be present; therefore a formal listed species survey was not required by the permitting agencies

Description of Natural Communities on Project Site (Including Imperiled or Critically Imperiled Communities)

According to an FNAI letter to Jason Nunemaker, City Manager of Fellsmere, dated March 21, 2007, the “site appears to be located within a significant region of natural area and habitat for several rare species.” The following natural communities have been recorded at or near the site by FNAI: “Coastal River, Fresh to Brackish, Sand Pine Scrub, and remainder of the area is xeric uplands dominated by scrubby Flatwoods, dry prairie and improved pasture.”(See letter from FNAI in **Exhibit C**).

Field Observations by Miller Legg Engineers identifying vegetative Communities on the subject Parcel are provided below:

Inventory of Natural Communities

There were seven vegetative communities identified on the Project Site by the Biologist from Miller Legg Engineering. (See the Existing Natural Communities Map **Exhibit C**) (FCT review Comment #3).

<u>FLUCCS Code</u>	<u>Name of Natural Community</u>
FLUCCS 321	– Palmetto Prairie
FLUCCS 411	– Pine Flatwoods
FLUCCS 510	– Streams and Waterways
FLUCCS 617	– Mixed Wetland Hardwoods
FLUCCS 626	– Hydric Pine Savanna
FLUCCS 641	– Freshwater Marsh
FLUCCS 740	– Disturbed Land 2-acre abandoned RR ROW base 4-acre 75’ wide Gas Transmission Easement

Listed Animal Species

FNAI has identified the following three listed animal species element of occurrence near the Project Site:

<u>Scientific Name</u>	<u>Common Name</u>
1. <i>Picoides borealis</i>	Red-cockaded Woodpecker
2. <i>Haliaeetus leucocephalus</i>	Bald Eagle
3. <i>Awaous banana</i>	River Goby

No listed animal species occurrence has been identified on the Project Site.

Techniques to protect and enhance the various natural communities located on the Project Site

The natural swamp species will be protected by keeping all recreational activities, on average, 25’ away from waterways and natural wetland areas. Visitors will be able to safely access and view the Project Site’s natural low areas on raised boardwalks and observation platforms or via selected applications of fill as determined through the final design and permitting process.

The upland areas will be primarily protected by utilizing Best Management Practices (BMP) to construct all of the Preserve’s proposed physical improvements. An emphasis will be placed on designing the structures to have low maintenance, long lasting materials and retention areas on the upland islands to hold and filter the stormwater before discharging the water east into an existing pipe culvert under the I-95 overpass. The culvert pipe connects the drainage into an existing easterly flow-way that drains into the St. Sebastian River.

The Project Site will include nature trails that connect into the Rail Trail Greenway Trail and existing trails located within the adjacent SSRBP. The portions of the trail that travel over low wetland areas will be placed on

raised boardwalks or select applications of fill as determined through the final design and permitting process. The proposed Trailhead Welcome Center, Interpretive Museum, picnic area, campground, equestrian camp, ROPES course, lake amenity, outdoor classrooms and the wildlife observation tower will be placed on existing upland islands to minimize the clearing and alteration of land to protect the natural resources on site. The resource-based physical improvements will include a ½-mile nature trail. Boardwalks will be utilized where needed to span wetlands. These facilities and their location are depicted on the Master Site Plan in **Exhibit G**.

The City plans to restore all upland and wetland areas in terms of biological composition and ecological function including the planting of appropriate over-story and under-story plants. Although the site is predominantly clear of exotic plants, those infestations that do exist will be removed and the areas restored. Likewise, all areas disturbed during construction or permanently impacted by development will be restored. The types of vegetation to be planted will be developed as part of a typical restoration planting program as part of the first phase of development. The predominant existing upland plants include Saw Palmettos and Florida Slash Pine. The type of wetland endemic plants include: Sawgrass, Red Maples, Cypress, Arrowheads, ferns and Psycotria (wild coffee Plant) (FCT review Comment #4).

Types of Existing Invasive Exotic Plants

According to the Miller Legg Field Observation Report dated April 23, 2007, **Exhibit C**, vegetation along the cleared 75' wide Florida Gas Transmission Easement and former Railroad ROW is dominated by Bahia grass (*Paspalum notatum*). In addition, Brazilian Pepper (*Schinus Terebithifolius*) and other exotic plants are growing sporadically in the Pine Flatwoods and along the Park's southern boundary line along SR 512.

Removal of Invasive Exotic Plants

The proposed resource-based management techniques include the removal of the few exotic plants such as Bahia grass (*Paspalum notatum*) and Brazilian Pepper (*Schinus Terebithifolius*) within the project site, adjacent to the north ROW of CR 512, and along the two dirt ROWs running through the project site as described below:

- 2 Acre former ROW for the old Trans-Florida Central Railway traveling east to west.
- 4 Acre +/- Florida Gas Transmission 75' wide Easement traveling north to south

Techniques for removal of invasive plants

The exotic plants will be removed by machine or hand as determined to comply with the State of Florida's BMP.

Time frame for removal of exotic plants

The exotic plants will be removed before closeout of construction in the Park within each phase of the development program. See **Section VII** for the Time Frame recommended to remove all exotics. Removal prior to closeout is preferable to commencement of construction to allow exotics that have developed during construction to also be removed and to allow the restoration planting to be done in conjunction with the planting program related to the construction phase.

Time frame for re-vegetating the site impacted by invasive exotic plants.

The areas where exotics have been removed shall be replanted with native plants within eighteen months after removal. (See **Section VII**)

Yearly monitoring program to prevent re-infestation.

The City of Fellsmere will monitor the site on an annual basis and continue to remove any new exotic plants commencing in 2012 in conjunction with the first phase and the St. John's River Water Management District permit requirements.

Exotic Pest Plant Council's list of Florida's Most Invasive Species.

The City of Fellsmere shall use the Exotic Pest Plant Council's List of Florida's Most Invasive Species to identify invasive exotics on the Project site. A copy of the list is included in **Exhibit F**. (FCT review Comment #6)

Management Technique for Water Improvement

Protecting the Project Site's water quality furthers Florida's DEP Goal to protect the State Buffer Preserve's natural wetlands in the adjacent 22,000 acre Park.

The quality of the Buffer Preserve's wetlands will be improved by adding plantings of native vegetation and protecting all physical activities planned for the Fellsmere Trailhead Preserve from negatively impacting the State's Buffer Preserve's environment. The Project Site protects the Buffer Preserve by preventing the development of urban uses and associated fertilizers and storm water runoff as well as reducing the extent of new septic tanks from new development and by reducing animal waste.

Discussion on hydrological restoration on the Project Site

Presently, a 30" diameter culvert pipe is located beneath the I-95 overpass along the Project Site's eastern boundary line aligned with the former railroad ROW. The culvert pipe was designed to allow storm water runoff generated from both the Project Site and the adjacent Buffer Preserve to drain easterly into the St. Sebastian River after major storms. The wetlands will serve as a natural purification system to cleanse the nitrates and other toxic urban runoff. To enhance the historic natural overland flow of water, the 30" culvert pipe will be maintained, and in conjunction with the private development of the land at the north-east quadrant of the I-95 interchange, a dirt berm will be removed on the east side of I-95 which prevents the culvert pipe from working efficiently.

Time frame for initiating and completing the stormwater restoration program

The augmentation of the Project Site's existing storm water storage program will be completed as part of the construction of each site and recreational amenity. The enhancement to the historic natural overland flow of water through the maintenance of the 30" culvert pipe and removal of the berm on private property will be done in conjunction with the private development of the land at the north-east quadrant of the I-95 interchange. FDOT has re-sloped swales and cleaned the 30" pipe as part of their work within the interchange right-of-way. The City and FDOT will further improve the flow east through the private property as part of the construction of the rail trail overpass in 2016/17. The portion of this private property containing the ditch allowing the flow of water eastward to the Sebastian River is now under City ownership, obtained from the developer of the private lands as dedication pursuant to their development order. See **Section VII**, for the Time Frame recommended to upgrade the Project Site's storm water storage and purification system on the Master Site Plan, **Exhibit G**.

Prescribed Burn Plan

The Prescribed Burn Plan, including 20' wide clear fire lanes constructed along the Park's two perimeter boundaries abutting the State Park shall be implemented for the pine flatwoods located on the subject property. A vegetation analysis of the remainder of the project site shall be performed to determine areas needing a prescribed burning regime implemented to maintain natural fire-dependent vegetative communities. The development of a prescribed burn plan shall be coordinated with the Division of Forestry and FDEP's Park Manager. Rev. 6.2

The Burn Plan will be prepared within the next several years and address different burn cycles of the subject property's various vegetative communities based upon the availability of public funds to meet the program. The Burn Plan will also address the location and maintenance of firebreaks. The City will provide a graphic display in its future Interpretive Museum describing the need to provide regular burning of the under bush and

implement a neighborhood outreach program to inform residents of the benefits of prescribed burns. (FCT review Comment #5).

Feral Animal Program

There is no evidence of feral animal problems on the property at this time except for feral wild hogs. When noted, destructive feral animals will be removed by County animal control staff or removed by contract vendors. As of the first amendment to the *Management Plan*, feral animal control efforts had begun on the property and will continue until no further evidence of their existence is present on site.

Listed Plant Species

Field Observations by Miller Legg Engineers identifying vegetative Communities on the subject Parcel are provided below:

There were seven vegetative communities identified on the Project Site by the Biologist from Miller Legg Engineering. (See the Existing Natural Communities Map **Exhibit C**) (FCT review Comment #3).

FLUCCS Code	Name of Natural Community
FLUCCS 321	– Palmetto Prairie
FLUCCS 411	– Pine Flatwoods
FLUCCS 510	– Streams and Waterways
FLUCCS 617	– Mixed Wetland Hardwoods
FLUCCS 626	– Hydric Pine Savanna
FLUCCS 641	– Freshwater Marsh
FLUCCS 740	– Disturbed Land 2-acre abandoned RR ROW base 4-acre 75' wide Gas Transmission Easement

The City of Fellsmere shall use the FNAI Notification Form to identify new native plant species identified on the Project Site. (See **Exhibit E**)

Listed Animal Species

FNAI has identified the following three listed animal species element of occurrence near the Project Site:

Scientific Name	Common Name
1. <i>Picoides borealis</i>	Red-cockaded Woodpecker
2. <i>Awaous banana</i>	River Goby
3. <i>Haliaeetus leucocephalus</i>	Bald Eagle

No listed animal species occurrence has been identified on the Project Site. FNAI plant and animal species reporting forms are included in **Exhibit E**.

Inventory of the Natural Communities - Monitoring Cycle for Natural Communities

Annual monitoring surveys of plant and animal species will be instituted in 2012 in conjunction with the St. John's River Water Management District permit requirements to help evaluate progress toward the City's resource management goals. Appropriate FNAI field report forms will be used annually to report any occurrences.

Forest Resources – Not Applicable

SECTION IV – SITE DEVELOPMENT AND IMPROVEMENT

Any proposed modification of the Management Plan and/or undertaking any site alterations or physical improvements that are not addressed in the Recipient's approved Management Plan requires prior FCT review and approval.

Existing Physical Improvements

The upland developed area, prior to development of park features, was comprised of a 75' wide Florida Gas Transmission Easement containing two underground natural gas lines and a raised access road and, separately, the former raised railroad bed. Vegetation along the roadway is dominated by Bahia grass (*Paspalum notatum*). A north-south canal immediately east of the access road was constructed for the fill related to the raised road. The vegetation along the railway bed overlaps into the adjacent habitats. Florida Natural Areas Inventory (FNAI) findings stated the site does meet the FNAI criteria for a Locally Significant Natural Area. In addition, the Florida Fish and Wildlife Conservation Commission findings stated that the site contains wetland habitats suitable for the Red-cockaded woodpecker (*Picoides borealis*) and numerous species of wading birds. The property is completely fenced along its perimeter except for the southern portion that surrounds a 10-acre private outparcel in the southeast corner of the property.

The Project Site is contiguous and comprised of the same habitat as the St. Sebastian River Buffer Preserve State Park (SSRBP) which is part of the Great Florida Birding Trail and has been recognized as one of the top birding locations in the United States. Many diverse species of birds utilize the SSRBP during migration, such as the swallow-tailed kite, various songbirds, hawks, and hummingbirds. Resident birds at the SSRBP include the endangered red-cockaded woodpecker and wood stork (*Mycteria Americana*), and the threatened Florida scrub-jay (*Aphelocoma coerulescens*). (See **Exhibit C** – Miller Legg Report)

Proposed Improvements

The proposed preservation, education and outdoor recreational use of the project site will consist of the following uses:

1. Welcome Center;
2. Trailhead Interpretive Museum;
3. Picnic Area and Adventure Park;
4. Campground;
5. Observation Tower;
6. Wetland Overlook;
7. ROPES Course and Fitness Trail;
8. Equestrian Camp and Trailhead;
9. Rail-Trail;
10. Outdoor classrooms;
11. Lake amenity with fishing pier; and
12. Interpretive Trail.

Specific information about each program element is provided below. In addition to the major program elements are numerous supporting features including:

- Acknowledgement Sign;
- Geocaching Site;
- Vehicular Access;
- Landscaping;
- Wetland Buffer Mitigation; and
- Parking;

On-site security personnel;

- Proposed Stormwater Facilities;
- Education Signs;
- Education Program;
- Utilities such as water, sewer, electric, and natural gas.

Major Program Elements

Welcome Center

An “Old Florida Style” Welcome Center will contain approximately 1,000 to 4,000 square feet of air conditioned area. The building will offer resource and informational maps of the area and natural resources with particular emphasis on tourism opportunities. The Welcome Center will be open during all hours the park is to be open (from sunrise to sunset) and will initially be unstaffed. Convenient parking will be provided adjacent to the facility as part of the parking to be provided for the picnic area and adventure playground. As funds allow, the Center will be staffed during the weekends from 9:00 AM to 5:00 PM, and, as visitors grow in numbers, the facility’s hours of operation will be expanded to the full week. When the Center is fully operational, souvenirs and native fruits and juices, etc. will be available for purchase by the visitors. All funds received from sale of materials will directly assist in the maintenance and upkeep of the Center. The proposed location of the program elements is provided on the Master Site Plan, **Exhibit G**. See Section VI for the time frame and estimated cost.

Trailhead and Interpretive Museum

An “Old Florida Style” Trailhead Interpretive Museum will contain approximately 1,000 to 4,000 square feet of air conditioned area and is to be located adjacent to the Rail Trail Greenway in the northwestern portion of the site. Artifacts, graphics, photos and brochures will be displayed and used to describe:

- The area’s existing pine flat wood natural flora and fauna and artifacts found on the project site;
- Description and information on the adjacent Buffer Preserve and the St. Sebastian River;
- Historical significance of the Trans Florida Central Railroad’s ability to bring visitors and home owners to the City of Fellsmere after reaching the St. Sebastian Inlet by boats;
- The importance of fire in the management of native areas; and
- The importance of the Trailhead Preserve and the adjacent Buffer Preserve in the water quality in the St. Sebastian River and Indian river Lagoon.

The museum will be scheduled to provide year round educational classes or programming. The Interpretive Museum will be open during all hours the park is to be open (from sunrise to sunset) and will initially be unstaffed except during scheduled programming or educational classes. Convenient parking will be provided adjacent to the facility as part of the equestrian camp parking. As funds allow, the Center will be staffed during the weekends from 9:00 AM to 5:00 PM, and, as visitors grow in numbers, the facility’s hours of operation will be expanded to the full week. The proposed location of the program elements is provided on the Master Site Plan, **Exhibit G**. See Section VI for the time frame and estimated cost.

Picnic Area and Adventure Park

A picnic area with a minimum 12’x16’ pavilion will be located adjacent to the Trailhead Welcome Center. The pavilion will contain at least one picnic table and at least two additional tables will be located within the area. All picnic tables will have grills in close proximity. Trash receptacles will also be located as needed within the picnic area. The youth playground (Adventure Park) will be located in close proximity to the Welcome Center, Picnic Area and Campground to provide children a fun adventure surrounded by nature. The playground will be constructed of natural elements or simulated natural elements and will provide challenging obstacles. Since the

picnic area and adventure playground are to be located in close proximity to both the Welcome Center and Campground, both of which will have designated parking, no additional parking will be provided for these uses. The proposed location of these program elements is provided on the Master Site Plan, **Exhibit G**. See Section VI for the time frame and estimated cost.

Campground

The campground will be farther removed from the Welcome Center to ensure greater peace and quiet for the enjoyment of the natural areas. The campground will be limited to tent camping only and will be designed for a maximum of seven tent sites. Each tent site will have a picnic table and fire ring; meanwhile, the campground will have shared water source, bathroom facilities and trash receptacles. Parking will be provided in close proximity with an ADA accessible trail to one ADA accessible tent site and the bathroom facilities. In addition, primitive camping of not more than three sites will be allowed within the undeveloped upland areas of the park. Primitive camping will follow “Leave No Trace” guidelines; no facilities will be provided for these sites. Primitive campers will be required to schedule their use in the same manner as users of the developed camp sites to ensure that no more than three such camp groups are scheduled at any one time and to allow the City to monitor their use to adjust future scheduling as needed to maintain viability of the natural systems. The proposed location of the program elements is provided on the Master Site Plan, **Exhibit G**. See Section VI for the time frame and estimated cost.

Observation Tower

The City of Fellsmere proposes to place an Observation Tower in the center of the site at the location of an existing roadway access leading back the campground area. The design specifications for the tower will be “Old Florida” style and will be designed to minimize their impact to the Project Site’s existing environment during/after construction and during the wetlands’ routine maintenance. Parking will be provided in close proximity to the program element. Given the nature of access to an observation tower, this program element will not be ADA accessible; although the city will investigate the use of camera mounted on top of the tower as a means for those unable to access the height to view the surrounding lands. The proposed location of the program element is provided on the Master Site Plan, **Exhibit G**. See Section VI for the time frame and estimated cost. At this time, an existing tower at the desired location is present and will either be expanded or replaced as funds allow. The current height allows limited scenic views desired as part of the Management Plan.

Wetland Overlook

The City of Fellsmere proposes to place an overlook platform within an upland island surrounded by wetlands along the boardwalk to provide expansive views of native wetlands and a location for educational interpretive signage. The design specifications for the boardwalks and observation platform will be “Old Florida” style and will be designed to minimize their impact to the Project Site’s existing environment during/after construction and during the wetlands’ routine maintenance. The trail and overlook will be ADA accessible. The proposed location of the program elements is provided on the Master Site Plan, **Exhibit G**. See Section VI for the time frame and estimated cost.

ROPES Course

A ROPES Course and fitness trail will be located in the northeast corner of the site adjacent to I-95, the least conducive area for tranquil passive enjoyment of nature due to the presence of the interstate. The ROPES Course is intended to have a combination of low and high elements providing a variety of physical and mental challenges to the participants. The low elements will be arranged along a fitness trail for all park users to participate during normal park hours. Due to safety precautions required for use of the high elements, their use will be by reservation only and only under the direct supervision of a trained course operator. Reservations will be taken with a desired 24 hour reservation window. Within two years of the opening, the high elements will

have scheduled times in which reservations can be assured, space available. Educational signage will be provided at each element along with proper safety guidance. For the high elements, access prevention devices and fencing barriers will be installed to discourage improper access to the elements. The fenced areas will be minimized to ensure maximum usage of the Project Site by the general public without need of reservation. All fencing and access prevention devices will be constructed of materials and in a manner consistent with the park-like nature of the property. Final plans for all access prevention devices will be approved by the FCT prior to the commencement of construction. The proposed location of the program elements is provided on the Master Site Plan, **Exhibit G**. See Section VI for the time frame and estimated cost.

Overview of ROPES Course

As mentioned on the previous above, a ROPES Course and fitness trail will be located in the northwest corner of the site adjacent to I-95, the least conducive area for tranquil passive enjoyment of nature due to the presence of the interstate. This overview is intended to provide a brief description of the types of facilities that will comprise the low and high elements.

ROPES Course High Elements

Six high elements will be provided. Due to the nature of these elements, their use will be limited to reservations only and will require supervision by a trained course operator. The high elements will also be interspersed along the fitness trail but located in closer proximity to I-95 where native vegetation is less predominant and the nature of the park use is already compromised by the presence of the freeway. Each high element will be located adjacent to the trail in a cleared area sufficient for its needs. These elements are also designed to challenge the participants both mentally and physically. Certain elements may be designed to preserve existing vegetation below the elevated portions.

HIGH ELEMENTS

Element⁺	Cleared Area (sf)	Height (ft)	Description
The Weaver Confidence Climb	768	14	Inclined log climb by weaving in and out of logs and back down (A9)
The Tough One	280	40	Straight vertical log climb and back down (A11) Variety of elements from rope ladder to log trellis to cargo net (A12)
Obstacle Course	960	33	Standard obstacle course with variety of elements including rope swing, belly crawl, and low vaults
Tarzan Course	6,048	12	An adventure course with a narrow intermittent footprint including high balance beams, high platform jumps, rope bridges, each escalating ever higher and culminating in a 250' zip line
The Tower	35,500*	38	An adventure climb up successively more difficult stages to a height of 50'
	1,600	50	

+ All elements require users to utilize safety devices such as helmets, climbing harnesses, spotters, and balays.

*Required clearing is not continuous as high elements allow for native understory to remain under elements.

ROPES Course Low Elements

A total of twenty-two low elements will be interspersed along a fitness trail entwined within the native uplands. The fitness trail is to be developed as a packed mulch/grass trail a minimum of eight feet in width. Each low element will be located adjacent to the trail in a cleared area sufficient for its needs. The elements are generally divided into two types: fitness related and leadership/communication skills related. These elements are designed to challenge the participants both mentally and physically. Proper signage on their

use will be provided to allow their use without supervision. However, certain leadership elements require an element aide and specific guidance from an instructor to be able to achieve the element's objective. Although these elements will be open without access control, use of the element aide and direction from an instructor must be scheduled according to the scheduling policy mentioned on previous page.

LOW ELEMENTS

Element	Cleared Area (sf)	Elevated (ft)	Description
Fitness-based Elements			
Inclining Wall	380	3	Run over inclined wall at 3' high (A3)
High Step Over	680	3	High step over 12 beams each at 3' high and spaced at 2' (A4)
Six Vaults	1,152	4	Vault over six beams at 4' high spaced at 8' (A6)
Swing Stop Jump	560	4	Swing from rope to stop on beam at 4' high (A7)
Low Belly Over	252	6	Belly over beam at 6' high from a beam step at 2.5' high (A8)
Belly Crawl	864	0	Classic belly crawl under a rope net (A10)
Low Bar Climb	180	8.5	Hand over hand along pole and over wall at 8.5' (T1)
Hand Over	216	5	Hand over hand along bar 5' off ground with center obstruction (T3)
Hand Over Rope	784	7	Span overhead rope 5' off ground without touching ground (T9)
Fence Bar	144	8	Climb inclined chain link to 4' and then over horizontal bar at 8' (T11)
Low Rope Climb	480	8	Rope climb up an 8' incline and down other side (T16)
Leadership & Communication Challenges			
Horizontal	288	8	Horizontal rope ladder over an 8' wall without touching lower wall (T2)
Ladder Wall			
The Walls	192	5	Scale two 5' walls separated by 4' without touching side of walls (T4)
Bridge to Nowhere*	448	2.5	Span from bridge to bridge spaced at 12' without touching the ground (T5)
Tunnel Traverse*	240	5	Traverse from an elevated tunnel across an open expanse to another elevated tunnel without touching the ground (T6)
Bar Jump	256	4.5	Cross multiple bars at 4' (T7)
The Yard*	256	5	Mount a post and span to adjacent post without touching sides or ground (T8)
Open Field*	1,060	2.5	Span an open area by moving from post to post without touching the ground (T10)
Cradle	384	4	Span three V-shaped decks 4' to top and spaced at 4.5 feet (T12)
Fence Span*	256	7.5	Span over vertical 5' chain link fence to vertical poles 7' (T13)
Fence Rails	192	5	Cross two 5' post/rail fences separate by 3 feet (T14)
LRC Task 15	192	10	Complex wall climb to platform without touching sides or ground

* For proper use of element, an element aide is required such as a guide pole, bridge aid, etc.

Equestrian Camp and Trailhead

In the northwest corner of the site an equestrian camp and trailhead will be located within the approximate seven acre upland. The campground will be designed for a maximum of eight camp sites. Each camp site will have potable water, a picnic table, hitching post and a fire ring; meanwhile, the campground will have shared bathroom facilities, trash receptacles, a corral and water trough. Trailer parking will be provided in close proximity with an ADA accessible trail to the program elements and at least one camp site. All proposed parking areas and coral will be shaded by either existing or proposed native trees. Trailer access to the equestrian camp will be via a new north-south access road to be constructed along the western edge, but outside, of the existing 75' Florida Gas Transmission Easement that terminates adjacent to the equestrian camp. The equestrian trailhead will provide information about the equestrian trails within the Trailhead Preserve and the adjacent SSRBP. The equestrian trail will interconnect with the equestrian trails within the SSRBPP via the western segment of the Rail-Trail. The proposed location of the program elements is provided on the Master Site Plan, **Exhibit G**. See Section VI for the time frame and estimated cost.

Rail-Trail

The former railroad ROW of the Trans-Florida Central Railway is planned for conversion into a regional rail-trail greenway extending from the Indian River Lagoon, approximately seven miles east, to Fellsmere Water Management Area, a 10,000 acre lake, approximately six miles to the west. The extension of the non-motorized Rail Trail Greenway will follow the old raised Trans Florida Central Railway roadbed that runs east-west through the center of the Project Site. The Rail-Trail will have connections to Indian River County's regional land-based recreational trail systems and furthers Indian River Board of County Commissioners' Greenway Master Plan. The Rail-Trail also interconnects with and directly ties into the St. Sebastian River State Buffer Preserve (SSRBP) trails at the western limits of the project Site and offers equestrian users the opportunity to use on-site equestrian trails with an interconnection to the SSRBP equestrian trail system.

The Rail-Trail spans both sides of I-95. As it continues west, it passes through the heart of historic downtown Fellsmere before continuing to the Fellsmere Water Management Area. As indicated earlier, FDOT has agreed to design and build a pedestrian overpass to link the Rail-Trail segments on each side of the freeway and to obtain the permissions needed to continue the trail through the SSRBP. The proposed location of the program element is provided on the Master Site Plan, Exhibit G including the footprint of the proposed pedestrian overpass. See Section VI for the time frame and estimated cost.

Outdoor Classrooms

At two locations in the park, natural upland clearings will be developed as outdoor classrooms. The first is located in the southwest quadrant near the camp area and will be improved with educational signage and simple park-like benches. The second will occur in the ROPES Course area and will be developed with a pavilion and tables. These will be used as part of the ongoing fitness and nature based learning that will occur on site. The proposed location of the program element is provided on the Master Site Plan, Exhibit G. See Section VI for the time frame and estimated cost.

Lake Amenity with Fishing Pier

In the northwest corner of the site, as part of the equestrian camp, an approximate one-acre man-made lake will be constructed with a fishing pier as a park amenity. The lake will also provide an attraction for local bird species as well as migrating bird species. The lake will be designed with both native upland buffers as well as native littoral zones to mimic a natural lake. The proposed location of the program element is provided on the Master Site Plan, Exhibit G. See Section VI for the time frame and estimated cost.

Interpretive Trail

The Project Site's proposed interpretive nature trails will interconnect each major element of the Project Site. Educational signage will be placed along the trail and at each of the major program elements. The trail will also include a segment of the Rail Trail Greenway that runs east-west through the center of the Project Site and has further connections to Indian River County's regional land-based recreational trail systems. In addition, the nature trails are intended to also interconnect with the SSRBP trails at the western limits of the Rail Trail Greenway. Finally, the Project Site will also offer equestrian recreational users the opportunity to use on-site equestrian trails with an interconnection to the SSRBP equestrian trail system. Together, the Project Site trail system and its numerous interconnections with the regional trail network will enhance the statewide recreational trail system.

The interpretive trail proposed to be developed within the Project Site will begin at the Welcome Center and then progress a short distance through the picnic area to the campground and adventure playground. It will wind its way through the native habitats leading in separate directions to the observation tower and overlook. The trail will continue north and west along the access path along the Florida Gas Transmission Easement to connect with the regional Rail Trail Greenway with connections to the ROPES Course and fitness trail. A return leg will begin farther west on the Rail Trail Greenway near the equestrian camp and Interpretive Museum and wind south back to the Trailhead Welcome Center. The overall distance of the internal loop will be approximately ½-mile. Interpretive signs will be placed along all trails within the Project Site and at the Trailhead Welcome Center, Interpretive Museum, Observation Tower and Wetland Overlook presenting information on the flora and fauna of the area, the area importance to the water quality of the Sebastian River and Indian River Lagoon, the historical significance of the historic railway for the City of Fellsmere's development, and the importance of fire in maintaining natural systems.

Portions of the interpretive trail will be ADA accessible; although, not all segments are anticipated to meet ADA requirements. A sidewalk will be provided along the property's south boundary line along CR512 and shall extend into the park to the Welcome Center. The sidewalk will link the Project Site with adjacent residential neighborhoods planned to the south and east of the subject property as well as to the existing and planned development on the east side of I-95. Public benches will be provided along the trails at intermittent locations. Finally, a portion of the trail will also wind through the ROPES Course area providing access to each of the elements while also providing opportunities to view the abundant natural life in this portion of the property. A portion of interpretive trail will be comprised of boardwalks were needed to span wetland areas. See **Exhibit B, Public Lands Map** showing the Project Site and other public or conservation lands within a 3 mile radius.

Supporting Elements

Acknowledgment Sign

The City of Fellsmere is committed to placing at least one acknowledgement sign identifying the Fellsmere Trailhead Preserve as being purchased with funds from "Florida Communities Trust". The sign shall be at least 3' x 4' in size and include the Florida Communities Trust logo and the year the site was acquired and shall located at the entrance to the parking area of the Welcome Center and picnic/playground area. The entrance to the Fellsmere Trailhead Preserve falls within the Florida Gas Transmission Easement, and safety precautions will not allow for a sign to be placed within this easement area. The proposed location is the first opportunity outside of the easement area to place the acknowledgement sign. As of the beginning of 2015, this sign has been installed.

The City of Fellsmere will coordinate with FDOT for proper interstate signage related to the Welcome Center and place a secondary acknowledgement sign along the I-95 frontage to inform the traveling public of the

recreational opportunities available at the Preserve. The freeway signage will be sized according to the travelers needs and FDOT standards and provide for the proper acknowledgements of the various funding sources.

Geocaching Site

Geocaching is a treasure hunt where visitors find previously hidden caches with a Global Positioning System (GPS) or other navigation device. Geocaching is often described as a “game of high-tech hide and seek” played throughout the world by adventure seekers. The basic idea is to locate hidden containers outdoors and then share the experience online. The primary geocaching website, *Geocaching.com*, reports that there are over 4,000,000 geocachers worldwide. The website publishes GPS coordinates for and provides information about geocaching sites. When a cache – usually a large container – is located, finders enter their names in a log book inside. Many caches also contain items for trading, like a souvenir trinket, and tourism information about local venues and businesses. When developed in conjunction with a larger geocaching trail or system within an area, adventure seekers often spend multiple days within an area seeking the geocaching sites. The City of Fellsmere will place a geocaching site within the Trailhead Preserve and coordinate its entry on *Geocaching.com* or similar site and work with the various governmental entities and tourist related businesses to create a geocaching network in the area.

Vehicular Access

An existing 12’ access path exists within the 75’ wide Florida Gas Transmission easement and provides access to the property. Due to safety precautions, continued use of the path for vehicular use beyond the initial entry into the site is not allowed. Once past the initial entry, this path will continue to be used as a primary pedestrian and bicycle access to park facilities in the northern portions of the Project Site. Vehicular access will continue to use the existing driveway along CR512 within the FGT easement but will immediately turn west to exit the easement area and then turn north and travel along, but outside, the western edge of the FGT easement for vehicular access to all major programs elements. The various parking areas programmed for the site will be located along this proposed road. This new proposed north-south road will also be used for the main utility corridor through the site for the required water, sewer and electric utilities serving the equestrian camp on the north end of the site. As discussed later, this new road will also be the alignment for the north-south portion of the proposed natural gas easement to serve the site and surrounding properties as well as eventually cross I-95.

Three additional vehicular access roads will be provided within the site. The first access road will begin at the main CR512 access and proceed through the upland area containing the Welcome Center tying back into the main access road at the location of the observation tower. Parking will be provided at two locations along this road: one at the Welcome Center and the other between the campground and observation tower. The second access road will be located through equestrian camping area beginning and ending along an existing cleared road within this area. Parking will be provided along the existing road for day users while the new road will provide access to the equestrian camping area. Finally, a third access road will be used only for maintenance of the ROPES Course elements and will follow the path of an existing access path starting at the 75’ gas easement and running east through the wetlands to the ROPES Course area. All roads that impact wetlands will be properly permitted and mitigated.

Landscaping

The Park’s proposed flora systems shall consist of native species identified by the Miller Legg report such as the Palmetto Prairie, Pine Flatwoods, Streams and Waterways, Mixed Wetland Hardwoods, Hydric Pine Savanna, and Freshwater Marsh. Prior to installing any landscaping, a conceptual landscape drawing shall be prepared by a licensed Landscape Architect or Engineer. The conceptual landscape plan showing proposed typical planting programs for both wetland restoration and upland restoration of disturbed areas will be created as part of the

initial phase of development. All proposed parking areas shall be shaded by either existing or proposed native trees. Landscape restoration will be implemented in conjunction with the site improvement it supports. For general exotic plant removal and wetland restoration unassociated directly with a program element, the landscape restoration shall occur at the same time as the adjacent major program element. See Section VI for the time frame and estimated cost.

Wetland Buffer Mitigation

Approximately 2/3 of the subject property is located within the 100 year Flood Zone and contains remnants of native wetland vegetation. The City's design and construction of the subject property shall protect a significant amount of the wetlands by addressing hazard mitigation principles such as: wetland avoidance, wetland restoration, nutrient containment, native plant selection, and possibly filling in the north-south drainage canal to restore the site's natural drainage flow to the southeast. HUD's 100-year floodplain locating the subject site is provided in **Exhibit "0"**. (FCT review Comment #713).

Parking

Public parking will be dispersed throughout the Project Site in small lots providing direct access to the following major facilities: 1) Welcome Center, 2) Campground and Observation Tower and 3) Trailhead Interpretive Museum and Equestrian Campground. The parking design shall be stabilized crush rock or an alternative pervious geo-cell to be determined at time of final design except for the Welcome Center. The Welcome Center parking will be concrete to withstand the frequency of expected use and to minimize petroleum leachate into the wetlands. Each parking area shall generally not exceed ¼ acre in size or 25 parking spaces. An average 25' foot buffer shall be provided between the parking lots and the adjacent wetlands. One 12' wide handicap space with a 5" walkway shall be provided in each lot adjacent to the major activity with an ADA accessible trail to the major activity. **Section VI** in this Report identifies the Time Schedule to construct each element and their estimated construction and maintenance cost.

On-Site Security Personnel

With the installation of a Welcome Center and potential overnight camping residents, the need for on-site security may evolve. The Management Plan reserves the option to allow for over-night security residency on-site. Any rent that may be charged for such residency will be treated as program revenue and remain dedicated for the maintenance of park facilities. The residency, if implemented, would be located at one of the camp locations.

Proposed Stormwater Facilities

The development of the Project Site will require the storage and treatment of stormwater runoff from developed facilities such as the parking areas, Welcome Center, and other impervious surfaces. In addition, the Project Site has already been altered from its historical drainage pattern by the construction of Interstate 95 which forms the eastern boundary of the site and the construction of a north-south drainage ditch through the property. With the development of Interstate 95, the natural flow of water to the south and east was impacted. A 30" drainage pipe was laid under the interstate to help maintain this historical flow. A lack of maintenance and the construction of a berm on private property on the east side of the interstate have hindered the effectiveness of this pipe. The FDOT has cleared the 30" pipe and reshaped the approach swales. The City of Fellsmere and FDOT will further improve the outfall east of I-95 as part of the construction of the rail trail overpass. The City of Fellsmere has obtained a commitment from the property owner to further improve the flow east to the Sebastian River as part of a development plan being consider for their property. This effort will help to restore a historical balance of wetlands and uplands across the Project Site and increase natural water flow eastward.

The stormwater system to be designed for the new program elements on the Project Site will be designed to provide open space or wildlife habitat values through native plantings and low impact designs. For environmental protection purposes, a swale and nutrient berm shall be placed around each parking facility and along the stabilized road to be constructed along the western edge of the Florida Gas Transmission easement.

The removal of the existing north-south ditch will be investigated as part of the permitting process. If the benefits of such activity can be ascertained and funding identified, the City may fill in this ditch to further restore the native conditions of the site. A large portion of this ditch falls on private property that is the 10-acre outparcel.

Education Signs

Interpretative signs describing the specific types of flora and fauna that may be viewed in the Project Site and the adjacent 22,000 acre St. Sebastian River Buffer Preserve will be placed along the new interpretive nature trail, at the Welcome Center, Interpretive Museum, and at the base and deck of the proposed Observation Tower. An informative kiosk will be placed along the Rail-Trail at the Park's interconnection with the SSRBP for visitors to learn more about the Park's natural and historical significance. There, visitors may also pick up and read information regarding both the SSRBP and the Trailhead Preserve's outdoor recreational benefits. Educational signs will also be placed along the fitness trail describing how to perform each element and presenting information on the specific health benefits of each activity. **Section VI** in this Report identifies the Time Schedule estimated to be required to obtain the funds, design and construct each of the Park's elements and their estimated construction and maintenance cost.

Education Program

At least 12 environmental and/or historical education classes or programs will be taught per year at the project site. The classes will be held at the proposed Trailhead Welcome Center/Interpretive Museum or along the interpretive nature trails, raised boardwalks and at the Observation Tower. The City will manage the program and will partner, if feasible, with either trained educator(s) or resource professionals to help conduct the classes. The programs shall be scheduled to begin within one year after construction of the Welcome Center/Interpretive Museum .

Utilities such as Water, Sewer, Electric, and Natural Gas

Numerous utilities will be needed to serve the project site. Water and Sewer are provided by the City and will be required to service the bathrooms/showers to be located adjacent to the Campground and Equestrian Campground program elements. Water will also be extended to serve each individual equestrian camp site; whereas, a shared water source will be used for the tent camp sites. Electric is provided by Florida Power and Light and will also serve the two camp site areas as well as the Welcome Center, Interpretive Museum, and picnic and playground areas. Finally, natural gas runs through the site via the two national pipelines that run through the Florida Gas Transmission easement. Natural gas will not be available to the site until City Gas is able to fund a pressure reducing station to provide service to the site and adjacent properties. On-site use of natural gas may be for public grills and the heating and cooling needs of the Welcome Center and Interpretive Museum.

Connection to the national gas lines will occur within the Project Site. Transporting natural gas from the wellhead to the final customer involves several physical transfers of custody and multiple processing steps regulated by the Pipeline Hazardous Material Safety CFR 49 - 191, 192 & 195. In this particular case, Florida Gas Transmission (FGT) provides the national transmission pipeline within the existing 75' FGT easement under a pressure of 900 pounds per square inch (psi). Peninsula, the firm seeking the proposed easement,

branches off the mainline natural gas pipeline under a pressure of about 500 psi to serve a specific service area. Final customers are then serviced by AGL Florida City Gas at a distribution pressure of about 60psi. Until this final pressure reduction can be funded, natural gas will not be available on site.

Design of proposed natural gas regulating station

Peninsula Pipeline will construct a gate/regulator station controlling the flow and reducing the pressure of gas as stated above. A valve to permit operation during an emergency that might preclude access to the main pipeline is required. The location of this valve proximate to FGT's national lines is critical to minimize the extent of high pressure gas lines (900psi) prior to the gate station. The proposed station will be constructed adjacent to the FGT easement immediately south of the Rail-Trail to provide pressure and flow control and meet the proximity requirement. The Engineering Standard for natural gas enclosures requires a 6-foot tall, galvanized steel, chain link fence with 12-inch top barbed wire extensions to prevent access by unauthorized persons for safety and security in accordance with Federal regulations. The fence around the station must have at least two gates located so as to provide a convenient opportunity for escape to a place of safety and must open outward when occupied from the inside without a key. Gates will remain locked and secured when the station is not occupied. The proposed location of the natural gas facilities/easement is provided on the Master Site Plan, Exhibit G.

Proposed native planting buffer around perimeter of regulating station

A native landscape buffer will be provided around the perimeter of the fenced area securing the above ground elements. The natural gas provider and easement holder will be required to maintain this buffer in perpetuity and replace as needed. The buffer will consist of a double row of Wax Myrtle standards at 6' overall height and 4' spread at time of installation with a maximum spacing of 3' on center. Between the wax myrtle along the front row will be saw palmettos installed at 24" minimum height. The design of the proposed buffer, by using native plants found throughout the property, will blend in with the surrounding habitats more seamlessly and will provide full screening to the regulating station. The required gate access points will be screened with artificial screen hedge slats that will provide a soft green appearance. There will be two gates. A 12' gate facing west and accessed from the existing FGT easement and a 4' gate accessed from the rail trail.

Impacts and Mitigation of Natural Gas Facilities/Easement

As stated earlier, the natural gas lines will be located within an area planned for other supporting infrastructure and will not create any additional impacts to the native habitat within the Preserve or in any way reduce the planned recreational or passive use of the site except for the minor impacts associated with the location of the above ground facilities. The above ground facilities will be located in an approximate 50'x60' easement at the southeast corner of the intersection of the rail trail with the existing Florida Gas Transmission easement and will be mitigated through the provision of the native buffer as presented above. The linear easement for the underground pipeline will be co-located along the new north-south road and utility corridor proposed to serve the northwest equestrian campground and then turn east down the Rail-Trail. As a mostly underground facility, its presence will not reduce the use and enjoyment of the park and will be fully screened from view by native vegetation. Additional public benefits will be provided by the natural gas provider in the form of the following: 1) compensate FCT and Indian River County for the value of the easement areas; 2) clear and raise to grade the new north-south access road within a 30' utility and roadway corridor from the south end of the project site to the Rail-Trail; 3) clear and return to grade a 20' swath along the Rail-Trail east of the 75' wide FGT Easement; and 4) pay for all costs associated with the approval, permitting and easements for their needs.

The total area of the 30' wide north-south access road and the 20' wide east-west Rail-Trail is approximately 1.71 acres along its stretch that shares the natural gas facilities. Again, this area will be impacted by this amount regardless of whether the natural gas facilities are developed in these same corridors. The only

additional impact is that created by the 50'x60' gate/regulating station. This additional impact will be fully mitigated as required by state and federal permitting requirements.

Permits

The City anticipates permits for the Project Site's proposed improvements will be required to be issued from the St. John Water Management District, ACOE, Florida DEP, FWC, and Indian River County.

Easements, Concessions, and Leases

Railroad ROW

A 100' wide abandoned Railroad ROW transverse through the site east to west. Since this ROW is no longer valid as the ownership is now part of the 88-acre Project Site, there are no legal encumbrances on this portion of the property. However, this strip of land contains the rail bed of the Trans-Florida Historic Railway, and consistent with Indian River County's Master Greenway Plan, the City of Fellsmere's Master Greenway Plan, and the Conceptual Master Plan accompanying the grant application for the purchase of this site through Florida Communities Trust, the historic rail bed will be utilized to construct and link a multi-use greenway trail into the adjacent SSRBP and across I-95 to continue the Rail-Trail east linking to other conservation and recreation opportunities.

Gas Transmission Easement

A 75' wide Florida Gas Transmission easement transverses the site from north to south. This easement is still in force and will likely remain in force in perpetuity as the easement is developed with underground natural gas transmission lines. As part of the development of the gas transmission lines, an access path has been constructed within the easement limits. The Conceptual Master Plan accompanying the grant application for the purchase of this site through Florida Communities Trust envisions this road as one of the primary entrances to the project Site. As indicated earlier though, this path will only be used for pedestrian and bicycle access as safety precautions preclude the continued use by automobiles. Vehicular access north-south across the Project Site will be provided via the new access road to be constructed just outside of the FGT easement along its western edge.

Peninsula Pipeline Underground Natural Gas Easement

As discussed above, natural gas is available at the site via the two national pipelines that run through the Florida Gas Transmission easement. City Gas in partnership with Peninsula Pipeline will be connecting to one of these national pipelines to provide service to the site, adjacent properties and the north county area in general. Peninsula Pipeline will construct a gate/regulator station at the southeast corner of the intersection of the Rail-Trail and the FGT easement within a 50'x60' easement and then extend underground natural gas lines east to I95 and south to CR512 within a 5' wide linear easement. The proposed location of the natural gas facilities/easement is provided on the Master Site Plan, Exhibit G.

As a public benefit for granting the easement, the Peninsula Pipeline will design and permit all wetland impacts associated with their facilities and the additional areas to accommodate the full 30' width of the proposed north-south road and 20' width of the Rail-Trail. In addition, they will clear these full widths along both alignments and will raise the grade of the north-south road to the elevation 26.0MSL and return the grade of the Rail-Trail to its current elevation. This will allow the access road to be fully functional immediately upon completion. Peninsula Pipeline will also reimburse all parties for the value of the permanent 5' linear easement and 50'x60' gate/regulating station easement and maintain a native buffer as presented above in perpetuity to screen the above ground facilities.

SJRWMD/ACOE Easements

As development occurs on site and minor wetland impacts are permitted, the permitting agencies require placement of a conservation easement on the property. The conservation easement is specific to the wetland areas being set aside in perpetuity as mitigation for the permitted wetland impacts. To date, three such easements have been placed on the property in conjunction with the following three permits: SJRWMD #129305-1; SJRWMD #129305-3; and ACOE #SAJ-2012-00331. These permits have placed 28.92 acres, 1.11 acres and 3.0 acres, respectively, as perpetual natural areas wherein no future park development or wetland impacts may occur.

Concession Agreements

At the present time, the City contemplates issuing either a lease or concessions agreement with a private provider to provide services at the Welcome Center/Interpretive Museum and educational classes at the Project Site. A concession agreement is also anticipated for the operation of the ROPES course to allow the public to utilize the ROPES Course through reservation. The City anticipates selecting a trained and qualified vendor whom the public can schedule use of the ROPES Course with a 24-hour notice. A nominal fee shall be charged for use of the ROPES Course to help defray the cost of maintaining the facilities and to cover the expense of the trained course operator, which is required for safe enjoyment of the facilities.

The City will forward to FCT for their review and approval any proposed easements, leases or concessions within the Project Site prior to execution. The City will provide 60 days prior written notice and information to FCT regarding and sale or lease of any interest, the operation of any concessions, any sale or option to buy things attached to the Project Site, the granting of any management contracts, and any use by any person other than in such person's capacity as a member of the general public except that use of the ROPES Course by public or private entities (corporate retreats, ROTC programs, non-profit groups, schools, etc.) scheduled in accordance with the same reservation requirements as the general public shall be exempt. The City commits to place any fees collected on the Project Site in a separate account to be used for the upkeep and maintenance of the Project Site.

Americans with Disability Act/Building Code Compliance

Public access to the Project Site will be provided in compliance with all applicable state and federal construction and access standards including the Americans with Disability Act. The City will make every reasonable effort to ensure that the Project Site is accessible and useable for disabled persons with a special emphasis on access for disabled children to allow them to participate in environmental education and recreational activities on the Project Site.

SECTION V – MANAGEMENT NEEDS

Coordinated Management with the St. Sebastian River Buffer Preserve State Park

The City of Fellsmere recognizes the need to coordinate the Project Site's natural environmental resources with the adjacent SSRBP. (See **Exhibit B Public Lands Map** showing the project and other public or conservation lands within a 3 mile radius). The City met with representatives from the SSRBP twice to receive their input before preparing the initial Management Plan. At that time the SSRBP Representatives agreed to the following:

- Coordinate the east/west Rail Trail Greenway connection to the SSRBP with FDEP;
- Participate in the Project Site's ongoing Technical Working Group;
- Review the draft Management Plan for technical input;
- Provide coordinated "prescribed burn" assistance ; and
- Provide ongoing environmental coordination as needed.

The City of Fellsmere agreed to coordinate management of the Project Site with other adjacent land managers as follows:

1. The preservation and development of any outdoor recreation facilities (such as the equestrian campgrounds, required stormwater drainage and the Rail Trail Greenway connection to the SSRBP) will be coordinated with Indian River County and pertinent state and regional entities. Coordination activities and partners include the following:
 - a. The Florida Fish and Wildlife Conservation Commission to avoid impacts to listed species.
 - b. The St. John Water Management District and Department of Environmental Protection to ensure that development of the Project Site is done in a manner to protect or improve water quality and protect listed species.
 - c. The Division of Forestry and the Conservation Commission on the protection of natural resources.
 - d. The Florida Natural Areas Inventory (FNAI) on the recording of any listed species.
 - e. Indian River Historical Commission to develop historical informational markers for the interpretive museum and old Trans-Florida Central Railway, Rail Trail Greenway.
 - f. Florida DEP for permitting all water and sewer service to the program elements.

As part of the ongoing implementation of the Management Plan, the City will request that all regulatory and related agencies assist in the development of strategies to protect and manage the resources and remove/maintain the exotics on the Project Site. The State has agreed to permit the City to open the gate at their common property line every morning and close at dusk to permit public access into the SSRBP. The City will, as part of the final design for the pertinent phase of the Project Site, meet with representatives of the SSRBP and review possible existing and proposed shared facilities to manage the environment on the project site and to finalize the trail connection locations and legal lease agreements. (FCT review Comment #14).

The project site is located within a Strategic Habitat Conservation Area (SHCA). Listed species habitat will be enhanced by the City in two primary methods:

1. Burn Plan
2. Restoring the project site's natural drainage flow to the east and south which will also enhance the natural drainage of the adjacent St. Sebastian Buffer State Park (FCT review Comment #7).

Components of the outdoor recreational facilities planned for the Project Site were specifically selected due to both their compatibility with and ability to provide enhanced public access into the adjacent SSRBP. The proposed stabilized road will provide access into the Project Site. Comments from adjacent public land managers regarding the proposed Management Plan are located in **Exhibit L**.

Proposed Linking sections of the Greenways Together

The project site includes the old rail bed of the historic Trans-Florida Central Railway. The development and management of the Project Site shall be coordinated with the agencies managing the Trans-Florida Central Railway Trail to ensure the Project Site is managed as part of a linked land-based regional trail system. Robert S. Carr, Archeologist, prepared a Phase 1, Site Historical Survey of the subject property and the following information was sent to the City in a letter dated April 25, 2007 as summarized below:

“8IRII83 Dinky Line (Fellsmere Railroad) Bed

The remnants of the Fellsmere RR grade traverse the subject parcel (east to west). The railroad was built in 1885 and was eventually abandoned. The ties were removed but the grade still (Rev. 6.1) exists. The Florida Master Site File Form for this site was recently revised to encompass a 2.5

mile transect of the railroad line that includes the segment within the subject parcel. The site is considered potentially eligible for listing in the National Register of Historic Places.”

The Trans-Florida Central Railway bed will provide the continuity to link east and west portions of Indian River County together and further Indian River County, its Historical Society and City’s trails and greenway major Goals. See Exhibit #I for a copy of the County’s adopted Greenway Map identifying the need to preserve the Trans-Florida Central Railway Corridor for multi-use greenway purposes. (FCT review Comments #15). As mentioned earlier, FDOT and the Indian River Metropolitan Planning Organization have approved Transportation Enhancement funding to construct a pedestrian overpass along the Rail-Trail alignment and to permit the approval of the continuation of the trail through the SSRBP.

If during land clearing or ground disturbing activity, a historical resource is discovered, the City will stop the specific operation and notify the Division of Historical Resources immediately if evidence is found to suggest an archaeological or historic resource at the project site. The City shall take appropriate measures to protect the resources and request an archeologist to inspect the area of the site again. (FCT review Comments #8-#9)

The City’s management of the archaeological and historic resources shall comply with the provisions of Chapter 267, Florida Statutes specifically Sections 267.061 2(a) and (b). (FCT review Comments #11) The collection of artifacts or the disturbance of archaeological and historic sites on the project site will be prohibited unless prior authorization has been obtained from the Department of State, Division of Historical Resources. (FCT review Comments #10)

The City intends to safely connect the Project Site’s multi-use greenway trail (former rail bed) to its eastern counterpart on the other side of the I-95 Highway in two manners:

- Connect the Greenway trails on both sides of I-95 by the new concrete sidewalk being constructed beneath Interstate 95 (I-95).
- Construct in the future an ADA approved multi-purpose bridge over I-95 in the Rail Road ROW to link the ends of the trails together. (FCT review Comments #16)

Indian River County adopted a Greenway Resolution that develops a comprehensive non-motorized greenway system to link the St. Sebastian Inlet along the Atlantic Ocean at the eastern side of the County west to the State’s Buffer Preserve Park and the City of Fellsmere. The Project Site will be directly linked into the County’s adopted Greenway Corridor. By purchasing the Project Site, Indian River County is able to further its plan to link conservation and recreation lands and trails throughout the area.

The Project Site shall be managed as part of a community-wide recreational trail system that connects the Project Site with other parts of the community and promotes alternative modes of transportation to enhance the County’s eco-tourism opportunities.

The City will coordinate with Indian River County to determine the design and implementation of the regional rail-trail greenway in the Project Site and into the State’s Buffer Preserve. Representatives from Florida DEP Land Management are assisting the City to insure that the Greenway Trail, the trailhead facilities and the equestrian campgrounds are compatible with and further the State’s goals for purchasing the SSRBP and protecting its natural resources. A letter from FDEP shall be obtained approving linking the SSRBP to the Project Site and will be attached as **Appendix 3**. The City will keep all development activities at minimum of 75’ away from the Buffer Preserve’s boundary lines (the Protection Zone).

Future Required Interlocal Agreement(s)

The City shall send to FCT a copy of any proposed Interlocal Agreement(s) thirty days before the City's execution that will be required to set forth the fiscal and management responsibilities of the City, County and/or adjacent SSRBP. (FCT review Comments #20)

Ecological Wildlife Corridor

Exhibit I.1 depicts the Project Site's relationship to the adjacent Indian River County Greenway Trail and the St. Sebastian River Buffer Preserve State Park. The Project Site shall provide opportunities for birds and small wildlife to travel from the SSRBP into the 88-acre Fellsmere Trailhead Preserve. The City shall continue implementing and coordinating resource protection activities and management efforts among local, regional and state agencies by holding regular technical working group meetings with representatives from all of the stated Agencies listed in Section VIII.

Optimal Boundary

There is a single 9.99 acre commercial outparcel adjacent to CR 512 located close to the center of the Park's south property line lying within unincorporated Indian river County. This outparcel could be purchased by the public to help square off the Park and prevent future negative commercial impact to both the State's and City's Preserves. The Project Site's environmental management will be protected by removing the possibility of adding future pesticides and urban runoff from this adjacent outparcel of land and the encroachment of incompatible uses with the conservation and recreation values of the Preserves. (See **Exhibit J, Optimal Boundary Map.**)

Public Involvement

The City of Fellsmere held the following discussions with applicable regulatory land managers, public meetings and public hearings to obtain public involvement and local government participation in the development of the initial Management Plan:

- City Commission Public Hearing to review proposed Conceptual Master Plan;
- County Commission Public Hearing to review proposed Conceptual Master Plan and request for 10% of acquisition cost;
- Indian River County's Land Advisory Acquisition Committee Public Hearing to review proposed Conceptual Master Plan and request for 30% of acquisition cost;
- Indian River County's Conservation Advisory Committee Public Hearing to review proposed Conceptual Master Plan and request for environmental technical assistance;
- Public Meeting with FDEP and SJRWMD regulatory managers prior to completing Management Plan; and
- Preliminary review of the Master Plan by the SRWMD.

As part of the first major update to the Management Plan, the City of Fellsmere held additional discussions with applicable regulatory land managers and conducted additional public meetings and public hearings to obtain public involvement and local government participation in the development of the updated Management Plan as summarized below:

- City Commission Public Hearing to review revised Conceptual Master Plan;
- Meetings with FDEP and SJRWMD regulatory managers prior to completing Management Plan update; and
- Preliminary review of the Master Plan by the SJRWMD.

As part of the second major update to the Management Plan, the City of Fellsmere held additional discussions with applicable regulatory land managers and conducted additional public meetings to obtain public involvement and local government participation in the development of the updated Management Plan as summarized below:

- City Commission Public Meeting to approve revisions to conceptual Master Plan and Management Plan.

As part of the third major update to the Management Plan, the City of Fellsmere held additional discussions with applicable regulatory land managers and conducted additional public meetings to obtain public involvement and local government participation in the development of the updated Management Plan as summarized below:

- City Commission Public Meeting to approve revisions to conceptual Master Plan and Management Plan.

Public comments and concerns expressed

See Exhibit M for relevant correspondence, minutes, etc. for both the initial development of the Management Plan and the first major update.

Identification of maintenance required for the upkeep of the project.

The following activities are identified as main tasks for the grounds maintenance facilities maintenance for this project:

- Landscape Maintenance
- Mowing
- Natural Areas Preservation and Exotic Invasion Plant Eradication
- Trash and Litter Clean Up
- Paved Areas Sweeping
- Building Maintenance
- Janitorial Services
- Waste Removal
- Lighting and Electrical Maintenance
- Utilities Maintenance
- HVAC System Maintenance
- Maintenance Management and Supervision

The City will remove or enter into agreements with third parties to remove trash on Project Site and use County employees, volunteers and community groups to keep the Project Site clean and ensure the upkeep of facilities.

Security

The City of Fellsmere Police Department Staff and City Staff will provide security on the Project Site. Security measures to be implemented to protect the Project Site and the public from vandalism, theft or assault, include:

- natural landscape barriers along the adjacent property lines, wherever feasible;
- regular police patrols; .
- gated entrance at CR 512;
- construction plan review for certified Crime Prevention through Environmental Design (CPTED);
- maintain front portion of site along CR 512 open for view by maintaining all vegetation between the heights of 3' to 8' for police security and public viewing;
- maintain a fence on all sides of the property;.

- park rules and hours of operation will be clearly displayed at the Park's entrance(s).

The City does not anticipate having staff on site at all times but rather on site as services are required. Staff will be provided by the City and various community organizations on the Project Site during the special events and educational programs conducted on the site. Indian River County has also been requested to provide environmental technical assistance to the Preserve. After the project is completed, the City anticipates it will need one part time director and between 3 to 5 volunteer staff members to operate the welcome center on the project site in accordance with this Plan's educational and other required management objectives. The City's Public Works Department will maintain the outdoor area of the project site.
(FCT review Comments #17)

Given the added security needs of the Welcome Center, the City will consider the installation of a modern security system at the building to deter would be criminal activity and notify appropriate agencies about unauthorized entry.

Finally, with the installation of a Welcome Center and potential overnight camping residents, the need for on-site security may evolve. The Management Plan reserves the option to allow for over-night security residency on-site. Any rent that may be charged for such residency will be treated as program revenue and remain dedicated for the maintenance of park facilities. The residency, if implemented, would be located at one of the camp locations.

SECTION VI - COST ESTIMATES, PROJECT SCHEDULING FOR 2008 TO 2015 AND FUNDING SOURCES

The following tables provide preliminary cost estimates of the project elements and a proposed phasing schedule through project completion. With the revisions to this Management Plan dated December 2015, the City has adjusted the implementation phases to coincide with the actual implementation that has occurred to date and the new expected phasing going forward. At this time, the City has secured funding for five phases: 1) through a Land and Water Conservation Fund (LWCF) grant for the picnic area and playground; 2) direct allocation in partnership with the Florida Institute of Technology for the ROPES Course; 3) through a Scenic Byway Grant for the Welcome Center; 4) through a Recreation Trail Program grant for an ADA compliant trail along the former railway alignment as part of the North Regional Greenway; and 5) through a second LWCF grant for a lake amenity with fishing pier, public restroom, boardwalks, playground enhancements, outdoor classrooms and additional trails. The first three phases have been completed; the City anticipates completing the fourth and fifth phases by 2018. The balance of the Management Plan improvements are anticipated to be completed through continued grant funding, local contributions, and partnerships by 2020. However, given the uncertain nature of grant funding, the proposed phasing plan shall serve as a guide in seeking future grant funding but shall not preclude the receipt of grants and the construction of project elements in different groupings or at different times than shown herein. Likewise, the preliminary cost estimates should not be considered to be project limiting budgets. As major amendments to the *Management Plan* are warranted, an update to the preliminary cost estimates and phasing schedule shall be provided.

Where phases have been completed, the timeline is simply reflected as "Complete" and the costs figures are still estimates. Final cost figures and construction timeframes for completed projects can be obtained through the City of Fellsmere accounting records.

SECTION VI - COST ESTIMATES, PROJECT SCHEDULING AND FUNDING SOURCES

PRE-PHASE – Pre-Construction Tasks

Description	Days	Start	Timeframe	Budget	2015	2016	2017	2018	2019	2020	2021	2022
Grant Writing for Construction Funds	2258	Jan 2007	Ongoing	TBD								
Archeological Survey	90	Jan 2007	Complete	Complete								
Interagency Coordination/Comments	2258	Jan 2007	Ongoing	0								
Annual Stewardship Report	240	Dec 2007	Annually	0								
Amend Future Land Use Designation	365	Jan 2011	Complete	Complete								
Plant/Animal Surveys	30	Feb 2011	As needed	Complete								
Soils & Misc. Testing	45	Feb 2011	As needed	Complete								
Amend Zoning Designation	60	Jan 2011	Dec 2011	Complete								
Site Survey	45	Feb 2011	As needed	Complete								
Construction Drawings	180	Jan 2011	As needed	\$50,000								
Public Meetings/Comments	180	Jan 2011	As needed	0								
Permitting	180	Mar 2011	As needed	Complete								
Select GC/SubContractors (RFP / Award)	180	May 2011	As needed	Per Phase								

Rev. 6.2

PHASE I – ROPES Course & Acknowledgement Sign

Phase I shall generally include the ROPES Course and Acknowledgement Sign along with required supporting elements for the area bounded on the east by eastern property limits, on the west by the gas maintenance easement, on the south by the Rail Trail Greenway, and the north by the northern property limits. The stabilized access will extend from CR-512 to the parking area.

Description	Finish	Budget
Land Clearing & Filling	Complete	\$60,000
Storm Water Detention Area	Complete	\$25,000
Stabilized Access	Complete	\$50,000
Parking	Complete	\$56,000
Rail Trail Greenway	Complete	\$24,000
Fitness Trail with Signage	Complete	\$20,000
Boardwalks	Complete	\$287,000
ROPES Course High Elements	Complete	\$250,000
ROPES Course Low Elements	Complete	\$125,000
Exotic Animal/Plant Removal	Complete	\$45,000
Entrance Sign with FCT Recognition	Complete	\$20,000
Benches/Garbage Cans	Complete	\$10,000
Wetlands Restoration	Complete	\$25,000
Upland Restoration	Complete	\$65,000
Construction Management	Complete	\$176,000

Funding Source: Florida Institute of Technology in partnership with the US Army and the City of Fellsmere with partial funding from the Land Water Conservation Fund.

PHASE II – Wetland Overlook, Adventure Park, Picnic Area, and Interpretive Trail (portion)

Phase II shall generally include the wetland overlook, adventure park, picnic area, and interpretive trail (portion) along with required supporting elements for the area bounded on the east by the eastern property limits, on the west by the western property limits, on the south by the most southerly location of the program element to be installed in this phase, and the north by the Rail Trail Greenway. The stabilized access to this phase will have been installed in Phase 1.

Description	Finish	Budget
Land Clearing and Filling	Complete	\$60,000
Storm Water Detention Area	Complete	\$5,000
Parking	Complete	\$56,000
Wetland Overlook	Complete	\$75,000
Picnic Pavilion	Complete	\$28,000
Adventure Playground	Complete	\$75,000
Boardwalks	Complete	\$50,000
Horseshoe Pit	Complete	\$ 500
Benches/Garbage Cans/Bike Racks	Complete	\$5,000
Interpretive Trail with Signage	Complete	\$20,000
Wetlands Restoration	Complete	\$15,000
Upland Restoration	Complete	\$35,000
Exotic Animal / Plant Removal	Complete	\$25,000
Landscaping	Complete	\$20,000
Signage	Complete	\$10,000
Construction Management	Complete	\$100,000

Funding Source: Land and Water Conservation Fund and the City of Fellsmere

PHASE III – Trailhead Welcome Center

Phase III shall generally include the Trailhead Welcome Center along with required supporting elements for the area bounded on the east by the eastern property limits, on the west by the western property limits, on the south by southerly property limits, and the north by the Rail Trail Greenway. Phase II will also have been completed within this general area of the Phase III limits.

Description	Finish	Budget
Land Clearing and Filling	Complete	\$60,000
Underground Utilities (Water/Sewer)	Complete	\$30,000
Storm Water Detention Area	Complete	\$5,000
Parking	Complete	\$56,000
Trailhead Welcome Center	Complete	\$375,000
Wetlands Restoration	Complete	\$35,000
Upland Restoration	Complete	\$35,000
Exotic Animal / Plant Removal	Complete	\$25,000
Landscaping	Complete	\$20,000
Signage	Complete	\$10,000
Construction Management	Complete	\$100,000

Funding Source: National Scenic Byway Grant and the City of Fellsmere

PHASE IV – Rail Trail

Phase IV shall generally include the Rail Trail along with required supporting elements. The stabilized access will have been installed in Phase III as would the main utility leaders into the site.

Description	Days	Start	Finish	Budget	2013			2014			2015			2016			2017			2018			2019			2020							
Land Clearing and Filling	30	Oct 2017	Dec 2017	\$10,000																													
Storm Water Detention Area	30	Dec 2017	Jan 2018	\$5,000																													
Benches/Garbage Cans/Bike Racks	30	Jul 2018	Jul 2018	\$5,000																													
Interpretive Trail with Signage	60	Jun 2018	Jul 2018	\$50,000																													
Wetlands Restoration	60	Jul 2018	Aug 2018	\$5,000																													
Upland Restoration	60	Jul 2018	Aug 2018	\$5,000																													
Exotic Animal / Plant Removal	30	Dec 2018	Apr 2018	\$5,000																													
Landscaping	30	Jul 2018	Aug 2018	\$5,000																													
Signage	30	Jul 2018	Jul 2018	\$5,000																													
Construction Management	330	Oct 2017	Aug 2018	\$5,000																													

Funding Source: Recreational Trail Program Grant and the City of Fellsmere

PHASE VI – Equestrian Camp, Campground, Trailhead Interpretative Museum and Final Portion of Interpretive Trail

Phase VI shall generally include the Equestrian Camp, Campground, Trailhead Interpretive Museum, Observation Tower and the final portion of Interpretive Trail along with required supporting elements for the area bounded on the east by gas line maintenance easement, on the west by the western property limits, on the south by the Rail Trail Greenway, and the north by the northerly property limits. The stabilized access to this phase will have been installed in Phase 1 as would the main utility leaders into the site. This phase includes the final western half of the Rail Trail Greenway.

Description	Days	Start	Finish	Budget	2017			2018			2019			2020			2021			2022		
Land Clearing & Filling	20	Jun 2018	Jul 2018	\$60,000																		
Underground Utilities (Water/Sewer)	20	Jun 2018	Jul 2018	\$50,000																		
Storm Water Detention Area	20	Jun 2018	Jul 2018	\$25,000																		
Equestrian Camp	45	Jul 2018	Aug 2018	\$50,000																		
Trailer Parking	30	Jul 2018	Aug 2018	\$56,000																		
Equestrian Trailhead	90	Jul 2018	Sep 2018	\$200,000																		
Campground	30	Aug 2018	Sep 2018	\$40,000																		
Observation Tower	30	Jul 2018	Aug 2018	\$100,000																		
Interpretive Trail with signage	30	Sep 2018	Oct 2018	\$25,000																		
Boardwalks	30	Sep 2018	Oct 2018	\$25,000																		
Exotic Animal/Plant Removal	60	Jul 2018	Sep 2018	\$25,000																		
Landscape	30	Nov 2018	Nov 2018	\$5,000																		
Public Restrooms	30	Sep 2018	Nov 2018	\$50,000																		
Benches/Garbage Cans	20	Nov 2018	Nov 2018	\$5,000																		
Wetlands Restoration	60	Oct 2018	Nov 2018	\$25,000																		
Upland Restoration	60	Oct 2018	Nov 2018	\$25,000																		
Construction Management	120	NTC	Nov 2018	\$100,000																		

Funding Source: Anticipated to be Florida Recreation Development Assistance Program, Recreational Trail Program and the City of Fellsmere

PHASE V – Ongoing

Description	Budget
Ongoing Reporting	On Going
Interagency Mgt. & Outdoor Recreation Coordination	On Going
Photo Monitoring	On Going
Educational Programs	On Going
Water Quality or Hydrological Improvements	On Going
Prescribed Burn Plan	On Going
Final Reporting	On Going

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Funding Sources: Grants, Developer donations, Loans and City’s Capital and CRA Improvement Programs

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SECTION VII – PRIORITY SCHEDULE

The priority elements for developing the Park will be based upon the desires and constraints of the funding sources. Many grants in which the City would be eligible to apply to the Project Site require funds to be spent or provide incentives to spend funds on specific elements. For example, the funding source to be used for the development of the ROPES Course can only be used for these facilities. Likewise, funds from the Land and Water Conservation Fund or Florida Recreation Development Assistance Program have different funding priorities than the National Scenic Byway funds. In this regard, the order of develop or phasing of the development plan will largely be dependent upon the award of grant funds. At time of this first amendment to the Management Plan, the City has been awarded a Land and Water Conservation grant for further development of trails and park amenities. The priority for local funds will be to ensure required matches for current and future anticipated grant awards. For all grant awards and as part of each phase of development the activities will include removal of exotic vegetation and restoration of upland and wetland communities upon completion of construction. At this time, the site is completely secured with fencing and a locked gate at CR512.

SECTION VIII – MONITORING AND REPORTING

An Annual Stewardship Report, due on October 30th (FCT review Comments #19) of every year, will be compiled by The City of Fellsmere and submitted to both Florida Communities Trust and Indian River County. The Annual Report will include a review of the provisions of this management plan and will serve to update the resource inventories for the property n file with FCT. To provide an annual progress assessment, the Annual Report will provide numerical descriptions, where possible, of progress made in the meeting management objectives of this plan, such as acreage and percentage figures for exotic plant removal, native plant restoration, etc. The City of Fellsmere will forward listed species information to the Florida Natural Areas Inventory on appropriate forms, concurrently with filling the Annual Report.

Through the annual reports or by separate correspondence, The City of Fellsmere will request written approval for revision of the management plan from FCT. No site alterations or physical improvements that are not addressed in the approved management plan will be initiated without prior approval or plan revision.