

*Scenic Resources*

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

**View Types**

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

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

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

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

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



*Historic Community Center: Downtown Lake Wales*



*Rural Residential*



*Citrus Agriculture*



*Cattle Grazing*

### Significant Vistas

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

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

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

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

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

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



*Views of Lake Gordon in Lake Hamilton*



*Views of Lake Marie in Dundee*



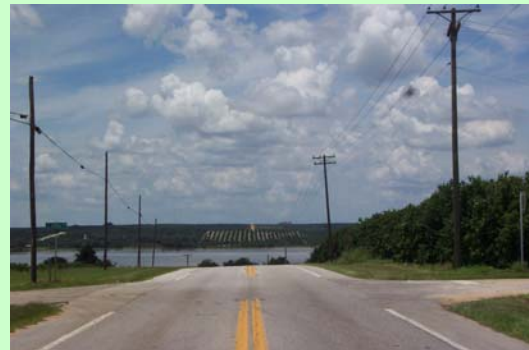
*Views of Bok Tower*

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



*View near Windy Hill near Hillcrest Heights*

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

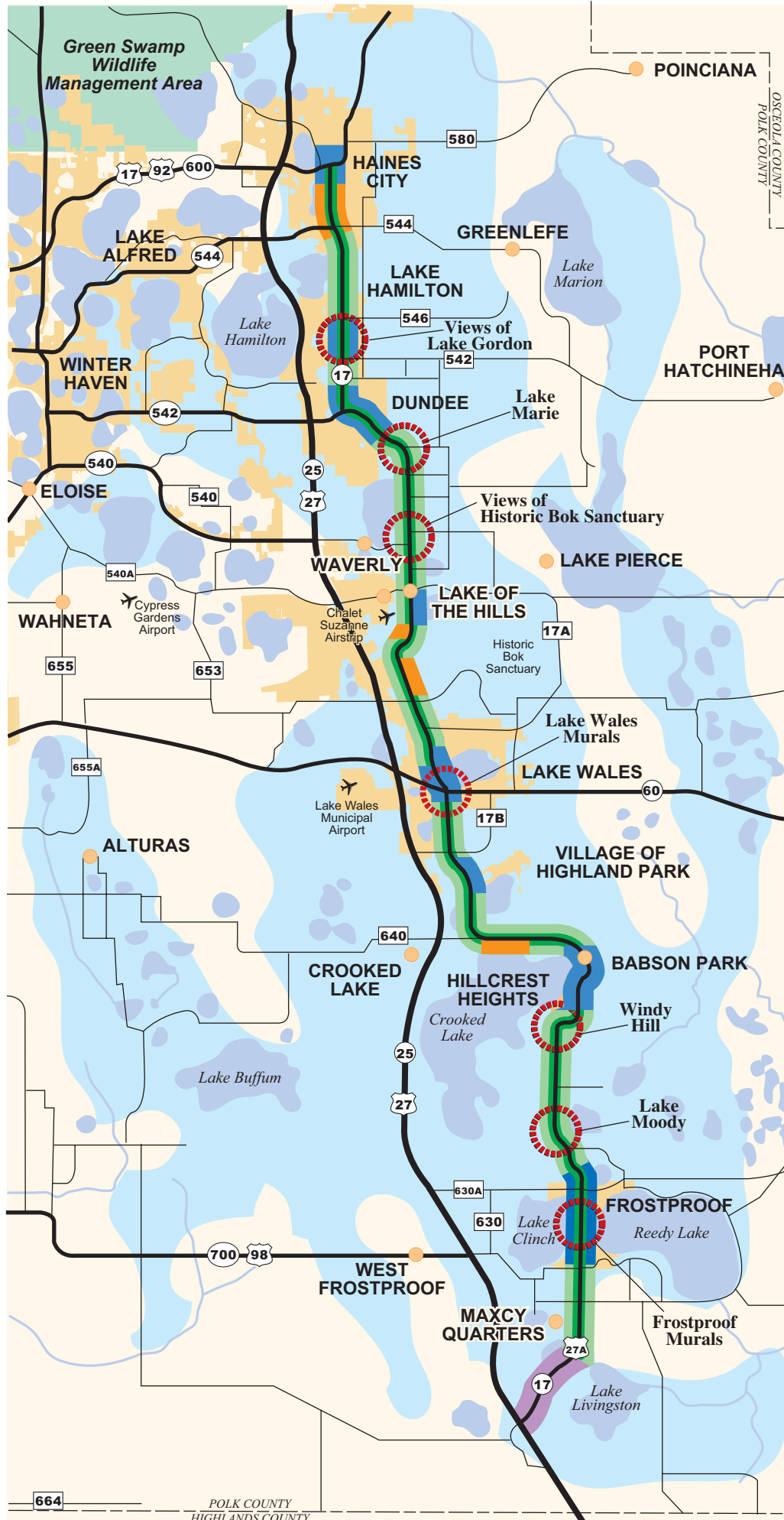
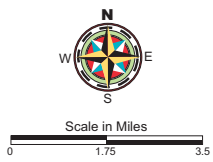


*Views of Lake Moody north of Frostproof*

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



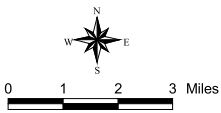
*Murals: Lake Wales*












**LEGEND**

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

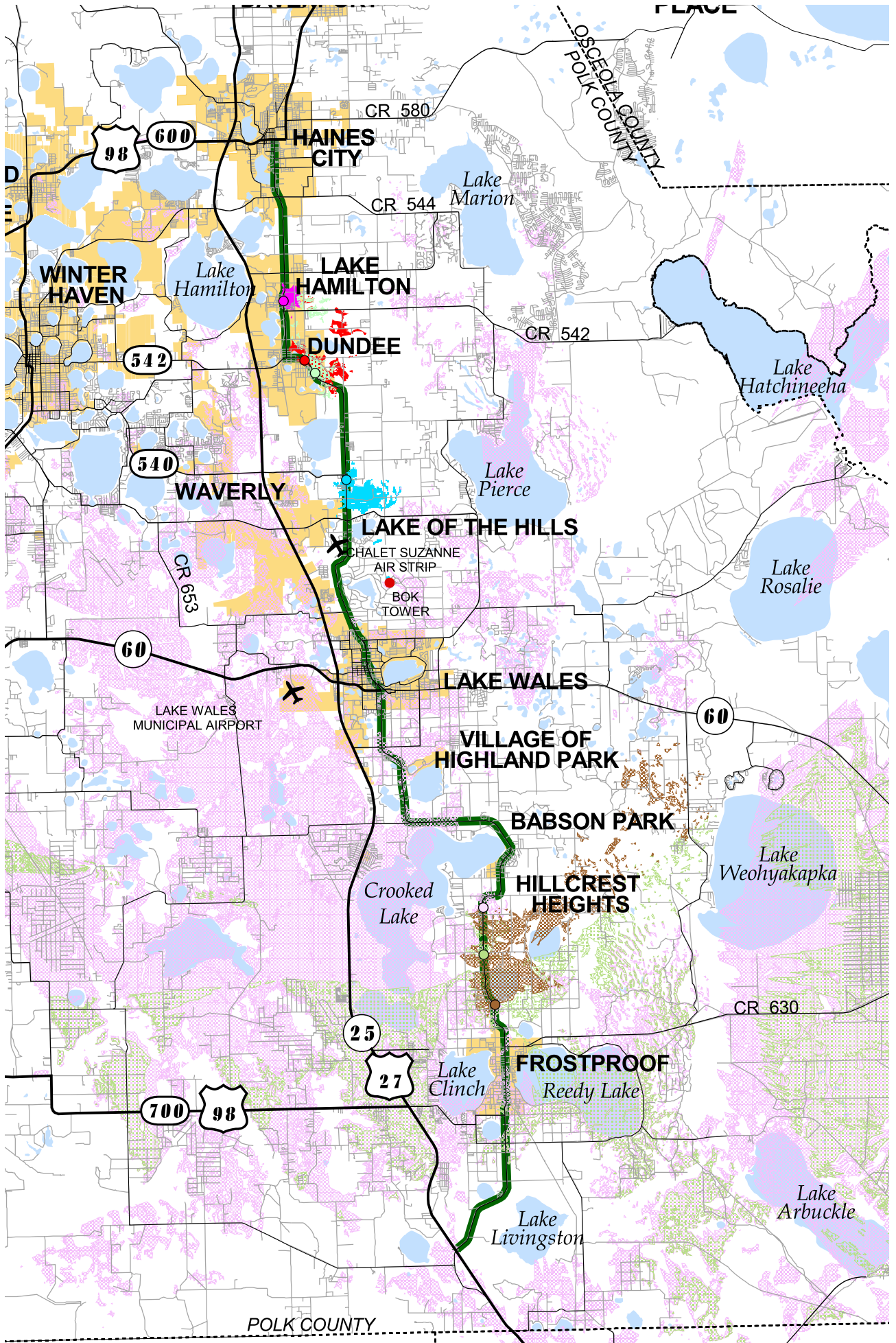
**Figure 29**  
**View Types and Significant Vistas**



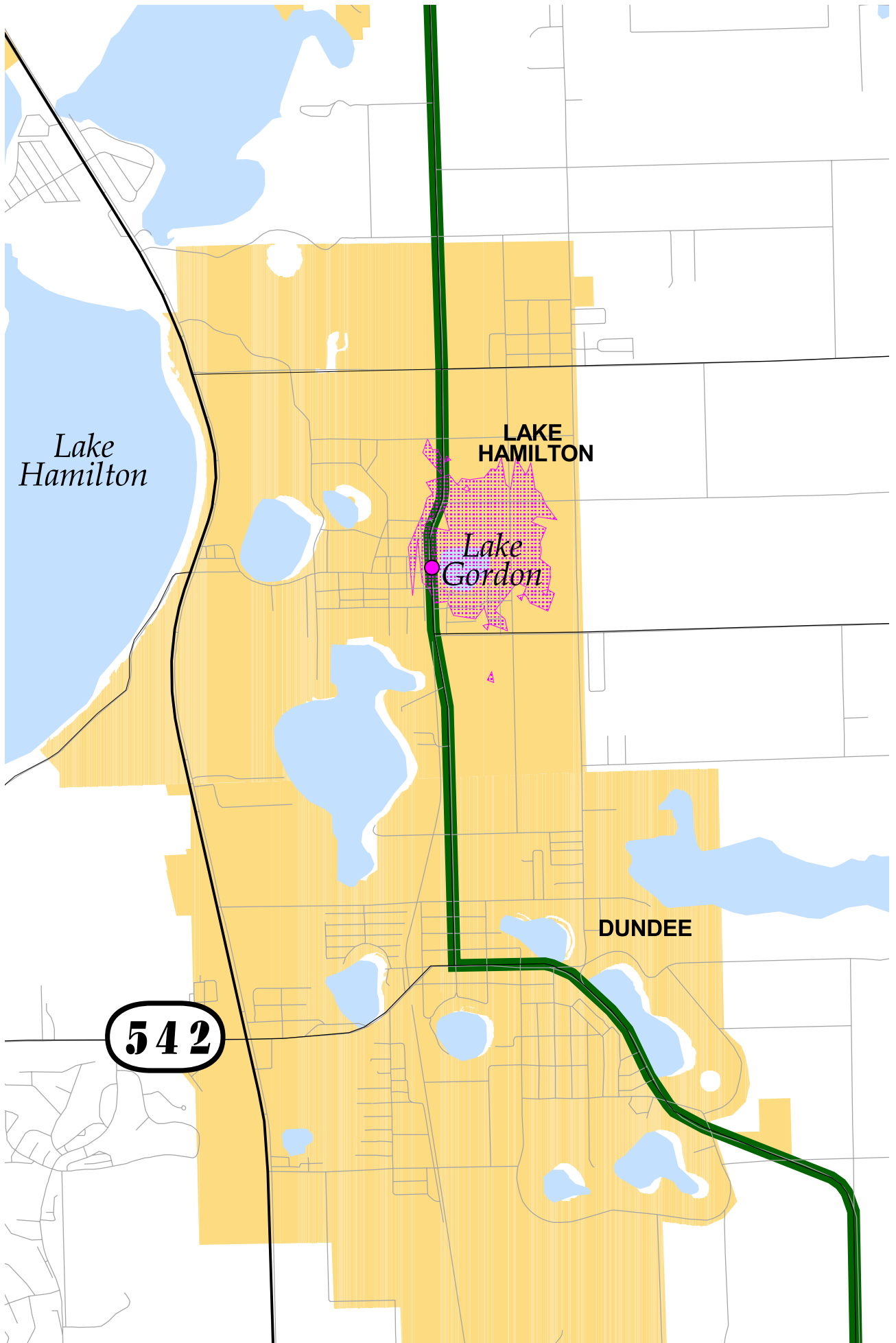
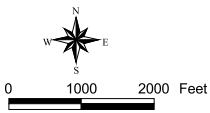
**LEGEND**

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




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



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



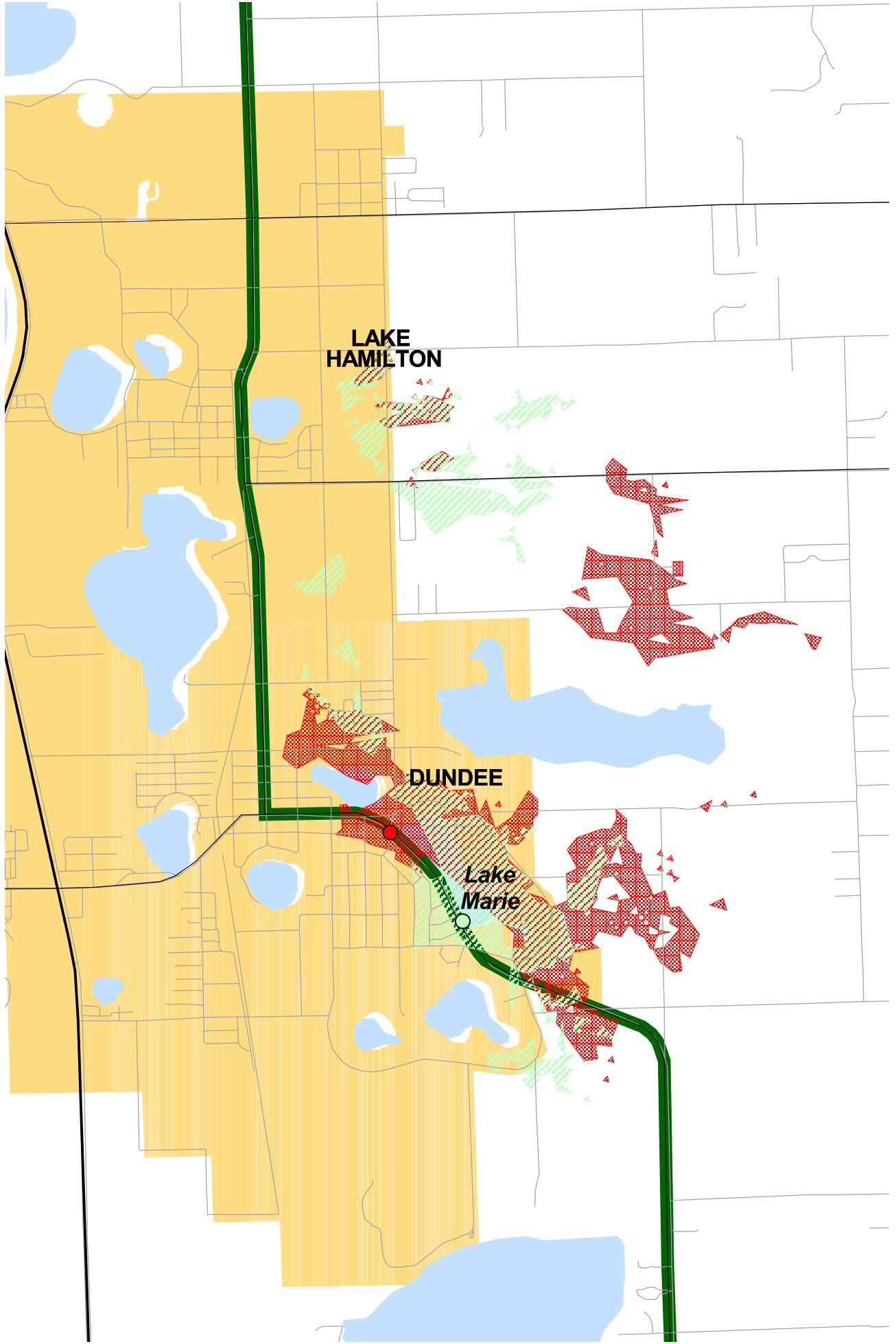
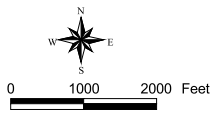
**LEGEND**

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





**Source:**  
 Glatting Jackson  
 viewshed analysis.  
 The viewshed is  
 corrected for the  
 curvature of the  
 Earth and the refrac-  
 tion of light rays  
 passing through the  
 atmosphere.  
 It does not correct  
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**Figure 31:**

**Lake Hamilton Scenic Pull-Off Viewshed**

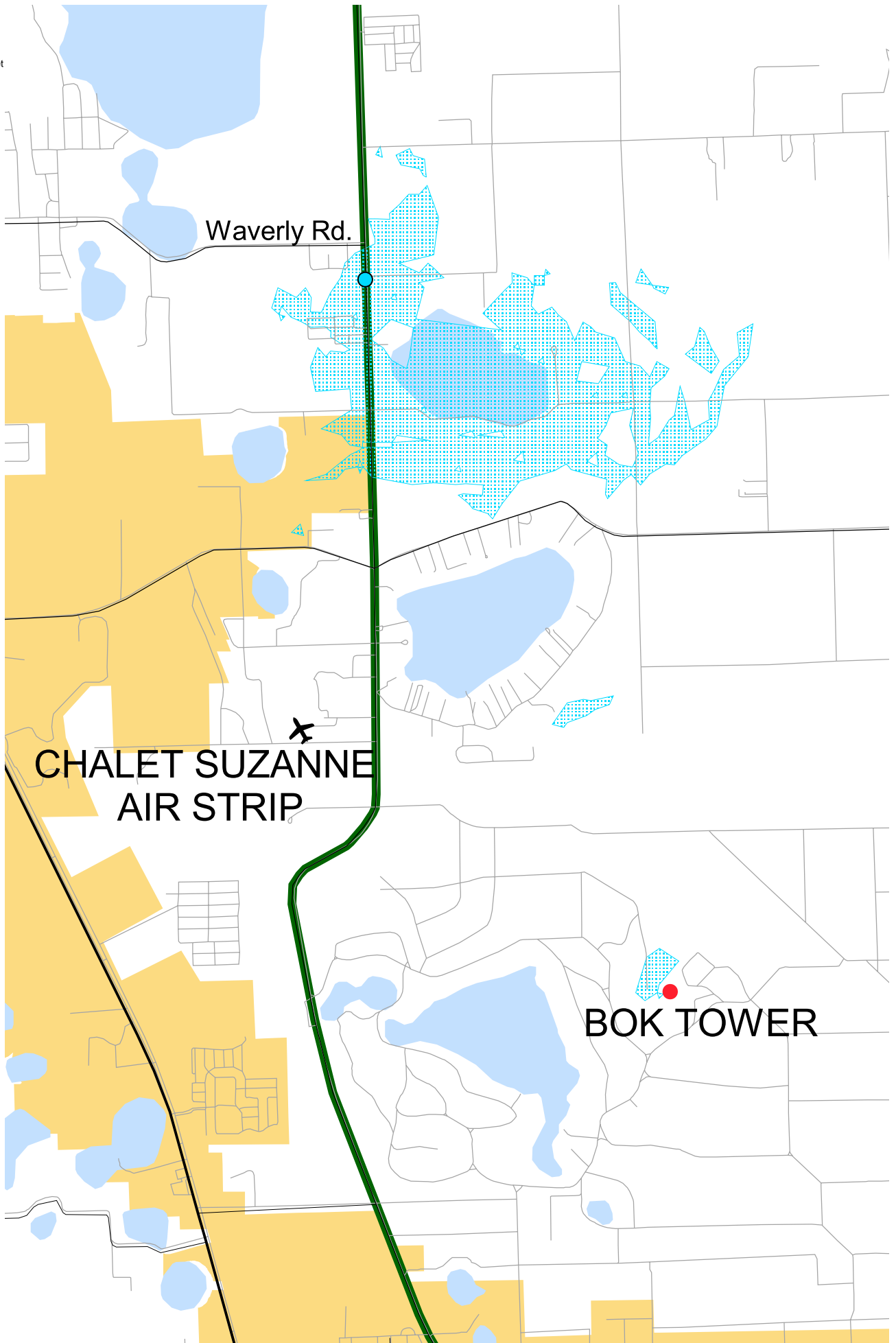
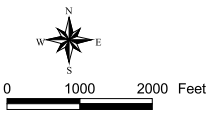


**LEGEND**




-  SR 17 Scenic Highway
-  Dundee North View
-  Dundee South View
-  City Limits

**Source:**  
 Glatting Jackson  
 viewshed analysis.  
 The viewsheds are  
 corrected for the  
 curvature of the  
 Earth and the refrac-  
 tion of light rays  
 passing through  
 the atmosphere.  
 They do not correct  
 for structures or veg-  
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**Figure 32:  
 Dundee Scenic Pull-Off Viewsheds**



**LEGEND**

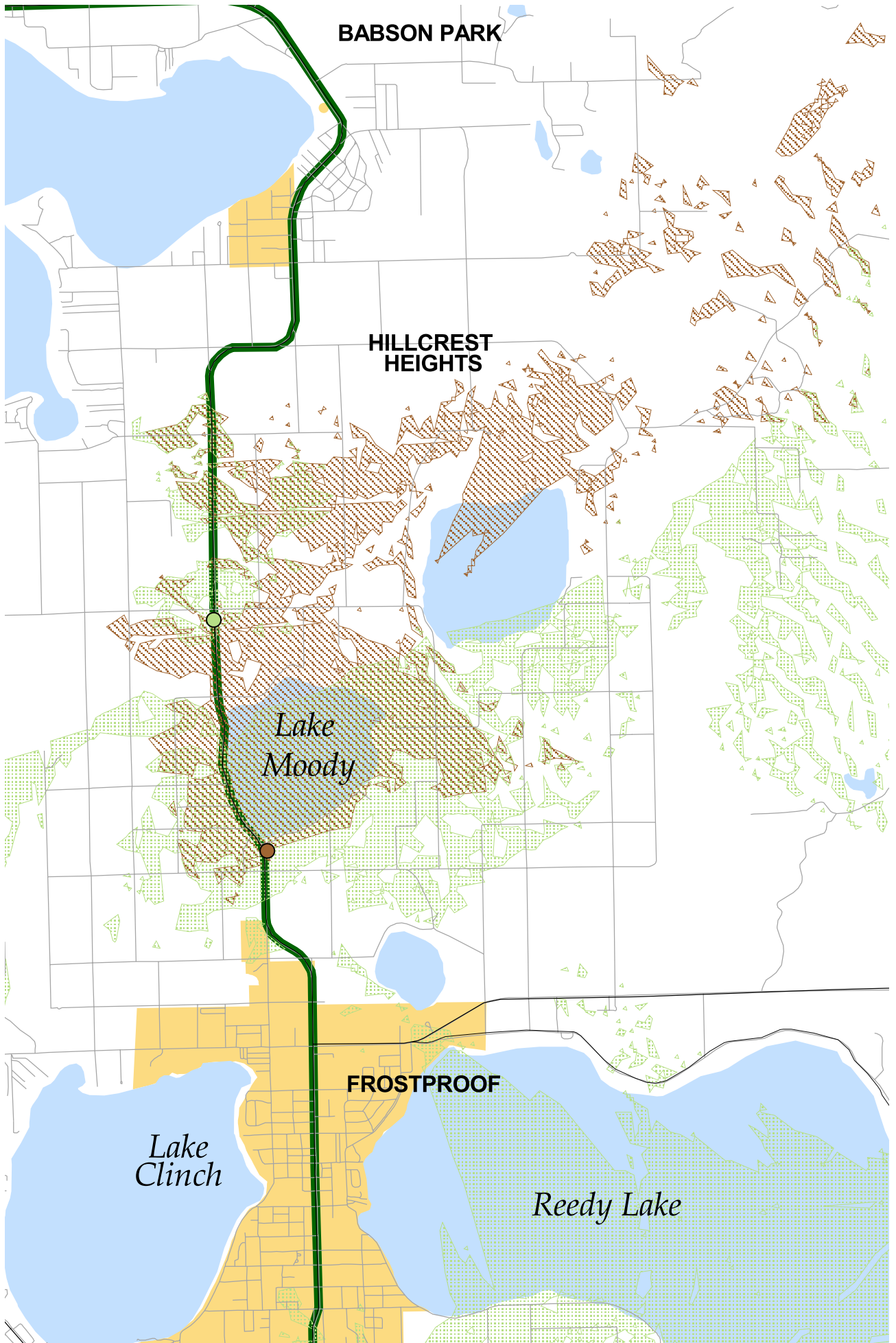
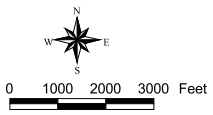
-  SR 17 Scenic Highway
-  Bok Tower View
-  City Limits

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





**Figure 33:**

**Bok Tower Scenic Pull-Off Viewshed**





**LEGEND**

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

**Source:**  
 Glatting Jackson  
 viewshed analysis.  
 The viewsheds are  
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 Earth and the refrac-  
 tion of light rays  
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**Figure 34:**

**Lake Moody Scenic Pull-Off Viewsheds**

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

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

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

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



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

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

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

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

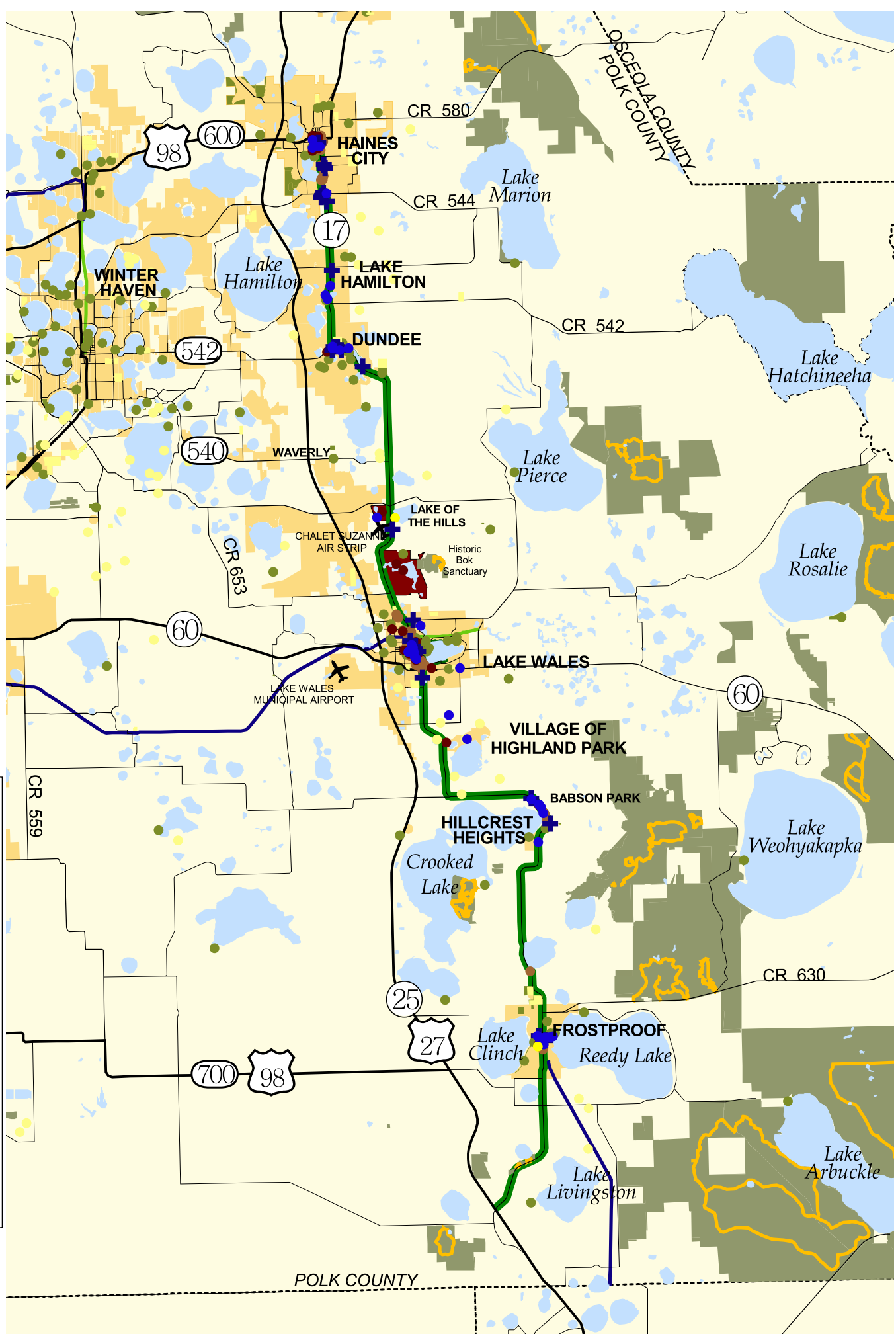
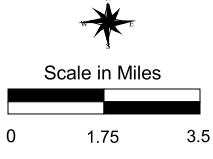
The Community Participation Program is intended to promote community awareness, build consensus, and foster continued public involvement in the preservation and evolution of the Ridge Scenic Highway. The Corridor Advocacy Group developed a Community Participation Program, which is contained in *Section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

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

Local governments and residents have shown support through resolutions, letters, and signatures on the Letter of Intent, Eligibility Application, and this Designation Application. See *Section 4: Local Support* for more information.

**Universal Criteria 10: A Corridor Management Plan Must be Developed with the Endorsement of the Local Government.**

Working in partnership with local governments, the Corridor Advocacy Group completed the Corridor Management Plan. Local government representatives have reviewed and edited the Corridor Management Plan. See *Section 4: Local Support* for more information.



- LEGEND**
- Cultural Resources Adjacent to Corridor
  - ✚ Churches Adjacent to Corridor
  - Sites Listed on National Register of Historic Places (1 mile of Corridor)
  - Sites Listed on State Historic Site File (SHPO) (500 feet of Corridor)
  - Historic Districts Listed on National Register of Historic Places (1 mile of Corridor)
  - School Boundaries
  - Schools
  - Hiking trails
  - Multi Use Trails - Existing
  - Multi Use Trails - Committed
  - Multi Use Trails - Proposed
  - Conservation Areas
  - Parks
  - ✚ Airports
  - SR 17 Scenic Highway
  - City Limits

Source:  
State Historic Preservation Office (SHPO),  
Polk County Transportation Planning Organization,  
City of Frostproof,  
Haines City,  
Polk County,  
The Nature Conservancy,  
Glattig Jackson

**Figure 35**  
**Intrinsic Resources Distribution**