

FINAL DRAFT



City of Vero Beach



**Comprehensive Plan
Policy Document**

**CITY OF VERO BEACH
COMPREHENSIVE PLAN
POLICY DOCUMENT**

Prepared by the City of Vero Beach
Planning and Development Department

**ADOPTED BY THE CITY OF
VERO BEACH CITY COUNCIL**

_____, 2018

CHAPTER 1 OVERVIEW OF POLICY DOCUMENT

INTRODUCTION

This Policy Document contains the goals, objectives, and policies for each of the nine elements of the Comprehensive Plan and Five-Year Capital Improvements Schedule. The Five-Year Capital Improvements Schedule lists those capital projects to be funded that are needed to implement the goals, objectives, and policies of the comprehensive plan and to ensure that adopted level-of-service standards are achieved and maintained.

The Policy Document, which contains both the Future Land Use Map and 2035 Roadway Improvement Plan, requires adoption by the City Council pursuant to Chapter 163, Florida Statutes and the City's Land Development Regulations. The separate Technical and Map Series Documents for the Comprehensive Plan, don't require adoption by City Council.

DEFINITIONS OF GOALS, OBJECTIVES, AND POLICIES

The goals, objectives, and policies are the most critical components of each comprehensive plan element. These terms are defined as follows:

- *Goal:* A goal is the long-term outcome or end toward which programs, activities, and regulations are directed. Only one comprehensive goal is identified in each element in this comprehensive plan, except for sub-elements of the Infrastructure Element.
- *Objective:* An objective is a specific end that is achievable and marks progress in reaching a goal. Under each goal, multiple objectives are identified that are needed to be met to achieve the long-term outcome desired.
- *Policy:* A policy is a specific course of action or way in which programs and activities are conducted to achieve the identified goal and objective.

CONTENTS OF POLICY DOCUMENT

The Goals, Objectives, and Policies of the Comprehensive Plan are presented in the following chapters, exhibits, and appendices:

- Chapter 2: Land Use Element
 - * Exhibit A: 2035 Future Land Use Map
- Chapter 3: Transportation Element
 - * Exhibit B: 2035 Roadway Improvement Plan
- Chapter 4: Housing Element
- Chapter 5: Coastal Management

- Chapter 6: Infrastructure Element
 - * Stormwater Management Sub-Element
 - * Solid Waste Sub-Element
 - * Sanitary Sewer Sub-Element
 - * Natural Groundwater/Aquifer Recharge Sub-Element
- Chapter 7: Recreation and Open Space Element
- Chapter 8: Conservation Element
- Chapter 9: Intergovernmental Coordination Element
- Chapter 10: Capital Improvements Element
 - * Exhibit C: City Capital Improvements Schedule
 - * Exhibit D: Indian River County MPO TIP
 - * Exhibit E: Indian River County Capital Improvements Schedule (Solid Waste and Road Projects)
 - * Exhibit F: Indian River County School District Capital Improvements Program

RULES OF CONSTRUCTION

Throughout the Policy Document, policies may adopt by reference specific plans, standards, or documents prepared or adopted by other organizations. Unless otherwise stated in a policy, the adoption of these referenced plans, standards, or standards, include any future amendments or updates. All plans/standards/documents including amendment to be adopted by reference shall be subject to independent City Council review and approval if so deemed necessary by the City Council.

MONITORING AND EVALUATION

The continuous and dynamic nature of the comprehensive planning process makes it necessary to periodically review the plan. This assessment is important because it addresses changes in population, land use, databases and public opinion, which might significantly alter the goals, objectives and policies of the comprehensive plan.

The evaluation of the effectiveness of the plan is also an important part of a periodic review. The evaluation should determine whether the plan has successfully achieved its goals, whether the objectives and policies are appropriate for realization of the goals, and whether they are being used as a basis for local decisions. Where appropriate, it may be necessary to make recommendations to revise and update the plan in order to improve its effectiveness and quality.

The Planning and Development staff, in conjunction with the Planning and Zoning Board (Local Planning Agency pursuant to State law), shall be responsible for the continuous monitoring and evaluation of the Comprehensive Plan and recommending any amendments to City Council as necessary. At a minimum the Comprehensive Plan shall be evaluated every seven years or sooner to determine if a major update of the plan is needed pursuant to Chapter 163, Florida Statutes.

PLAN IMPLEMENTATION

The Five-Year Capital Improvements Schedule (CIS) of the Capital Improvements Element is the primary implementation mechanism for the Comprehensive Plan. Chapter 163, F.S. requires the CIS to be annually updated and adopted as simple non-text amendment by ordinance of the City Council or as a text amendment to the Comprehensive Plan that must follow the procedures of Chapter 163.3184, F.S.

The implementation of the Comprehensive Plan will involve numerous activities. Some of these activities are on-going with no defined time frame for implementation. Others have specific time frames for implementation or a specific time that an objective must be achieved. The implementation of many of the policies under the Land Use Element and other elements is tied to the annual work program of the Planning and Zoning Board.

The Planning and Development Department has primary responsibility for carrying out the on-going policies of the Land Use Element under the broad policy guidance of the City Council. It has a coordinating role with other City departments under the broad policy guidance of the City Council in implementing policies that fall under the individual Department's functions, such as water, sewer, solid waste and stormwater drainage facilities.

**CHAPTER 2
LAND USE ELEMENT
GOAL, OBJECTIVES, AND POLICIES**

GOAL

Vero Beach's quality of life, individual identify, and small town character typified by low rise and low density scale of development will be maintained and continued in a manner that 1) provided a compatible and complementary mix of uses to meet the social and economic needs of the community; 2) respects the community character and the quality of life of the community; 3) preserves and enhances coastal, environmental, natural, historic and cultural resources; 4) maintains and enhances the City's distinct overall low density, residential character and diversity of residential neighborhoods; 5) creates diversity and sense of place for its commercial areas; 6) provides for reasonable public safety and security from hazardous conditions associated with the City's coastal location; and 7) provides for the efficient and cost effective use of services and facilities.

Objective 1. Future Land Use and Zoning Designations

The City should manage future development and redevelopment to maintain and enhance the unique, small town character of the community and provide for an efficient distribution and compatible pattern of land uses to protect the City's manmade and natural resources.

Policies:

1.1 The following future land use designations shall be depicted on the Future Land Use Map:

- CV, Conservation
- ES, Environmentally Significant
- RL, Residential Low
- RM, Residential Medium
- RH, Residential High
- MR, Mixed Residential
- MHP, Mobile Home Park
- MX, Mixed Use
- C, Commercial
- I, Industrial
- GU, Government/Institutional/Public Use
- P, Park

1.2 The Conservation (CV) Land Use designation shall be applied to those areas which containing or possessing lands with qualities and features that play an essential role in the

normal functioning of the local, regional and Indian River Lagoon ecosystems or merit preservation as records of once common ecosystems. CV designated parcels include, but are not limited, to, publicly owned land or land controlled by public entities through conservation easements for conservation or wetlands mitigation purposes. Lands designated as Conservation (CV) shall remain undeveloped with the following exceptions: open space, environmental education and conservation, public utilities, and compatible, limited passive recreational uses subject to environmental review requirements for development approval in the Land Development Regulations. These CV lands are candidates for public acquisition.

- 1.3 The Environmentally Significant (ES) Land Use designation shall be applied to those areas predominately containing or possessing lands that are environmentally sensitive and lands adjacent to environmentally sensitive lands identified in the Conservation Element. This land use category shall allow very low-density residential development, utilities, open space, conservation and compatible passive recreational uses. The City shall limit the impact of development on environmentally significant lands by encouraging appropriate cluster development and density transfers for residential development in Environmentally Significant (ES) designated land use areas.
- 1.4 The Residential Low (RL) Land Use designation shall be applied to areas of the City that are suitable for detached, low-density single family dwelling units on individual lots based on existing development patterns, infrastructure capacity, natural conditions and constraints. This land use category shall allow single family-detached residential development. Educational facilities and supportive community services ancillary to the residential uses may be allowed if listed as a conditional uses in the applicable underlying zoning district.
- 1.5 The Residential Medium (RM) Land Use designation shall be applied to areas of the City that are suitable for single family, duplex and multifamily residential uses with moderate densities, based on access to adequate public utilities and collector and local streets and areas that are a transition between single family-detached and more intensive uses. This land use category shall allow single family, duplex, and multifamily residential development. Education facilities and supportive community services ancillary to the residential uses and institutional uses shall be allowed if listed as a permitted use or may be allowed if listed as a conditional use in the applicable underlying zoning district.
- 1.6 The Residential High (RH) Land Use designation shall be applied to areas of the City that are suitable for multifamily residential uses with high densities adjacent to arterial or collector streets, and that are a transition between moderate density multifamily residential development and more intensive uses. This land use category shall allow single family, duplex and multifamily residential development. Educational facilities and supportive community services ancillary to residential uses and institutional uses shall be allowed if listed as a permitted use or may be allowed if listed as a conditional use in the applicable underlying zoning district.

- 1.7 The Mixed Residential (MR) Land Use designation shall be applied to areas of the City that are suitable for residential uses with medium densities. Locations shall be limited to areas , where a mixture of housing types would not create a detrimental impact on an established residential neighborhood, and areas that are deteriorating or which have a substantial amount of substandard housing. This land use category shall allow single family, duplex, and multifamily residential development. Educational facilities, supportive community services ancillary to residential uses, and institutional uses shall be allowed if listed as a permitted use or may be allowed if listed as a conditional use in the applicable underlying zoning district.
- 1.8 The Mobile Home Park (MHP) Land Use designation shall be applied to land areas suitable for mobile home parks located adjacent to collector or arterial streets and near commercial uses or a transition area between multifamily and more intensive industrial and commercial uses. This land use category shall allow mobile homes in existing approved mobile home parks.
- 1.9 The Mixed Use (MX) Land Use designation shall be applied to those areas that are suitable for medium to large urban scale development and intensities. Those areas shall be limited to lands near in proximity and with access to arterial or collector streets- and multi-modal transportation alternatives, and shall be located within or immediately adjacent to the existing Downtown area or existing uses in the central core of the City radiating out from the intersection of the Florida East Coast Railway and SR 60. This land use category shall or may allow a broad mixture of residential, mixed residential/nonresidential, commercial, educational, institutional, and nonresidential uses and supportive community services depending upon whether the use is listed as a permitted use or conditional use in the applicable underlying zoning district.
- 1.10 The Commercial (C) Land Use designation shall be applied to those areas that are suitable for small to medium scale urban development and intensities. Those areas shall be limited to lands located near existing urban uses, or near the center of several neighborhoods, or areas in transition from residential uses to nonresidential uses. These uses shall be further limited to high access locations such as the intersections of arterial and collector streets or adjacent to arterial or collector streets. This land use category shall or may allow a broad mixture of residential, mixed residential, marinas, institutional, and nonresidential uses and supportive community services depending upon whether the use is listed as a permitted use or conditional use in the applicable underlying zoning district.
- 1.11 The Industrial (I) Land Use designation shall be applied to those areas that are suitable for small to medium urban scale development and intensities. Those areas shall be limited to lands that are located adjacent to major transportation facilities such as airports, arterial streets or railroads, buffered from residential neighborhoods or located with consideration to environmental impacts and other performance standards provided for in the City Land Development Regulations. This land use category shall or may allow a broad mixture of residential, mixed residential, light industrial, aviation oriented, education and nonresidential uses and supportive community services depending upon

whether the use is listed is listed as a permitted use or conditional use in the applicable underlying zoning district.

- 1.12 The Government/Institutional/Public Use (GU) Land Use designation shall be applied to those areas where there is a need for the provision of efficient public service and where adverse effects on adjacent residential neighborhoods and/or environmentally sensitive areas can be avoided. Those areas shall be limited to lands that are located adjacent to major transportation facilities such as airports, arterial streets or railroads, buffered from residential neighborhoods, located with consideration to environmental impacts and other performance standards provided for in the Land Development Regulations. This land use category shall allow government facilities, cultural facilities, operations and service facilities, educational facilities, hospitals, transportation terminals, and small-scale recreational facilities compatible with and subordinate to an existing governmental utility.
- 1.13 The Park (P) Land Use designation shall be applied to land used for active and passive parks and recreation facilities including clubs, and cultural and civic activities located in public parks. Parks and recreation facilities are not limited to this land use designation.
- 1.14 The City of Vero Beach hereby adopts the 2035 Future Land Use Map as an integral component of the Comprehensive Plan, as presented in Exhibit A to this Policy Document. 2035 represents the planning horizon year for this Comprehensive Plan.
- 1.15 The City adopts the maximum density and intensity standards in Table 2-1 for the land use categories, depicted on the Future Land Use Map.

Table 2-1. Land Use Densities and Intensities

Land Use Category	Maximum Density (per acre)	Maximum Intensity (Floor Area Ratio – FAR)
Residential Low (RL)	Up to 6 dwelling units	Up to 0.38
Residential Medium (RM)	Up to 10 dwelling units or rooms	Up to 0.50
Residential High (RH)	Up to 15 dwelling units or rooms Up to 18 dwelling units or rooms ¹	Up to 0.50
Mixed Residential (MR)	Up to 12 dwelling units or rooms	Up to 0.50
Commercial (C)	Up to 15 dwelling units ² Up to 30 rooms	Up to 1.00
Industrial (I)	Up to 15 dwelling units ² Up to 30 rooms	Up to 1.00
Mixed Use (MX)	Up to 17 dwelling units or 30 rooms Up to 21 dwelling units ³	Up to 2.00
Government/Institutional/ Public Use (GU)	0	Up to 0.50
Mobile Home Park (MHP)	Up to 8 mobile home units	Up to 0.30
Environmentally	Up to 0.2 dwelling units (islands)	Up to 0.30

Significant (ES)	Up to 0.5 dwelling units (mainland)	
Park (P)	0	Up to 0.40
Conservation (CV)	0	Up to 0.01

- Notes:
1. Congregate multifamily housing exclusively for the elderly.
 2. Efficiency units (500 square feet or less in floor area).
 3. With a maximum transfer of 4 units of development rights.

1.16 The following principles shall apply related to the relationship between future land use and zoning designations:

- (a) A use is only allowable in a zoning district if it is listed as a use or within a group of uses in both the future land use and zoning designations for that property or it is determined by the Planning Director that the use can reasonably be interpreted to fit into a category of allowable uses.
- (b) Table 2-1 sets forth the maximum density and intensity for each land use designation; however, the specific maximum density and intensity is established by the underlying zoning district with the proviso that the limits set by the zoning district shall not be greater than those established by Table 2-1 for the specific land use designation.
- (c) Where no specific density or intensity is listed in a specific zoning district, the density or intensity listed in Table 2-1 shall prevail.

1.17 Applications requesting amendments to the Future Land Use Map shall be evaluated based on the following criteria:

- (a) Consistency with the goals, objectives and policies of the Comprehensive Plan including any location considerations for specific future land use designations pursuant to Policies 1.1 through 1.13;
- (b) Impact on public facilities and services;
- (c) Environmental impacts;
- (d) Compatibility with surrounding areas in terms of existing land use designations and uses; and
- (e) Other relevant issues.

1.18 The City should rezone land consistent with Table 2-2, Relationship between Future Land Use Designations and Zoning Districts, and the standards set forth in this policy and elsewhere in this element. The City recognizes that not every zoning district allowed within a future land use designation is appropriate for every site within that designation. Therefore, the City may deny a rezoning request, even if the requested zoning district is

consistent with a site's land use designation, if the request does not meet the following standards:

- (a) Consistency with the goals, objectives, and policies of the Comprehensive Plan;
- (b) Compatibility with zoning map designations abutting or in the immediate vicinity of the subject property;
- (c) Changed conditions to the subject property and the neighborhood or area in the vicinity in which the property is located that warrant an amendment;
- (d) Maintenance of adopted level of service on roadways, public school facilities, sanitary sewer, potable water, solid waste, storm drainage, and recreation;
- (e) Maintenance of an orderly and logical development pattern; and
- (f) Consistency with the public interest.

1.19 In addition to the standards of Policy 1.18, any proposed rezoning of a parcel from R-1AA to R-1A or R-1, or R-1A to R-1 shall be appropriate only if the parcel is adjacent to a non-RL designated property or is adjacent to a residentially zoned single family district of the same or higher density as proposed for the subject parcel.

Table 2-2. Relationship Between Future Land Use Designations and Zoning Districts

Zoning District	RL	RM	RH	MR	C	I	MX	GU	MHP	ES	P	CV
R-1AAA										P		
R-1AA	P											
R-1A	P											
R-1	P											
MPZ	P	P	P	P								
RM-8		P		P								
RM-10		P	P	P								
RM-10/12		P	P	P			P					
RM-13			P									
RCLO		P	P									
MXD			P				P					
POI		P	P	P	P		P					
DTW							P					

Zoning District	RL	RM	RH	MR	C	I	MX	GU	MHP	ES	P	CV
H								P				
GU							P	P				
C-1					P		P					
C-1A					P							
C-1B					P							
B-1					P							
M						P	P	P				
C-1M					P							
C-2M					P							
P-1										P	P	P
P-2							P				P	
ALI-1					P	P						
ALI-A1						P						
ALI-A2												P
ALI-MC					P	P						
AR-MHP									P			

P=District Permitted

- 1.20 The City shall review future land use designations at the Vero Beach Regional Airport including Industrial (I) and Conservation (CV) upon completion of the Airport Master Plan and a Habitat Conservation Plan for endangered and threatened species on airport property and proceed to consider amendments to the Future Land Use and Zoning Maps as appropriate.
- 1.21 The City shall explore land use options, preferably in tandem, for the decommissioned power plant and wastewater treatment plant (WWTP) should the City Council decide to move the WWTP to the airport. Should the City Council decide to not place the old Postal Annex (southwest corner of 17th Street and Indian River Boulevard), land use options for this property should also be explored.
- 1.22 Within the Residential Low (RL) designation, limited non-residential uses that primarily serve residents of a planned development may be allowed under a Master Plan Zone (MPZ) zoning district. The minimum site size for a MPZ zone shall be 200 contiguous acres. The purpose of the MPZ is to provide modifications from lot size, setback, open space, housing types and densities to consolidate open space for recreational, aesthetic, and resource preservation purposes and to allow various styles of housing units on smaller than standard lots allowed under single family zoning districts. The rezoning process shall require both concurrent approval of an amendment to the Zoning Map and the master plan for the planned development.
- 1.23 Within the Residential Medium (RM) and Residential High (RH) designations, limited office, institutional, and financial uses shall be allowed under the Professional Office Institutional (POI) zoning district designation. The intent of this zoning district is to provide for a transition and/or buffer between medium to high density residential and

more intensive non-residential uses or high volume traffic corridors to preserve the essentially residential character of existing residential areas impacted by high volume traffic corridors or undergoing transition to more office and business uses. Such areas may be no longer appropriate or attractive for low-medium density residential uses but are not considered appropriate for a broad range of commercial uses as permitted in commercial zoning districts. This zoning district is to be located principally along arterials or abutting existing office, medical, and commercial uses. Development within this district may be subject to approval through the Land Development Regulations' conditional use process based on specified design and performance standards to ensure compatibility with existing development and to ensure that off-site impacts of the development do not adversely impact on the community character of residential neighborhoods and properties in its immediate vicinity.

- 1.24 Within the Residential Medium (RM) and Residential High (RH) designations, a special purpose zoning district may be enacted to establish a "Vero Beach Cultural Arts Village District" pursuant to Policy 12.2 of this element. Within the special purpose zoning district one or more limited commercial and transient residential uses may be allowed that are not listed as allowable uses under the RM and RH designations.
- 1.25 Prior to enacting an ordinance to create a new zoning district or floating zone not listed on Table 2-1 or authorized pursuant to this element, a text amendment to the Comprehensive Plan shall be required to provide the proper policy basis and authorization for such zoning.
- 1.26 The City should review the future land use and zoning map designations for existing mobile home parks and consider the necessity to enact appropriate amendments to the Future Land Use and Zoning Maps and/or Land Development Regulations to address significant conflicts and omissions.
- 1.27 The City should investigate the desirability of creating one or more new, pedestrian-oriented, multi-use zoning districts under the Mixed Use (MX) and Commercial (C) future land use designations that allow a mixture of permanent and transient residential uses and compatible office and commercial uses with specific development and location standards.
- 1.28 Building height and density shall be restricted pursuant to the City Charter.
- 1.29 Any special development incentive or bonuses, such as increased density, flexibility in setbacks, increased floor area ratio or any other development incentive or bonus cited in this element, shall require review and approval by City Council.
- 1.30 Within the Residential Medium (RM) and Residential High (RH) designations, medical, office, and personal services uses may be allowed under the Residential, Congregate Living, and Limited Office (RCLO) zoning district designation.

Objective 2. Growth Management/Urban Sprawl

The City should regulate and guide future development and redevelopment in an orderly and efficient manner consistent with the adopted level of service standards for public facilities and services in a manner that discourages urban sprawl. This objective should be accomplished through the efficient and cost-effective provision or extension of public infrastructure and services to serve development within the designated urban service area by promoting compact and mixed use development; providing for walkable and connected communities with a range of housing choices and access to a multimodal transportation system; and providing for public open space and recreation needs and preservation of natural lands.

Policies:

- 2.1 The City should ensure through its Land Development Regulations and pertinent elements of the Comprehensive Plan maintenance of adopted level of service standards for potable water, sanitary sewer, solid waste disposal, stormwater management, roads, and schools pursuant to the concurrency management system policies of the Capital Improvements Element.
- 2.2 The City should continue to coordinate with the Indian River County and Town of Indian River Shores in the provision and extension of water and sewer utilities to promote the efficient and cost-effective provision of these services to citizens of Vero Beach and Indian River County.
- 2.3 The City should restrict its annexation of adjacent unincorporated lands to only those areas included within the Indian River County's designated 2030 Urban Service Area depicted on the County's adopted Future Land Use Map and shall pursue the following policies in the annexation of and provision or extension of services to those areas:
 - (a) The City will not negotiate annexation agreements with property owners to secure higher intensity or density zoning for the property owner as a quid pro quo for annexation of their property.
 - (b) The City will not annex any area that will have a negative short-term financial impact on the City's general or enterprise funds unless it is determined by the City Council to be in the City's best interests; and
 - (c) The City will not annex an area unless it is currently served or will be served by the extension of water and sewer facilities, except where extenuating circumstances and costs make connection to the available County utilities a more practical solution for both the property owner and the City.
- 2.4 Land use designations and regulations shall be used to limit future strip commercial development along roadway thoroughfares.

- 2.5 The City should establish specific regulatory incentives and building and site design standards to promote compact and mixed use infill development along arterials and collectors; said incentives and standards shall follow the pertinent policies under Objectives 3, 4, and 11 of this element.
- 2.6 The City should establish specific incentives and regulations as appropriate to encourage and promote infill and redevelopment in its older residential neighborhoods; said incentives and regulations shall be based upon pertinent policies under Objectives 3, 4, and 13 of this element.
- 2.7 For purposes of this Comprehensive Plan “mixed-use” development shall mean a pedestrian friendly development that blends two or more residential, commercial, and hotel uses. The specific intensity or density of such development shall be governed by underlying zoning and surrounding land uses and zoning. Any development order related to mixed use, whether it be a rezoning or site plan would have to take into consideration residential neighborhoods and other development in the vicinity.
- 2.8 Building height and density shall be restricted pursuant to the City of Vero Beach Charter.
- 2.9 Any special development incentive or bonus, such as increased density, flexibility in setbacks, increased floor area ration, or any other development incentive or bonus cited in this element, shall require review and approved by the City Council.

Objective 3. Land Development Regulations and Administration

The City should administer and maintain its Land Development Regulations in a manner consistent with the goals, objectives, and policies of this and other elements of the Comprehensive Plan and should revise these regulations as needed and appropriate to: 1) improve their readability, clarity, conciseness, and ease of administration; 2) create incentives and standards promoting mixed use, infill, and pedestrian/bicycle connected development in older residential neighborhoods and commercial areas; 3) reduce incompatibility between adjacent uses and maintain community character; and 4) promote diverse and distinctive commercial and neighborhood areas with a sense of place.

Policies:

- 3.1 The City’s adopted Land Development Regulations should meet and exceed the requirements of Section 163.3202 (2)(a) through (h) F.S. and shall constitute the City’s minimum requirements for land development. Additionally, the Land Development Regulations should contain or be amended, as appropriate, to include standards, procedures, and requirements for:
 - (a) Governing the type, character and density of land use; bulk, height and placement of buildings; open space; conservation and protection of natural resources; landscaping and tree protection; stormwater management;

protection of historic resources; mitigation of off-site impacts of development; variances and waivers; and the elimination or reduction in frequency of non-conforming uses and structures;

- (b) Ensuring compliance with level of service standards for amendments to the Future Land Use Map and Zoning Map and the approval of development permits;
- (c) Processing and reviewing applications for development approval including specific review thresholds, and for major projects requiring a quasi-judicial hearing by the Planning and Zoning Board, requirements for the posting of property, and notification to property owners in proximity to a proposed project;
- (d) Processing and reviewing development applications that may impact historic and archaeological resources and environmentally sensitive areas; and
- (e) Permitting development within special flood hazard zones pursuant to the City's flood regulations and the National Flood Insurance Program.

3.2. The City should regulate the use and development of land through its Land Development Regulations in a reasonable and transparent manner, that respects private property rights, serves the public interest, and provides for due process and adequate public involvement in the development permitting process.

3.3 In addition to other actions and strategies called for by policies in this element, the City should maintain and update its adopted Land Development Regulations pursuant to this Comprehensive Plan to accomplish the following:

- (a) Ensure that development complies with the Future Land Use Map, associated density and intensity limits and other objectives and policies of this Comprehensive Plan;
- (b) Reduce existing land uses inconsistent with the Future Land Use Map and other relevant policies of this Comprehensive Plan;
- (c) Ensure compatibility of uses and buffering where appropriate to protect residential and less intense uses from commercial and other higher intensity uses; and
- (d) Reduce the number of nonconforming uses and structures through various incentives and regulatory measures.

- 3.4 The City shall enforce its codes governing housing standards, property maintenance, removal of unsafe buildings, and abatement of nuisances to prevent the spread of blighting influences and protect life and property values.
- 3.5 In response to a request or petition to the City Council from a neighborhood or business association or property owners for the City to draft and enact zoning regulations that only affect a specific geographic area or neighborhood, such as a overlay, special purpose, or historic zoning district, the staff shall prepare a report on the request if directed by City Council. The staff shall prepare the report for Planning and Zoning Board review and recommendation to the City Council for its consideration. The report shall address the following factors to be considered by the City Council in making its decision on whether or not to direct staff to proceed with the preparation of necessary amendments to the Land Development Regulations and Zoning Map:
- (a) Public interest and purpose to be served;
 - (b) Level of property owner support in relation to the potential impact of the regulations on individual property owners;
 - (c) Recommendations of the Planning and Zoning Board, City staff, and, if appropriate, the Historic Preservation Commission or other City advisory board or commission; and
 - (d) Sufficiency of available financial and staff resources to prepare and administer district regulations.
- 3.6 The City through its Planning and Zoning Board should conduct a multi-year comprehensive evaluation and updating of its existing Land Development Regulations and prepare appropriate amendments to address needed improvements to the current regulations and changes need to implement the policies and strategies of this element. This comprehensive evaluation and updating may consider, but not be necessarily limited to the following, which are not listed in any priority order:
- (a) Reduce the number of zoning districts that are either redundant or no longer relevant (e.g., Hospital-Institutional District or Residential, Congregate Living and Limited Office District) or consolidation of districts where a majority of uses are duplicated;
 - (b) Prepare purpose statements for all zoning districts to clearly establish the legislative intent for the uses allowed in each district;
 - (c) Consolidate city-wide regulations for accessory structures and setback modifications into one chapter or article similar to what was enacted for off-street parking and loading regulations;

- (d) Incorporate a matrix graphic that allows users to view and compare allowable uses and development standards for all zoning districts in one location in the code supplemented by illustrative graphics;
- (e) Prepare specific procedures and process for TDRs;
- (f) Review and revise conditional use criteria and standards to improve their clarity and to ensure the proposed conditional use is compatible or in harmony with the immediate neighborhood, protects public health and safety, and is appropriate for the specific location proposed;
- (g) Review and revise the City's sign regulations to bring the regulations in compliance with recent U.S. Supreme Court decisions and case law;
- (h) Review and revise regulations governing non-conforming uses and buildings to eliminate ambiguities and lack of clarity in the existing language and to ensure these regulations are consistent with policies of the Comprehensive Plan to encourage infill and redevelopment while providing some flexibility for "benign" nonconformities;
- (i) Review and revise definitions, especially use definitions, to eliminate vagueness, inconsistencies, and omissions;
- (j) Revise City's stormwater regulations to incorporate wetlands policies of the Conservation Element;
- (k) Review and revise regulations to address "sober houses" and other drug rehabilitation residences and facilities;
- (l) Review and revise regulations for the Mixed Use zoning district to address issues and deficiencies raised in the technical document to the Comprehensive Plan;
- (m) Amend the zoning regulations to implement mixed use and infill and redevelopment strategies of this element; and
- (n) Complete the effort to codify the Land Development Regulations as has been previously accomplished for Part II of the City's Code of Ordinances.

3.7 The City's Planning and Zoning Board should prepare an annual work program for implementation of the tasks outlined in Policy 3.6 and other tasks and priorities that may be assigned to it by City Council. This annual work program should be prepared in conjunction with the Planning Director and set priorities and time frames for completion of various tasks consistent with available staff and financial resources. The annual work program shall be submitted to the City Council for approval.

- 3.9 The City should protect and preserve wetlands and other environmentally sensitive areas and resources through its Land Development Regulations and the policies of this element and the Conservation and Coastal Management Elements by requiring an environmental analysis or assessment of development potentially impacting environmentally sensitive lands through its development review and approval process.
- 3.10 Density and intensity calculations for a development site containing wetlands shall be based on the entire area of the property. All development shall be located on the upland portion of the property provided that all other requirements of the Comprehensive Plan and Land Development Regulations are met.
- 3.11 The City should protect and preserve the historic and archeological resources within the city through its Land Development Regulations and policies in Objective 5 of this element and the Coastal Management Element.

Objective 4. Redevelopment and Infill Principles and Strategies

The City should encourage and facilitate urban infill and redevelopment through its Land Development Regulations, infrastructure improvement programs, and economic tax incentives. The City should work in cooperation with business and neighborhood organizations to implement long-range strategies for attracting private investment in the revitalization and enhancement of its Downtown, commercial districts, special purpose districts, older, established multi-family zoned residential areas, and potential mixed-use redevelopment areas. Any of the redevelopment or infill incentives and bonuses under this element of the Plan shall require thorough vetting and approval by City Council

Policies:

- 4.1 Any development incentives should be considered for application through the following implementation techniques:
- (a) Overlay zones;
 - (b) Floating zones;
 - (c) Special purpose zones;
 - (d) Planned development projects; and
 - (e) Other appropriate techniques.
- 4.2 The City should consider adopting redevelopment and infill incentive strategies specifically tailored to help achieve the objectives and comply with supporting policies for the Downtown, commercial districts, residential areas and other potential infill and redevelopment areas identified in this element.

- 4.3 In considering the appropriate infill and redevelopment incentives requiring revisions to the Land Development Regulations for specific commercial and residential neighborhood areas, the City staff should first consult with realtors, builders, representative business and neighborhood organizations, property and business owners, residents, and other stakeholders to determine the specific incentives that may be appropriate to meet identified market demand and needs in that specific neighborhood within the City.
- 4.4 The City should make developers aware of potential redevelopment and infill projects the availability of the tax abatement program for improvements to historic structures and tax abatement incentives for job creation projects authorized in the City Code.
- 4.5 Wherever feasible and appropriate, the City should consider implementation of redevelopment and infill regulatory incentive techniques in conjunction with supporting public infrastructure, streetscape, and other public common area improvements.
- 4.6 Funding constraints on the level of public funds available for specific capital improvement projects to facilitate the implementation of infill and redevelopment objectives and policies of this Plan shall likely require that such projects be funded partially or fully through public/private initiatives, grants, private donations, special assessments or special taxing districts, except where such projects can be implemented through cash contributions or the installation of improvements by developers in return for receiving a development bonus incentive.
- 4.7 Any of the development incentives or other redevelopment and infill incentives under this Objective shall require vetting and approval by the City Council

Objective 5. Historic and Archeological Resources

The City should protect, preserve or where appropriate promote adaptive re-use of the historic and/or archeological resources in the City.

Policies:

- 5.1 The City shall administer and enforce the provisions of its Historic Preservation Ordinance to protect historic and archaeological resources on the Vero Beach Register of Historic Places.
- 5.2 The City should maintain its designation under Florida's Certified Local Government Program to make the City eligible for historic preservation grants and to raise the public awareness of the efforts to preserve historic resources.
- 5.3 As a condition of development approval, the City should require that all development permit applications, including those for infrastructure, shall be reviewed for the potential impacts upon designated and undesignated historic and/archeological resources.

- 5.4 The City shall require a 30-day “cooling off” period prior to the issuance of a demolition permit for a building on the Florida Master Site File to provide an opportunity for the property owner to be aware of the historic character of the building, potential benefits from historic designation, photographic documentation of the building, and possible assistance and guidance in the rehabilitation or re-adaptive use of the building.
- 5.5 The City shall require a certificate to dig for any construction activity or land alteration that may reveal or disturb an interred archaeological site in a designated or potential archaeological site.
- 5.6 The City should initiate the updating of its historic survey in late 2017, to identify and evaluate the City’s historic resources and update the Florida Master Site File. This File shall be maintained in the City’s Planning and Development Department.
- 5.7 The City’s Historic Preservation Commission should encourage and assist in the preservation of the historic character of its older, established historic residential neighborhoods through the following actions:
 - (a) Educating and encouraging property owners in applying for designation on the Vero Beach’s local historic register and in renovating and restoring designated historic structures and obtaining property tax abatement for eligible renovations.
 - (b) Providing assistance through the City staff, historic preservation officials and volunteers to neighborhood contact organizations and property owners interested in pursuing historic neighborhood designation on the National Register of Historic Places for the area similar to what was accomplished for the historic Osceola Park neighborhood.
- 5.8 The Historic Preservation Commission should advise the City Council in coordination with the Planning and Zoning Board on any overlay or historic districts and regulations to be considered for a specific neighborhood.
- 5.9 Historic and/or archeological resources and their environments should be considered in any public acquisition programs for recreation, open space and conservation areas.

Objective 6. Downtown

The City should reinforce the Downtown as a mixed-use office, employment, and government center, as well as a unique cultural, arts, entertainment, and residential enclave, with shopping and dining opportunities that support the district and its surrounding historic residential neighborhoods and the Vero Beach Cultural Arts Village.

Policies:

- 6.1 The Downtown is defined by this Plan as that area of the City designated DTW on the City's Zoning Map.
- 6.2 The primary policy focus for enactment and application of infill and development incentives and strategies for the Downtown should be those that will attract investment in residential and transient residential development and specific commercial uses to serve nearby existing residential neighborhoods such as a grocery and food stores. Additional residential and transient residential development is needed to provide customers both day and night for existing restaurants, retail establishments, and art galleries, to enhance the long-term viability as a regional destination with an active downtown scene, and to support the critical mass of development that further spurs public and private investment in the Downtown. The development of nonresidential uses to serve adjacent neighborhood residents in walking distance of the Downtown is intended to attract needed investment and to increase the population in these older, established neighborhoods, which in turn will benefit businesses in the Downtown.

Additionally, development bonus incentives should be considered for a development that limits first floor uses to retail businesses, restaurants, arts and cultural activities and other uses that promote active store front and pedestrian traffic with office, residential, and transient residential uses restricted to the 2nd floor and above.

- 6.3 In cooperation with Downtown non-governmental advocacy organizations, such as Main Street Vero Beach, the City should support programs, actions, and other activities to promote and enhance the Downtown, including special events, signage, artistic banners, historic street signs, public art and other techniques to specifically identify the area as separate and unique from other commercial districts in the city and region.
- 6.4 Through its Historic Downtown Vero Beach Economic Advisory Committee in coordination with Main Street Vero Beach, other business owners and tenants, and property owners, the City should identify, as needed, specific issues and needs facing the Downtown and potential programs and changes in regulations to address these issues and needs.
- 6.5 At a minimum, the Historic Downtown Vero Beach Economic Advisory Committee shall annually update and submit for approval to the City Council its Economic Development Plan in March prior to start of the City annual operating and capital budgeting process. The Economic Development Plan should be updated in coordination with Main Street Vero Beach, Cultural Council of Indian River County's Leadership Team for the Cultural Arts Village and other Downtown business, civic and public interest groups. It should identify specific public and private capital improvement projects for implementation and the funding sources, both public and private, and proposed implementation schedule for these capital projects that are intended to attract private investment to enhance the Downtown as a vibrant mixed-use destination.

- 6.6 In its annual capital budgeting process, the City Council shall consider the recommendations presented in the Historic Downtown Vero Beach Economic Advisory Committee's Economic Development Plan in appropriating funds from the Tax Increment Trust Fund and other City funds for capital improvement projects.
- 6.7 The City should emphasize in its capital improvements programs for the Downtown that amenities to be provided by developers in return for development bonuses shall be such projects as the widening of sidewalks, provision of benches and art in public spaces, installation of landscaping and on-street parking spaces, installation of period street lighting and way finding signs, and other appropriate improvements proposed for public and common areas recommended by the Historic Downtown Vero Beach Economic Advisory Committee in its annual Economic Development Plan.
- 6.8 The City should encourage and support the use of public right-of-way, where appropriate, for outdoor dining venues and cafes, to provide more opportunities for open air dining experiences and to increase social interaction and activity in the Downtown.
- 6.9 Where appropriate, the City should maintain and add to the number of on-street parking spaces not only to expand the available parking supply, but to create a more pedestrian friendly and walkable environment by placing parked vehicles between pedestrians and the through traffic and by having a calming effect on through traffic created by the installation of on-street parking.
- 6.10 In consultation with the Indian River County MPO and FDOT, the City shall pursue as an the reduction in the speed limits on these segments and changes in traffic signal time at the intersection of 14th Avenue and SR 60 east-bound to allow for safer pedestrian crossing of this street.
- 6.11 With input from the Historic Downtown Vero Beach Economic Advisory Committee and Main Street Vero Beach, the City should support the future expansion of GoLine's transit services in the Downtown at an appropriate time after completion of the new Go-Line main transit hub on 16th Street, including a possible circulator route for special events and to improve linkage between business establishments and public parking areas in the Downtown.

Objective 7. Royal Palm Pointe

The City should endeavor to make Royal Palm Pointe as a regional active, mixed-use residential, commercial, and entertainment district that is primarily based on restaurants, recreation and boutique retail venues that are enhanced by the waterfront location.

Policies:

- 7.1 The general boundaries of Royal Palm Pointe are shown in Figure 10 of the Map Series to this Plan.

- 7.2 With input from property and business owners, stakeholders, and interested public, the City should explore the need and desirability to replace the CM-1 (Marina) and C-1A and C-1B (Commercial) zoning districts with a single purpose district or revisions to existing underlying zoning districts through overlay zoning. The intent of the special purpose district is to assure creation of an active mixed-use area by requiring ground floor retail, commercial, restaurants, recreational, and entertainment uses in all new buildings as recommended in the 2005 Vision Plan and to promote increased boating and marina facilities and activities available to the public. Development standards either voluntary and/or mandatory should be considered, requiring preparation and adoption of design guidelines and standards. Any development bonus incentives shall be consistent with Policy 3.6 of this element.
- 7.3 The City should continue to work with property and business owners regarding parking, landscaping, signage, lighting, and streetscape improvements in the right-of-way.

Objective 8: Cardinal Drive/Ocean Drive Commercial District

The City shall maintain Cardinal Drive/Ocean Drive Commercial District as a pedestrian-oriented, mixed use destination and quality-oriented boutique retail center for both visitors and residents that is characterized by small-scale specialty retail and services, restaurants, entertainment venues, and quality residential and transient (hotel) residential development along with offices and supporting uses.

Policies:

- 8.1 The Cardinal Drive/Ocean Drive Commercial Overlay District as shown on the City's Zoning Map shall serve as the boundaries of the Cardinal Drive/Ocean Drive Commercial District for the purposes of this Plan.
- 8.2 In cooperation with district business groups, the City should support programs, actions, and other activities to promote and enhance the Cardinal Drive/Ocean Drive Commercial District, including special events, signage, artistic banners, historic street signs, public art and other techniques to specifically identify the area as a separate and unique from other commercial districts in the city and region.
- 8.3 The City should work with district business groups, owners and tenants, and property owners to identify specific issues and needs facing the Cardinal Drive/Ocean Drive Commercial Overlay District and potential programs and changes in regulations to address these issues and needs.
- 8.4 The City should continue to work with district business groups and property and business owners to address, landscaping, signage, lighting, and streetscape improvements in the right-of-way.

8.5 The City should work to resolve parking and zoning issues that contribute to parking problems. Any resolution will require many more parking spaces to be made available to the public through a mixture of the following:

- (a) Zoning such that a business is responsible to provide for the parking of its employees and hotel for all their guests;
- (b) Shared parking between businesses to fully utilize private parking behind buildings;
- (c) Potential remote parking and shuttles, particularly for employees;
- (d) Increased in the number of public parking spaces, whether by realigning current parking from curb to center street or other strategies;
- (e) Potential use of center street parking on the eastern two blocks of Beachland Boulevard;
- (f) Construction of additional parking, whether surface or structured parking;
- (g) More modern police monitoring and enforcement such as electronic tagging; and
- (h) Secure public and private funding to address problem including the use of the "bed tax."

8.6 The City should continue to monitor and evaluate the value and effectiveness of the Cardinal Drive/Ocean Drive Commercial Overlay District regulations, including the development incentives and standards of these regulations, to determine the need for any amendments to the regulations to better achieve the following specific purposes of the overlay district:

- (a) Promotion of small-scale specialty retail services, restaurants, and supporting services on the ground floor with office, residential, and hotel uses above the ground floor;
- (b) Retention and promotion of small to medium scale quality hotel development and redevelopment compatible with the commercial uses and overall pedestrian-oriented character of the district;
- (c) Provision of development that exhibits the physical design characteristics of pedestrian-oriented storefront shopping districts; and
- (d) Promotion of the health and well being of residents by encouraging outdoor physical activity and social interaction.

Objective 9. Beachland Boulevard Corridor

The City should maintain Beachland Boulevard Corridor from Mockingbird Drive to Eagle Drive as a premier office corridor particularly for professional services and banking and financial activities.

Policies:

- 9.1 The general boundaries of the Beachland Boulevard Corridor are as shown in Figure 10 of the Map Series to this Plan.
- 9.2 The City should encourage development and redevelopment through its development review process that achieves the following outcomes:
 - (a) Maintenance of common landscape setbacks with adjoining properties;
 - (b) Building setbacks consistent with adjoining properties;
 - (c) Main entrances and orientation of new buildings to face Beachland Boulevard;
 - (d) Major parking areas located behind buildings with cross-access between parking lots;
 - (e) Maintenance of significant canopy trees; and
 - (f) Installation of monument signage rather than pole signage.
- 9.3 The City should continue to monitor any changes in development and businesses in the Beachland Boulevard Corridor in cooperation with property and business owners to ascertain any future need for enacting development standards through application of an overlay zoning district to achieve the outcomes envisioned in Policy 9.2.
- 9.4 The City should cooperate with property and business owners related to maintaining and improving landscaping in the public right-of-way including such elements as vegetation, signage, public lighting, and street furniture.
- 9.5 The City should consider the creation of an signage overlay district for the Beachland Boulevard Corridor compatible with the low-speed traffic character and the tree canopy of the corridor as part of the City's effort to comprehensively amend its sign regulations pursuant to Policy 3.7 of this element.

Objective 10. Miracle Mile Corridor

The City should endeavor to enhance the existing character, marketability, and long-range sustainability of the Miracle Mile corridor and to facilitate its on-going evolution into a more mixed-used pedestrian oriented commercial district.

Policies:

- 10.1 For purposes of this element, the general boundaries of the Miracle Mile Corridor are those properties centered on 21st Street between U.S. Highway 1 and Indian River Boulevard, as shown in Figure 10 of the Map Series to this Plan.
- 10.2 The City should investigate the need and support for a new mixed-use zoning district or a special purpose zoning district to be enacted and applied to some or all of the Miracle Mile Corridor under the Commercial (C) future land use designation. Any new zoning district should consider providing development incentives for eligible properties that meet specific mixed use development standards to be established for the district. In considering such regulations, some attention should also be given to retrofitting existing parking lots to improve safety, stormwater retention, and pedestrian movements and connectivity between parking areas; consolidating landscaping areas into larger more contiguous planting areas that have greater visual impact; and retrofitting and improving on-site storm drainage.
- 10.3 The City should cooperate with property and business owners in maintaining and improving landscaping in the public right-of-way including such elements as vegetation signage, public lighting, and street furniture with the understanding any landscaping and streetscape improvements.

Objective 11. U.S. Highway 1 Corridor

The City should endeavor to improve the overall appearance, character, mix of uses, property maintenance, and development quality in the U.S. Highway 1 Corridor.

Policies:

- 11.1 The primary focus of any infill and development incentives and strategies the U.S. Highway 1 Corridor should be, but is not necessarily limited to, those that create well designed mixed use projects and more cross-connections for both vehicles, pedestrian, and bicycle traffic between adjacent properties, and provide enhanced landscaping along ROW frontage and buffers between residential and commercial areas. These strategies are intended to provide a more attractive travel corridor and entrance to the City with breaks in the overwhelming linear, highway oriented commercial development located on both sides of U.S. Highway 1.

- 11.2 The City should review existing regulations for planned developments to better implement Policy 11.1 and to proceed to enact such amendments if it is determined that such amendments are needed and desirable.
- 11.3 Through its Historic Vero Beach Economic Advisory Committee in coordination with other business owners and tenants, and property owners, the City shall identify, as needed, specific issues and needs facing the U.S. Highway 1 Corridor and potential programs and changes in regulations to address these issues and needs, including the development and enactment of any infill and redevelopment incentives.
- 11.4 The City should continue to enforce its property maintenance and nuisance code provisions and the site plan maintenance requirements of its Land Development Regulations to eliminate blighting influences, protect and enhance property values, and to improve the overall appearance of the U.S. Highway 1 Corridor.
- 11.5 The City should further investigate and consider alternatives for the redevelopment of the MR future land use designated area in the U.S. Highway 1 Corridor north of the Main Relief Canal in conjunction with transportation alternatives for connecting with 37th Street and providing access to vacant properties to the north of the neighborhood.

Objective 12. Vero Beach Cultural Arts Village

The City shall support the creation of a “Vero Beach Cultural Arts Village” centered on the Edgewood Subdivision that builds upon the historic residential character of that neighborhood, produces a viable residential and limited commercial neighborhood with complementary creative environments for living, working, selling, dining, and entertainment, and results in a destination for the gathering and interaction of diverse groups of residents and visitors.

Policies:

- 12.1 The City should support the creation of the Vero Beach Cultural Arts Village (“Village”) by providing staff assistance in the implementation of the recommendations of the *Cultural Arts Village Report* consistent with the constraints on the City’s financial and staffing resources and project priorities.
- 12.2 The City should prepare amendments to its Land Development Regulations and Zoning Map to create a special purpose district for the Village with input from the appropriate representatives of the Cultural Council of Indian River County’s (Cultural Council) Leadership Team. In preparing the draft ordinances, the following guidelines should be considered:
 - (a) The boundaries of the special purpose zoning district shall generally follow those identified in the *Cultural Arts Village Report*, dated March 3, 2016, excluding any properties zoned Downtown (DTW).

- (b) For purposes of this special purpose zoning district, the term “arts” shall apply to all forms of creative and imaginative expression, such as, but not limited to the fine arts, music, creative writing and poetry, music, film, and the performing arts.
- (c) The allowable uses to be considered for the special purpose district may include, but are not necessarily limited to the following:
- Single family, duplex, and multi-family dwellings including multiple dwellings on one site.
 - Parks, including amenities facilities associated with parks, except for active sports and recreation fields or facilities.
 - Art studios, offices, and display areas or galleries either separately or in combination with the artist’s home with specific limitations on the amount of floor area occupied by the non-residential functions.
 - Bed and breakfast lodging establishments with limitations on the number of rooms available for occupancy and a requirement that the manager or owner live on site.
 - Limited retail uses related or directly involved with the arts, such as book stores, art galleries, and graphic arts supply stores, with limitations on the amount of floor area.
 - Cafes and restaurants with limitations on the amount of floor area with the possible exclusion of establishments that derive more than 50 percent of their revenue from the sale of alcoholic beverages.
 - Limited personal service uses related or directly involved with the arts, such as art, music and dance studios, with limitations on the amount of floor area.
- (d) Existing lawfully established uses in the RM 10/12 or POI zoning districts that would no longer be allowable in the new special purpose district should be considered for special vesting provisions, if warranted.
- (e) Limitations on the number of stories to be allowed in the district regulations consistent with the specific design and site standards of (g) below should be considered.
- (f) All uses that are to be allowed either by right or by conditional use should be specifically identified to the maximum extent practicable to eliminate problems in administering the regulations of the special purpose district.

- (g) Specific design standards and guidelines to be applied to new development or substantial improvements to existing development should be included in the regulations for the special purpose district, including requirements for design approval by the City's Architectural Review Commission or other designated body, as part of the development permitting approval process.

12.3 The City should work with the Cultural Council's Leadership Team and any successor organization representing the Cultural Arts Village in implementing the recommendations of the *Cultural Arts Village Report*.

Objective 13. General Neighborhood Principles and Strategies

The City should endeavor to reinforce Vero Beach as a "community of neighborhoods" through strategies that promote neighborhood conservation/preservation and neighborhood revitalization and stabilization.

Policies:

- 13.1 Pursuant to the requirements of Policy 3.6 of this element, the City should consider on a neighborhood-by-neighborhood basis the need, desirability, and level of support for enacting specific neighborhood conservation, preservation, revitalization, and stabilization strategies that would involve the enactment of specific regulations for that neighborhood such as, but not limited to an overlay district, historic district, or other special purpose district that only affects properties within that specific neighborhood.
- 13.2 Any infill and redevelopment incentives or regulations to be considered for application in the City's multi-family zoned residential districts or mixed residential districts should provide for a variety of housing types in scale and architectural styles by allowing development of small lots, clustering of dwelling units, accessory housing, apartments, townhouses, and bungalow courts consistent with specific site and building design guidelines consistent with the existing community character. These incentives should be structured to bring benefits to the community and neighborhood as a whole, not just to builders and newcomers.
- 13.3 The City should consider amendments to the Land Development Regulations to create provisions for planned residential group projects providing incentives with specific design standards for infill and redevelopment in residential neighborhoods. Such projects could be approved through a conditional use process and would modify and/or allow for waivers from underlying development standards to facilitate residential infill development.
- 13.4 Any redevelopment and infill strategies to be implemented in the City's older, established residential neighborhoods should consider measures to protect and enhance the City's historic structures in those neighborhoods.

- 13.5 In the City's older, established residential neighborhoods, the City should preserve the historic gridiron pattern and connectivity of existing streets and alleyways by denying property-owner initiated petitions for abandonment of public right-of-way or license applications for permanent private use of public right-of-way unless the City Council deems that the right-of-way is no longer needed and that its abandonment will not adversely impact the connectivity of existing streets or alleyways.
- 13.6 Neighborhood, homeowners, and civic and business associations may request to be identified and recognized as a neighborhood contact organization for a specific neighborhood upon written request to the City. As a neighborhood contact organization, the organization shall be notified by the City Planning and Development Department prior to any public hearing for proposed future land use and zoning changes, amendments to comprehensive plan policies, major site plans and project architectural review, and conditional uses that may affect the neighborhood. Any neighborhood contact organization should be willing to assist the City staff in coordinating any City planning, code enforcement, community policing, and other public programs in the neighborhood and act as the liaison between the neighborhood and City staff.
- 13.7 In conjunction with the recognized neighborhood contact organization, property owners, residents, and businesses, the City should promote the stabilization and enhancement of the neighborhood through the following actions consistent with the constraints on the City's financial and staff resources:
- (a) Provide Police Department support for a Neighborhood Watch Program and increased community policing in the neighborhood in response to the needs of residents and businesses;
 - (b) Support neighborhood efforts to improve traffic and pedestrian safety through the City's traffic calming program;
 - (c) Work to identify, and prioritize needed public infrastructure improvements such as additional street and alley lighting, drainage facilities, sidewalks, and road improvements with input from recognized neighborhood association and other stakeholders for consideration by the City Council in the annual budget process.
 - (d) Identify appropriate federal and state grants programs to secure financial assistance for construction of infrastructure improvements identified in the City's Five-Year Capital Program;
 - (e) Support efforts to establish neighborhood identification signs at gateway entrances and specialized neighborhood street signage with the historical street names to help better create a sense of place and neighborhood identification;

- (f) Support efforts to stabilize and improve the overall appearance of the neighborhood through comprehensive code enforcement of zoning, housing, and property maintenance regulations and through the active participation of property owners and residents with City code enforcement and solid waste personnel in comprehensive cleanup programs;
- (g) Provide outreach support by the City's professional staff to property owners, residents, and businesses in addressing planning, historic preservation, code enforcement, police, and public service issues that affect the neighborhood; and
- (h) Work with the Indian River County MPO, the GoLine transit service and neighborhood contact organization to coordinate the location of bus stops and routes in the neighborhood.

13.8 The City should promote and encourage through its Historic Preservation Commission the preservation of individual historic homes and neighborhoods pursuant to Objective 5 and supporting policies of this element.

Objective 14. Original Town Neighborhood

With the active support of Original Town property owners, residents, businesses, and civic/business associations, the City shall should work to stabilize the underlying physical fabric of this historic inner city neighborhood and its remaining residential areas by encouraging quality residential infill and redevelopment along with appropriate public infrastructure investment, and regulatory programs that promote increased home ownership and housing opportunities and retain the historic residential character of the neighborhood while limiting further intrusion of incompatible nonresidential uses.

Policies:

14.1 The perimeter boundaries of the Original Town Neighborhood for application of specific comprehensive plan policies under this objective and Plan are described as follows:

- East: 15th Avenue
- North: 24th Street
- West: 20th Avenue
- South: 20th Street

14.2 Notwithstanding the provisions of Policy 13.5, City shall preserve the historic gridiron pattern and connectivity of existing streets and alleyways by denying property-owner initiated petitions for abandonment of public right-of-way or license applications for permanent private use of public right-of-way.

14.3 To protect the integrity and viability of remaining predominately residential areas of the Original Town neighborhood, any request for a change in the zoning map designation from residential to nonresidential for properties north of 22nd Street, shall be required to demonstrate that, in addition to meeting the criteria for a rezoning in the Land Development Regulations, such a change:

- (a) Is warranted based on a substantial change in circumstances to the subject property or adjacent properties; and
- (b) Will not adversely impact on the viability of existing residential uses and lead to further expansion of nonresidential uses along a predominately residential street.

14.4 To limit the further encroachment of disruptive conditional uses into the neighborhood that adversely impact the neighborhood's historic residential character and resources. any proposed new or expansion of an existing conditional use in the Original Town neighborhood shall be required to demonstrate that the proposed project will not adversely impact existing historic residential buildings in addition to meeting all conditional use criteria in the Land Development Regulations. For purposes of this policy the following definitions apply:

- (a) Historic building – any building identified as, eligible for historic designation on the national or local historic registers.
- (b) Adverse impact - The demolition or substantial alterations to the exterior of a historic building that negatively impact its historical authenticity.

Objective 15. Land Use Compatibility with Airport Operations

The City should regulate the use of lands in order to ensure that future uses are compatible with Vero Beach Regional Airport operations in order to promote public health, safety, and general welfare.

Policies:

- 15.1 The City Planning and Development Department ~~shall~~ should coordinate with the Vero Beach Regional Airport and the airport master plan to review amendments to the Future Land Use Map or Zoning Map that may be proposed within the airport noise impact zone as defined in Chapter 68, Airport Zoning, of the Vero Beach Code.
- 15.2 The City Planning and Development Department -should coordinate with the Vero Beach Regional Airport by providing copies for review and comment of proposed development permit applications, including change of uses that are located within the airport noise impact zone as defined in Chapter 68, Airport Zoning, of the Vero Beach Code.

- 15.3 In accordance with Federal Aviation Administration advisories and Chapter 333, Florida Statutes, Airport Zoning, the City shall prohibit proposed incompatible land uses, activities, or construction within the airport runway protection zone as defined in Chapter 68, Airport Zoning, of the Vero Beach Code. Examples of incompatible land uses are uses that could lead to the congregation of people, the attraction of birds, the emission of light, glare, or smoke, or the construction of tall structures.
- 15.4 The City shall prohibit proposed residential uses and educational facilities, with the exception of aviation school facilities, that are inside the 65 decibel Day-Night Average Sound Level (DNL) noise contour, as adopted in the most recent Vero Beach Municipal Airport FAR Part 150 Noise Study, in accordance with Federal Aviation Administration guidance and Chapter 333, Florida Statutes, Airport Zoning.
- 15.5 The City shall prohibit proposed land uses such as sanitary landfills or other hazardous wildlife attractants at either end of a runway within five (5) statute miles between the farthest edge of the airport operations area and the hazardous wildlife attractant if the attractant could cause wildlife movement into or across the approach or departure airspace, in accordance with Federal Aviation Administration recommendations.
- 15.6 The City shall prohibit proposed construction of educational facilities of a public or private school at either end of an airport runway within an area which extends five (5) miles in a direct line along the centerline of the runway, and which has a width measuring one-half the length of the runway.
- 15.7 The Vero Beach Regional Airport should continue to use and improve upon its noise abatement approach and departure procedures as outlined in the most recent Part 150 Noise Study, Noise Compatibility Plan.
- 15.8 The City shall require prior to substantial improvements or new residential construction in the airport noise impact zone, as defined in Chapter 68, Airport Zoning, of the Vero Beach Code, that the property owner(s) shall either grant an aviation easement to the City of Vero Beach or provide soundproofing sufficient to achieve an outdoor to indoor noise level reduction of 25 decibels.
- 15.10 The City shall maintain its intergovernmental agreement with Indian River County to concurrently develop, administer, and enforce updated airport protect zoning regulations governing the use of land on, adjacent to, or in the immediate vicinity of the Vero Beach Regional Airport in compliance with Chapter 333, Florida Statutes.

Objective 16. School Siting, Level of Service, and Co-Location Policies

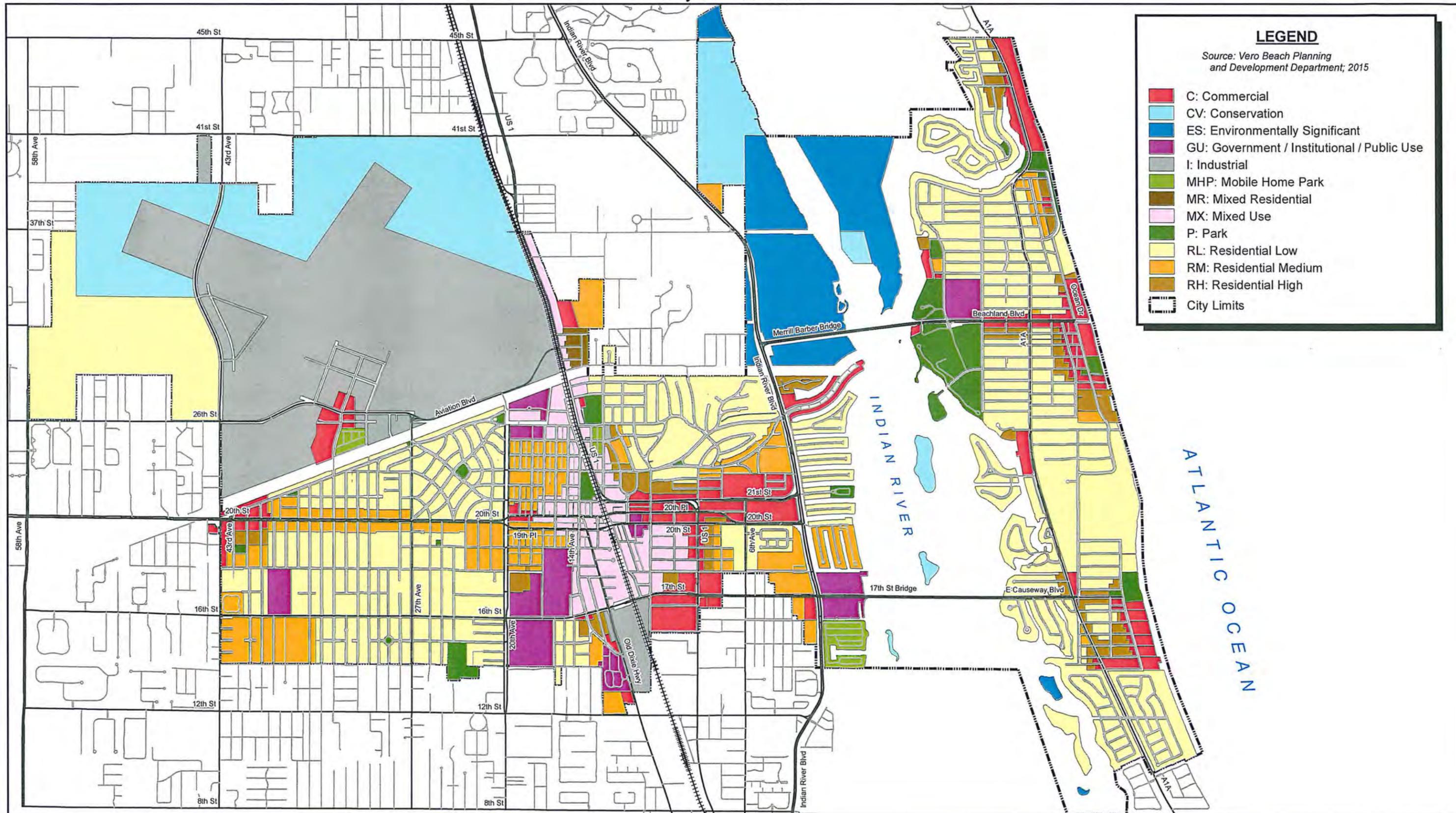
In coordination with the Indian River County School District, Indian River County, and other local governments, the City should accommodate sites for public schools to meet future needs; ensure adequate capacity exists to meet level of service standards; and encourage the co-location of public schools with other public facilities including parks, libraries, and community centers.

Policies:

- 16.1 The City hereby adopts by reference the latest adopted Public School Facilities Element of the Indian River County Comprehensive Plan, except as may be amended by this Plan.
- 16.2 The City shall ensure adequate capacity in the public school system pursuant to the concurrency management system requirements of the Capital Improvements Element and the provisions of the “Interlocal Agreement for Coordinated Planning and School Concurrency,” as may be amended from time to time.
- 16.3 The City hereby adopts as the level of service standard for schools the following:
 - ❖ 100 percent of the Florida Inventory of School Houses (FISH) capacity for each public school type (elementary, middle, and high).
- 16.4 The City shall accommodate the siting and site location of new public schools and shall promote the co-location of public schools with other public facilities pursuant to Policy 16.1, pertinent policies of the Land Use Element, and the provisions of the “Interlocal Agreement for Coordinated Planning and School Concurrency,” as may be amended from time to time.

2035 Future Land Use

City of Vero Beach



CHAPTER 3 TRANSPORTATION ELEMENT GOAL, OBJECTIVES, AND POLICIES

GOAL

A safe, efficient, accessible, financially feasible, and attractive transportation system will be provided in Vero Beach in a manner that provides for mobility of all residents and visitors, encourages freedom of choice among alternative modes of travel, while maintaining the historic, residential, cultural and environmental quality and characteristics unique to the City.

Objective 1. Adequate Highway System

The City should maintain a transportation circulation system that is coordinated with new development as depicted on the Future Land Use Map and continues to operate at or above the minimum Level of Service (LOS) standards as specified in this element.

Policies:

- 1.1 The operating level of service standards for roadways within the City shall be LOS “D” (Peak Hour/Peak Season/Peak Direction) or better on all arterial and collector roadways, and Level of Service “E” (Peak Hour/Peak Season/Peak Direction) or better for all other roadways, except for the following:
 - 27th Avenue from South City Limits to State Route 60 – “E” plus 20%
 - State Route A1A from State Route 60 to North City Limits – “D” plus 30%
 - State Route A1A from 17th Street to South City Limits – “D” plus 30%
- 1.2 The City shall explore transportation system management strategies for improving local City roads, intersections, and other related facilities to make the existing road system operate more efficiently and to achieve and maintain LOS standards.
- 1.3 The City should participate in the preparation and maintenance of the Indian River County Metropolitan Transportation Organization’s (MPO) Congestion Management Process Plan (CMP). The CMP identifies recommended projects that may include signalization improvements, channelization measures, turn lane restrictions, transit improvements, and other strategies to make the existing and future transportation system operate more efficiently and to achieve and maintain level of service standards. If the City Council deems it necessary, the MPO Congestion Management Process Plan shall be reviewed by City Council prior to consideration by the MPO governing board.
- 1.4 The City hereby adopts the 2035 Roadway Improvement Plan as presented in Exhibit B of this policy document. The following are the specific highway improvements in the Plan depicted in Exhibit B:

- Aviation Boulevard – Widening to 4 lanes
- Fifth Ave. Extension – New 2 lane facility and ROW acquisition
- 17th Street/SR AIA Intersection – Add additional left turn lane and extend right turn lane.

The City shall actively pursue securing necessary funding and permits to complete the highway improvements identified above in the 2035 Roadway Improvement Plan.

- 1.5 The City should consider the entire length of SR AIA on the barrier island as a constrained facility due to right-of-way limitations, cost of right-of-way acquisition, and concerns about environmental impacts on adjacent residential properties. Therefore, the City should not support any future widening of the facility to add through lanes, except specific congestion management measures such as, but not limited to additional through and/or turn lanes at major intersections, where appropriate.

- 1.6 The City shall include transportation capital improvement projects five-year Capital Improvements Schedule (CIS) that is updated and adopted annually. The CIS shall be a list of scheduled transportation projects programmed to address needs identified in this Comprehensive Plan and to ensure that the adopted LOS standards are achieved and maintained. These transportation projects shall include City-sponsored projects, projects in the MPO's annual Five-year Transportation Improvements Program and, the projects in Indian River County's five year Capital Improvements Schedule of its Comprehensive Plan that have an effect on the City's road network and LOS standards.

- 1.7 No development project shall be approved if the projected impacts of the project would serve to reduce service levels of any roadway on the traffic circulation system below the standards identified in Policy 1.1. Conditions applicable to this policy are as follows:
 - (a) Development project shall be defined as any activity which requires issuance of a development order. This includes: zoning approval, site plan approval, subdivision plat approval, building permit approval, and any other official action of the City having the effect of permitting the development of land.

 - (b) Projected project traffic shall be based on the application of ITE trip rates (Trip Generation, 9th Edition or subsequent editions), Indian River County trip rates, or applicant derived/county/city approved trip rates for the proposed use(s) to the project.

 - (c) Existing LOS shall be derived by using the peak hour/peak season/peak direction traffic volume ranges. Volume shall be the sum of existing demand plus committed demand.

 - (d) Capacity shall be calculated as specified in the road category of the appropriate table in the most current version of *Florida Department of Transportation Quality/Level of Service Handbook*, using peak hour/peak

season/peak direction default table assumptions. As an alternative, capacity may be determined by ART-PLAN analysis, Highway Capacity Manual analysis, or speed delay studies.

- 1.8 The City, through its Land Development Regulations, shall require submission of a traffic impact study for all projects projected to generate/attract 100 or more additional average daily trips pursuant to the procedures and standards of the Indian River County Land Development Regulations, Chapter 952, Traffic, as may be amended from time to time. The traffic impact study will be the basis for identifying site-related improvements required by a project as well as for assessing consistency with adopted level of service standards.
- 1.9 The City shall continue to participate in the Interlocal Agreement with Indian River County governing the collection and disbursement of Transportation Impact Fees generated by development.
- 1.10 The City should review the transportation system based on the county's annual traffic count data and evaluation report of major thoroughfare roads. The findings of this report shall then be used by the City to identify improvement needs and associated costs required to maintain the LOS identified in Policy 1.1.
- 1.11 The City should promote a transportation grid system that does not disrupt established neighborhoods and allows for multiple connectivity between destinations.
- 1.12 Through its Land Development Regulations, the City should require that, as a condition of development approval, any non-single family detached development on an unimproved public road or alley shall improve the access road or alley to City road and alley standards. Such condition shall ensure that the requirement for the road or alley improvement demonstrates a rational nexus between the need for the improvement and the benefits accruing to the development.

Objective 2. Safety

The City shall continue to emphasize safety with special attention to decreasing pedestrian, bicycle and vehicular accidents.

Policies:

- 2.1 The City shall review all proposed development projects to ensure that all access driveways, new roadway connections, and on-site parking and traffic flow will be provided in a safe manner.
- 2.2 The City shall review all development permit and site plan applications to ensure that on-site signage, landscaping, and lighting will not create safety hazards for all vehicle, pedestrian, and bicycle traffic movements.

- 2.3 The City shall review all site plan applications as part of its development review and approval process of the Land Development Regulations to ensure that site design and layout of improvements provide for safe movement of pedestrian and bicycle traffic.
- 2.4 The City shall review, in conjunction with the Indian River County MPO and City Police Department, crash records on an annual basis to identify specific intersection, signage, or other improvements needed to address safety issues and shall program the necessary improvements subject to availability of funds.
- 2.5 The installation of all traffic control devices shall be consistent with the standards contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). The MUTCD shall be the standard used by the City's Public Works Department to determine the need for traffic control improvements, including signalization.
- 2.6 The City should coordinate with developers, state agencies, Indian River County, and affected neighborhoods to implement roadway design projects consistent with bicycle and pedestrian safety features and guidance as outlined in the Indian River County Bicycle and Pedestrian Master Plan.
- 2.7 The City should continue to implement its adopted Residential Neighborhood Traffic Management Program for Speed and Traffic Control, as may be amended from time to time, to promote the safety and livability of residential neighborhoods.
- 2.8 Where appropriate and financially feasible, the City should consider applying "complete street" techniques in the design and operation of streets and use of right-of-way to provide for safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.
- 2.9 The City should consider working with appropriate federal and state agencies and the Indian River County MPO to ensure appropriate improvements are made to rail crossings to reduce safety risks and disruption due to the future increase in passenger and freight train rail service through the City of Vero Beach.

Objective 3. Adequate Multi-modal Transportation System

The City shall provide for a safe, convenient and efficient multi-modal transportation system in a manner consistent with existing and future land uses.

Policies:

- 3.1 The City should support implementation of the Indian River County MPO's Bicycle and Pedestrian Master Plan and Greenways Plan. Priority will be given to those bikeways/sidewalks/greenways for which heavy recreational and/or commuter usage is projected and which can be implemented concurrently with other roadway improvements. Any proposed MPO bikeways/sidewalk/greenway project within Vero Beach city limits shall require review by the Planning and Zoning Board and review and approval by City

Council.

- 3.2 Through its Land Development Regulations, the City shall require meeting a specified threshold on the number of required off-street parking spaces be required to provide bicycle parking facilities on site.
- 3.3 Through amendments to its Land Development Regulations, the City should consider requiring sidewalks along all non-residential and multiple-family development projects fronting arterial and collector roadways, where practical and appropriate. Such a requirement must ensure that the requirement for sidewalk improvements demonstrates a rational nexus between the need for the improvements and the benefits accruing to the development.
- 3.4 Through its subdivision regulations, the City should consider requiring internal sidewalks and bicycle lanes or paths in residential neighborhoods with densities of two units per acre or higher where pedestrian and bicycle activity can be expected and encouraged.
- 3.5 The City should endeavor to expand and connect its system of pedestrian sidewalks in existing subdivisions and residential neighborhoods with densities of two units per acre or more.
- 3.6 The City should consider bicycle and pedestrian modes in the planning of transportation facilities.
- 3.7 The City should continue to support Indian River County in its provision of public transit services by GoLine throughout the urban area. Such support shall include the implementation of the adopted one-hour headways level of service standard for fixed transit routes, roadway design standards, and effective transportation mode options that enhance efficient person-trip and vehicular movements and reduces accident potential. The City should participate in the intergovernmental coordination activities of the Indian River County MPO in the formulation of transit development plans and policies and efforts to maintain adopted level of service standards while increasing transit coverage.
- 3.8 On an annual basis the City should coordinate with the MPO, through that body's technical advisory committee, to assess whether transit improvements should be included in the project priorities submitted to the Florida Department of Transportation (FDOT) for state and federal funding in the MPO's Transportation Improvements Plan.
- 3.9 The City should support the MPO in its role as the designated official planning agency for coordinated door-to-door transportation disadvantaged services.
- 3.10 The City should investigate bringing passenger rail service to Vero Beach and its Downtown to increase mobility, provide for transportation choice, and enhance opportunities for mixed-use development. Any such effort shall evaluate the pros and cons of the proposed rail service including identifying specific costs and benefits to property owners, businesses and residents of the City of Vero Beach.

- 3.11 The City shall regulate the use of land adjacent to the Vero Beach Regional Airport pursuant to policies under Objective 14 of the Land Use Element.
- 3.12 The City shall ensure the airport master plan for the Vero Beach Regional Airport is consistent with the pertinent objectives and policies of this Comprehensive Plan.
- 3.13 Through review of airport, transit, and intermodal facilities plans, the land use and transportation planning process, and City's Land Development Regulations, the City shall ensure adequate multi-modal access to the Vero Beach Regional Airport, any future passenger rail station, transit transfer points, and other intermodal facilities by supporting the roadway and transit improvements identified in this element.

Objective 4. Traffic Management

All development projects approved by the City should provide for adequate management of traffic in a manner that maximizes and protects the capacity of the existing roadway system, reduces traffic congestion, and results in safe access to major thoroughfares.

Policies:

- 4.1 The City should maximize utilization of existing roadway capacity and reduce peak period congestion by implementing, to the maximum extent feasible, traffic operation improvements and transportation systems management alternatives including, but not limited to, the following: improved signal timing, intersection signing, markings, channelization, turn lane restrictions, and other strategies.
- 4.2 Through the development review and approval process of the City's Land Development Regulations accessibility to major thoroughfares shall be limited to adequate, properly designed and safe systems that comply with industry accepted traffic engineering standards and practices to ensure that development projects have adequate storage and turning lanes, .spacing and design of median openings and curb cuts and driveway access and spacing. Notwithstanding the foregoing review policy, any development project that accesses a thoroughfare under the jurisdictional responsibility of FDOT or Indian River County should comply with the design standards of those organizations.
- 4.3 The City shall coordinate the review of site plan applications with, as appropriate, FDOT, Indian River County Community Development Department, Indian River County Traffic Engineering Division, and Indian River County Fire Protection and Life Safety Division through the development review and approval process of its Land Development Regulations.
- 4.4 The City should require, where appropriate, the use of shared driveway facilities and interconnected parking facilities through the development review and approval process of its Land Development Regulations.

Objective 5. Right-of-Way Needs and Protection

Right-of-way standards for existing and future roadways should be maintained to accommodate travel, roadside recovery areas, bicycle and pedestrian facilities, drainage facilities, and utilities.

Policies:

- 5.1 The City should continue to maintain the minimum right-of-way requirements as adopted in Policy 5.4 with consideration of the historic, aesthetic, cultural, and residential character of the City.
- 5.2 The City should require the dedication of right-of-way as a condition of development approval if there is an essential nexus between the required condition imposed and the need for public right-of-way and a “rough proportionality” between the benefit derived from the dedication and the project’s impact on the road system.
- 5.3 The need for future rights-of-way should be identified and acquired, where necessary, for future transportation improvements identified in the adopted comprehensive plan.
- 5.4 The City adopts the minimum right-of-way standards for roadways under the City’s jurisdiction to accommodate roadside recovery areas, bicycle and pedestrian facilities, drainage facilities, utility lines, and travel lanes:
 - Principal arterial roadways---120 foot right-of-way;
 - Minor arterial roadways---100 foot right-of-way;
 - Collector roadways---80 foot right-of-way; and
 - Local roads---60 foot right-of-way.
- 5.5 Notwithstanding Policy 5.4, the minimum right-of-way standards for local roads may be modified by the City Engineer based on site conditions and requirements for drainage facilities, utilities, sidewalks, recovery areas, bicycle lanes/paths, and travel lanes.

Objective 6. Land Use Compatibility

The transportation system should be compatible and complement adjacent land uses.

Policies:

- 6.1 Major roadways (i.e. minor and principal arterials) and intersections should shall, to the extent possible, be located and designed such as to not adversely affect existing neighborhoods nor produce excessive traffic on local roads through residential areas. The following are some of the characteristics by which the City should determine whether neighborhoods are adversely impacted: roadways severing existing neighborhoods; or producing more traffic other than local traffic using roadways; and widening of roadways which results in roadways constructed closer to residential homes.
- 6.2 In areas where minor and principal arterial roadways and their intersections adversely

affect existing neighborhoods, the City may provide landscaped buffers, berms, and other similar buffers alongside the roadway(s). The City should also review the feasibility of relocating roadways and intersections and limit the number of roadway connections and accesses. Where appropriate and financially feasible, the City will shall implement traffic calming improvements.

- 6.3 The City should locate and design roadways to minimize adverse environmental impacts. Where sensitive environmental areas will be impacted by roadway construction, the City shall mitigate those impacts by taking action as provided for in the Conservation Element.
- 6.4 The City should only fund transportation improvements within Coastal High Hazard Areas consistent with pertinent policies in the Coastal Management Element.
- 6.5 The City should investigate the possibility of designating applicable historic and /or scenic roadways based on established federal or state criteria.
- 6.6 The City should implement Land Use Element policies that restrict urban sprawl, limit strip commercial development, promote infill and mixed use projects, protect historic resources and grid street network in historic neighborhoods, promote public transportation, and encourage higher intensity uses in major travel corridors.

Objective 7. Transportation Planning and Programming Coordination

The City should ensure that transportation system plans and programs are coordinated with applicable federal, state and local governmental entities.

Policies:

- 7.1 The City should review for compatibility with this element, the transportation plans and programs for the unincorporated county and neighboring municipalities as they are amended in the future.
- 7.2 The City shall coordinate its transportation system with the Indian River County MPO plans and programs. This coordination will include staff and council member representation on MPO committees.
- 7.3 The City should coordinate with the FDOT to review its standards for sidewalk placement, access control, median cuts, signage, drainage, and other related physical roadway development activities. The City's Planning and Public Works Departments will schedule, as needed, meetings with appropriate FDOT officials to review and discuss these issues and develop written standards agreeable to both entities.
- 7.4 The City's staff should actively participate on the MPO Technical Advisory Committee to promote intergovernmental coordination with the municipalities in the county.

- 7.5 The City, through the MPO, should share information with the municipalities in the county and with adjacent counties regarding proposed projects and their potential transportation system impacts on other jurisdictions.
- 7.6 The City, through the MPO, should continue to coordinate its plans with the plans and programs of all transportation facility providers, especially FDOT transportation plans.

Objective 8. Protection of Community/Neighborhood Integrity

The City should manage the traffic circulation system within Vero Beach to protect community and neighborhood integrity.

Policies:

- 8.1 The City should strive to conserve and protect the character of neighborhoods by preventing the undue intrusion of through vehicles on local and collector streets.
- 8.2 Major thoroughfares and intersections should be located and designed in a manner which do not sever or fragment well established neighborhoods and land which is or could otherwise be developed as well defined neighborhoods.
- 8.3 The City should discourage through traffic in neighborhoods by use of traffic management techniques, including signage, landscape design, traffic calming and roadway design.
- 8.4 The City should work with neighborhood organizations and residents in addressing needed traffic calming measures pursuant to Policy 2.7 of this element.

Objective 9. Energy Conservation and Environmental Protection

The City should provide for a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, and maintains and enhances community aesthetic values.

Policies:

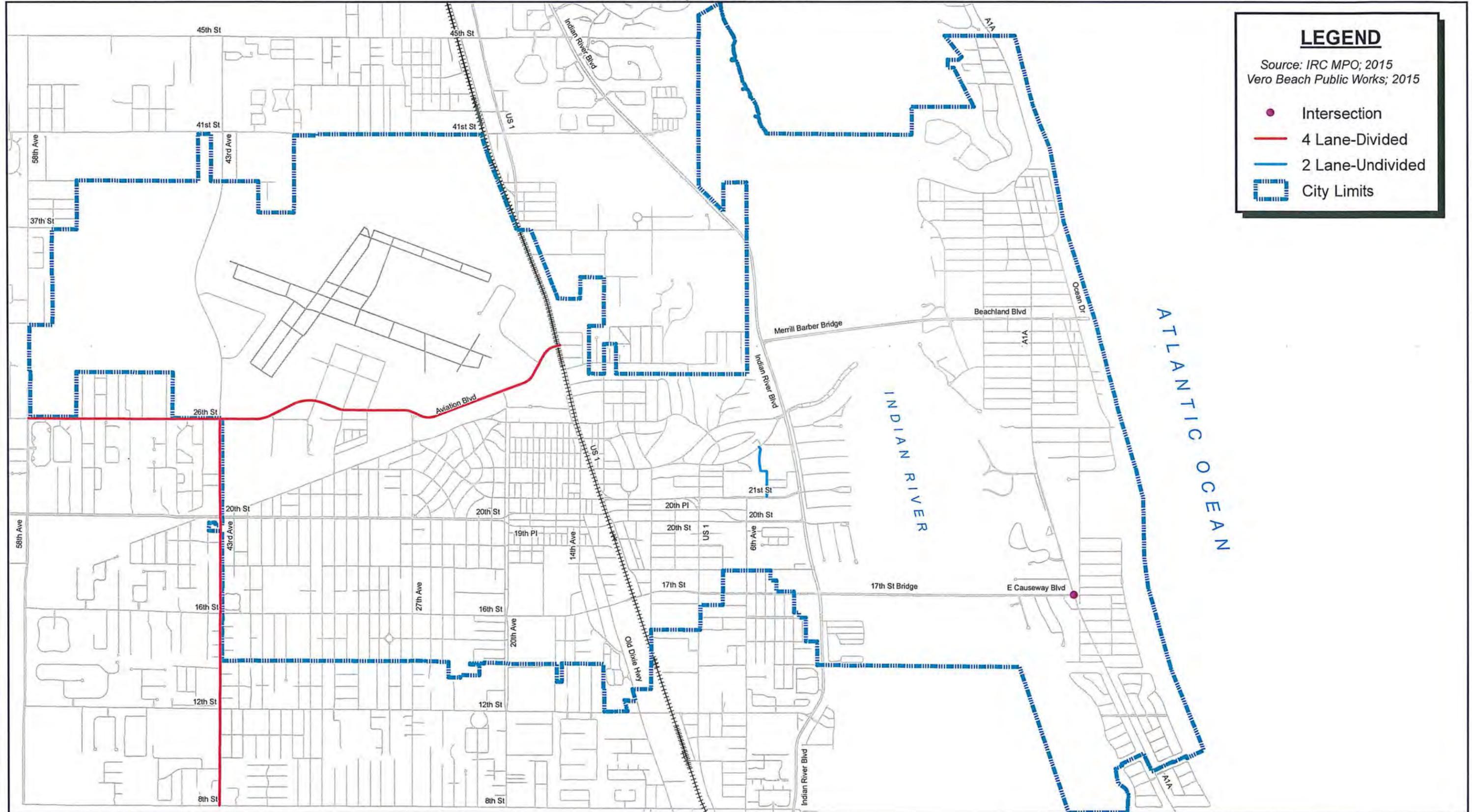
- 9.1 Where physically and financially feasible, the City should endeavor to provide landscaping and trees along roadways to serve as visual and sound buffers and to maintain the quality of the environment within the City.
- 9.2 The City should avoid transportation improvements that encourage or subsidize development in environmentally sensitive areas or the Coastal High Hazard Area identified in the Conservation and Coastal Management Elements.
- 9.3 New roads should be designed to prevent and control soil erosion, minimize destructive secondary impacts of clearing and grubbing operations, minimize storm run-off, and avoid unnecessary changes in drainage patterns.

- 9.4 The City should pursue and support transportation programs that ~~will~~ help to maintain or improve air quality and conserve energy by working with the Indian River County MPO and member organizations to implement strategies and programs to reduce vehicle miles travelled, and increase transit ridership, the modal split of non-automobile work trips, and the occupancy of automobile work trips.
- 9.5 Design of roadways should be undertaken so as to make them compatible with the surrounding environment, complement adjacent development and provide an aesthetically pleasing visual experience to the user and to the adjacent area.

2035 Roadway Improvement Plan

City of Vero Beach

Figure 15



LEGEND

Source: IRC MPO; 2015
Vero Beach Public Works; 2015

- Intersection
- 4 Lane-Divided
- 2 Lane-Undivided
- - - City Limits



CHAPTER 4
HOUSING ELEMENT
GOAL, OBJECTIVES, AND POLICIES

GOAL

A supply of housing that permits most households to enjoy safe and healthful living accommodations and meets accepted standards of affordability and housing that is located in pleasant environments where a sense of civic pride and personal well-being can be achieved.

Objective 1. Neighborhood Preservation, Rehabilitation, and Identity

The City should encourage the provision of housing through the preservation of existing stable neighborhoods, rehabilitation of neighborhoods in varying degrees of decline, and provision of opportunities for new residential infill development that promote strong neighborhood identity.

Policies:

- 1.1 The City should support neighborhood enhancement projects for the maintenance and improvement of sidewalks, street lighting, and streetscapes that contribute to the preservation and stabilization of neighborhoods and their identity.
- 1.2 The City should support residential compatibility for new infill development and redevelopment through requiring context-sensitive building and site design including the preparation of pattern books for individual neighborhoods, if appropriate.
- 1.3 The City should protect neighborhoods from incompatible uses through the relevant policies of the Land Use Element and its Land Development Regulations.
- 1.4 The City should encourage the stabilization and redevelopment of older, established neighborhoods by creating, where appropriate, special zoning districts which recognize the limitations of older subdivisions.
- 1.5 The City should support historic preservation and neighborhood conservation through its Historic Preservation Commission, Land Development Regulations and policies under Objective 5 of the Land Use Element.
- 1.6 The City should continue to protect existing housing stock through its zoning regulations and historic preservation regulations.
- 1.7 The City should encourage infill development, removal of blighting influences and stabilization of neighborhoods through educational means such as meetings, research, and information exchanges, as well as coordinated and joint programs and activities by public and private sectors.

- 1.8. The City should explore ways to increase the viability of existing neighborhoods through development incentives as identified in pertinent policies of the Land Use Element.

Objective 2. Adequate Housing Sites for a Range of Housing Choices

The City should endeavor to accommodate current and anticipated housing demand for all income groups and groups with special housing needs by having sites—with appropriate future land use and zoning designations that allow for a balanced housing market with a mixture of housing types, including manufactured (“mobile homes”) homes.

Policies:

- 2.1 The City of Vero Beach shall continue to enforce and monitor compliance with its Fair Housing Ordinance to ensure equal housing opportunities consistent with Title VIII of the Civil Rights Act of 1968 and the Florida Fair Housing Act.
- 2.2 The City of Vero Beach, through its 2035 Future Land Use Map, hereby designates land for residential land uses and support services for a wide variety of housing types (including mobile homes), densities, and physical environments to facilitate an equally wide variety of housing costs for present and future residents with special consideration given to the following:
 - Lot sizes, setbacks and land use mixes;
 - Proximity to public transportation, recreational facilities, and community services, such as shopping, personal services, and health care;
 - Compatibility of land use relationships and neighborhood character;
 - Reduction of automobile travel to meet normal daily needs for access to employment, services, recreation and other local activities;
 - Infill and redevelopment; and
 - Mixed-Use opportunities (especially in the downtown, appropriate commercial districts, and older, established neighborhoods needing revitalization).
- 2.3 Subject to available funding, staff availability, and City Council approval, the City shall provide technical assistance to any future community development corporations, housing trust funds, community land trusts or similar non-governmental agencies for stabilizing and redeveloping residential neighborhoods and providing affordable housing.
- 2.4 The City should promote a range of housing choices and opportunities by providing a regulatory framework that includes incentives for residential infill and redevelopment and mixed commercial-residential development pursuant to pertinent policies of the Land Use Element and subject to approval by the City Council.
- 2.5 The City shall prepare an inventory list of all real property within its jurisdiction to which

it holds fee simple title and that is appropriate for use as affordable housing every three years per Section 166.0451 Florida Statutes, as amended from time to time. The inventory list shall include the address and legal description of each such property and specify whether the property is vacant or improved. The City Council shall review the inventory list at a public hearing and may revise it at the conclusion of the public hearing. Following the public hearing, the City Council shall adopt a resolution that includes the inventory list of such property.

Objective 3. Sustainable and Energy Efficient Housing Standards

The City should strive to fulfill the City's housing needs while promoting sustainable and energy efficient standards.

Policies:

- 3.1 The City should promote conservation programs and energy efficient practices that reduce housing operation costs for energy, sewer and water usage within the structure and for landscaping, in new residential developments and redevelopment housing areas.
- 3.2 The City should consider offering development incentives to encourage developers to use green building standards and energy efficient technologies.
- 3.3 The City should ensure a compatible relationship between new housing and vehicle circulation patterns and encourage pedestrian and bicycle interconnectivity and accessibility to transit in order to minimize traffic impacts and promote healthy lifestyles in new residential development and redevelopment projects.
- 3.4 The City should promote transit supportive mixed-use residential development in close proximity to services to reduce dependence on automobile use in new residential developments and redevelopment areas.
- 3.5. The City should encourage all housing structures be constructed with cost effective efficiency construction standards. and whenever economically feasible, housing should meet or exceed standards set forth by the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system, or other national or state recognized high-performance conservation building rating system as approved by the Florida Department of Management Services.
- 3.6 The City should consider providing development incentives for projects that meet or exceed the USGBC and LEED standards.

Objective 14. Affordable and Workforce Housing

The City shall encourage the creation and/or preservation of affordable and workforce housing to meet the future needs assessment identified in Technical Document of the Comprehensive Plan for very-low, low and moderate low income households in the City based on the Florida Housing

Data Clearinghouse prepared by the Shimberg Center for Housing Studies.

Policies:

- 4.1. The following definitions for affordable and workforce housing shall be used by the City in this Comprehensive Plan and the City's programs and policies:

"Affordable Housing" means housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of annual median income (AMI) as measured by the U.S. Bureau of the Census and updated annually by the Department of Housing and Urban Development.

"Workforce Housing" is defined as housing affordable to natural persons or families whose total annual household income does not exceed 140% of the annual median income, adjusted for household size.

"Extremely Low Income" means one or more natural persons or a family whose total annual household income does not exceed 30% of median annual adjusted gross income.

"Very Low Income" means one or more natural persons or a family whose total annual household income does not exceed 50% of median annual adjusted gross income.

"Low Income" means one or more natural persons or a family whose total annual household income does not exceed 80% of median annual adjusted gross income.

"Moderate Income" means one or more natural persons or a family whose total annual household income does not exceed 120% of median annual adjusted gross income.

"Essential Services Personnel" means personnel whose household incomes do not exceed 140% of the annual median income as determined annually by the Florida Housing Finance Corporation and adjusted for family size, who are employed in areas in which they are considered essential service personnel, including but not limited to teachers and educators, police and fire personnel, skilled construction trades personnel and health care personnel, and other job categories defined as essential by Indian River County.

- 4.2 In adopting any amendments to the City's Land Development Regulations, the City should ensure that any proposed revisions in development standards and review procedures do not create unnecessary delays in project approval or other barriers to affordable and workforce housing.

- 4.3 The City Planning staff should prepare an update of housing needs every seven years or so in conjunction with the update of the Comprehensive Plan.

- 4.4 The City should identify federal, state and other sources of funding and tax credits earmarked for low and moderate income housing and, where appropriate, actively

support private or not-for-profit organizations to secure these funds for local use.

- 4.5 The City should facilitate the provision of housing affordable for extremely low, low, very low, and moderate income groups, and essential service personnel by promoting infill development, redevelopment of the existing housing stock, and flexible zoning regulations.
- 4.6 The City should designate adequate sites with appropriate land uses and densities on the Future Land Use Map, to ensure that adequate supply of land exists in the City for the private sector to provide for the housing needs of the extremely low, very low, low and moderate income families, essential service personnel, the elderly, and special need residents.
- 4.7 The City should consider a density bonus program for planned residential and mixed use projects that sets aside a certain percentage or number of dwelling units for extremely low, very low, low, and moderate income families, essential service personnel, and employer assisted housing, if compliance with the income requirements of future tenants is administered by a federal or state agency or independent non-governmental entity.

Objective 3-5. Substandard Housing and Property Maintenance

The City of Vero Beach shall continue to reduce the number of substandard dwelling units with housing code violations and the number of poorly maintained residential properties in the City's older , established neighborhoods, through active code enforcement programs with the cooperation and support of neighborhood homeowners and civic associations whenever possible.

Policies:

- 5.1 The City should protect public health, safety, and welfare by enforcing the adopted Vero Beach Code standards for housing, property maintenance, elimination of unsafe buildings, and nuisances.
- 5.2 The City should replace the Southern Housing Code, Standard Unsafe Building Abatement Code and existing property maintenance provisions of the Land Development Regulations and City Code by enacting the International Property Maintenance Code with local amendments as appropriate.
- 5.3 An inventory of housing conditions based on Code Enforcement data should be included as part of community baseline data to be collected for each neighborhood consistent with available staffing and financial resources.
- 5.4 The City should encourage improved housing maintenance by property owners, neighborhood associations, and tenants by providing consumer information and technical assistance, and if requested by the neighborhood or civic association, instituting a comprehensive code enforcement sweep that may also include the active support of volunteer residents assisting City Solid Waste personnel in removing debris, trash,

abandoned appliances and other items adversely impacting the neighborhood.

- 5.5 The City should consider the feasibility and interest in the establishment of a neighborhood awareness programs and annual merit recognition awards for neighborhood improvement programs.
- 5.6 The City should support neighborhood conservation and stabilization efforts of local neighborhood and civic associations, where feasible and consistent with staff and financial resources, by using the comprehensive framework and methodology for identifying, prioritizing, and addressing neighborhood infrastructure, public facilities and public service improvements needs.
- 5.7 Removal and abatement of blighted structures and blighting influences should be actively pursued, where feasible both financially and legally, in conjunction with code enforcement programs.
- 5.8 Residents displaced by City government initiated housing rehabilitation, redevelopment or code enforcement activities, shall be provided technical assistance to facilitate their relocation.

Objective 6. Coordination with Indian River County Housing Programs

The City should continue to coordinate with Indian River County in provision of its housing assistance programs to facilitate access to affordable and workforce housing.

Policies:

- 6.1 The City should continue to provide assistance and information regarding public-private partnerships or private non-profit organizations for the purposes of implementing the Community Development Block Grant, Home Investment Partnerships Program, State Housing Initiative Partnership (SHIP), and other grant funds or programs to secure funding for affordable and workforce housing.
- 6.2 The City should support the Indian River Affordable Housing Advisory Committee as the entity for promoting affordable housing and recommending incentives for the development of new affordable units.
- 6.3 The City should continue to provide a representative to the Indian River Affordable Housing Advisory Committee.

Objective 67. Elderly and Special Needs Housing

The City of Vero Beach should continue to ensure that sites are available for group homes and care facilities in residential areas to accommodate housing for the elderly and special need residents consistent with the requirements of the Civil Rights Act of 1968, Florida Fair Housing Act, and Americans with a Disability Act (ADA) and case law.

Policies:

- 7.1 The City should coordinate its efforts in meeting the needs for special housing with those of the Florida Agency for Health Care Administration, Florida Department of Children and Families, and Florida Agency for Persons with Disabilities that license such housing and facilities to ensure the provision of these homes and other special housing types in residential neighborhoods of compatible density.
- 7.2 The City should consider private and non-profit sponsors to initiate projects to ensure that an adequate supply of group and special needs housing and facilities is are provided for City residents.
- 7.3 As applied by the City, special needs housing shall mean all protected groups or individuals under the Civil Rights Act of 1968 and the ADA.
- 7.4 The City's Land Development Regulations shall permit the development of group homes and facilities in residential districts consistent with Chapter 419, Florida Statutes, as amended from time to time.
- 7.5 The City should continue to evaluate the need to provide additional development incentives to encourage the production of housing for the elderly and persons with special housing needs.
- 7.6 The City should encourage housing and supportive services for the elderly and special needs residents.

Objective 8. Conservation and Preservation of Historic Housing Structures

The City should maintain and update an inventory of all residential buildings that are 50 years or older and establish incentives and programs, as appropriate, to provide for conservation, maintenance, and rehabilitation of historic homes eligible for inclusion on the Vero Beach Register of Historic Places.

Policies:

- 8.1 The City should explore with Indian River County the possibility of the County enacting a historic preservation ad valorem tax exemption ordinance that combined with the City's ordinance will increase the incentive for the rehabilitation, restoration, or renovation of historic properties.
- 8.2 The City should update the 1992 and other subsequent surveys of historic buildings for the Florida Master File and City records to provide current and up-to-date data on historic buildings to be used by the Historic Preservation Commission and City staff in the development of incentives and provision of outreach and technical assistance programs to owners of historic buildings to promote the conservation, maintenance, and rehabilitation of these historic buildings.

- 8.3 The City shall protect its historic housing structures through the provisions of its historic preservation regulations, Objective 1 and supporting policies of this element, and Objective 5 and supporting policies of the Land Use Element.

Objective 9. Mobile Homes

Continue the Future Land Use designation of MHP (Mobile Home Park) to allow for adequate sites for the continuation of mobile homes on existing sites.

Policies:

- 9.1 The City should review the existing mobile home parks and prepare amendments to the Land Development Regulations to bring the zoning for existing mobile home parks outside the Vero Beach Regional Airport property into full compliance with the MHP (Mobile Home Park) designation as called for in Policy 1.27 of the Land Use Element.
- 9.2 The City should allow the continuance of existing mobile home parks subject to these parks complying with City Codes.

**CHAPTER 5
COASTAL MANAGEMENT
GOAL, OBJECTIVES AND POLICIES**

GOAL

Growth management strategies and infrastructure will be in place that will allow growth within the coastal zone, which does not damage or destroy natural resources, protects human life and property, and limits public expenditures in those areas subject to destruction by natural disaster.

Objective 1. Estuarine Quality

The City should strive to improve the water quality levels for those segments of the Indian River Lagoon within the City of Vero Beach through its infrastructure capital improvements programs, administration of its Land Development Regulations and through cooperation with other public and private dischargers to the Indian River Lagoon.

Policies:

- 1.1 The City should actively cooperate with federal, state, regional, local governments, and other dischargers in meeting the requirements of Section 403.067, Florida Statutes (F.S.), to implement the Central Indian River Lagoon Basin Management Action Plan (BMAP).
- 1.2 The City should pursue obtaining equitable allocations for Total Maximum Daily Loads (TDML) for non-point and point sources to the lagoon in cooperation with state, regional, local governments, and other dischargers to the Indian River Lagoon.
- 1.3 The City should strongly support the development of appropriate water quality models and installation of water quality monitoring equipment by FDEP, dischargers and other participants in implementation of the Central Indian River Lagoon BMAP. Such water quality modeling and monitoring are essential to more accurately document changes in water quality of the Indian River Lagoon and the effectiveness on water quality of various stormwater management improvements, the elimination of septic systems, and other measures that will be needed to prepare a functional TDML budget for the Central Indian River Lagoon.
- 1.4 The City should strive to meet its fair share of reductions in nitrogen and phosphorus indicated in the adopted 2013 BMAP for the Central Indian River Lagoon or as subsequently amended, once specific target reductions for individual dischargers are established.
- 1.5 The City should participate in the Indian River Lagoon National Estuary Program along with state environmental regulatory agencies, county governments, participating cities, and other stakeholders and work with these entities to secure federal/state grants for

funding of water quality projects and to coordinate multi-governmental programs and projects in addressing water quality issues in the lagoon.

- 1.6 The City should participate with other cities and municipalities as part of a “regional compact” sponsored by the Treasure Coast and Space Coast League of Cities to work on intergovernmental approaches to restore the Indian River Lagoon addressing such issues as removing muck, septic tank waste, and other containments degrading this water body.
- 1.7 The City should implement policies under Objective 3 of the Stormwater Management Sub-Element and Objectives 2 and 4 of the Conservation Element to improve water quality in the Indian River Lagoon and connecting surface waters.
- 1.8 All structures to be constructed in, adjacent to, or indirectly affecting the Indian River Lagoon and connecting surface waters shall be located and designed in order to allow for maximum water circulation, to minimize impacts to submerged aquatic vegetation, and other marine resources, and to prevent reductions in water quality.
- 1.9 The City shall prohibit the discharge of any waste and/or pollutant material into surface waters and the City’s municipal separate storm sewer system (MS4).
- 1.10 The City shall prohibit all new point-source discharges into the Indian River Lagoon and connected surface waters.
- 1.11 The City shall rehabilitate, replace, and upgrade stormwater control structures in accordance with its stormwater management improvement program and pursuant to policies under Objectives 2 and 4 of the Stormwater Management Sub-Element to ensure the proper functioning and maintenance of these structures and to further reduce pollutant loadings to the Indian River Lagoon.
- 1.12 All dredge and fill operations shall be required to utilize proper mitigation techniques and devices in addition to obtaining and complying with all applicable federal, state, and local permits.
- 1.13 The City shall apply the following site selection criteria for dredged spoil disposal:
 - sites shall be located close to the Indian River Lagoon;
 - sites shall be located in altered, non-native upland vegetated areas;
 - sites shall not abut residential land unless sites are sufficiently large to accommodate adequate buffers;
 - sites shall not be habitat for endangered and threatened or protected species; and
 - sites shall not be wetlands, unless wetlands are degraded/non-functional and these impacted wetlands are mitigated.

Objective 2. Boat Facilities and Boat Ramp Siting and Construction

Through its Land Development Regulations and the policies of the Comprehensive Plan, the City shall manage the location and design of boating facilities and boat ramps to prevent the loss of estuarine wetlands, mangrove fringe, sea grass beds, and adverse impacts on manatees, and to protect the rights of riparian property owners.

Policies:

- 2.1 For the purposes of this objective and policies, a marina is defined as “ a principal use located adjacent to a public navigable waterway that provides some or all of the following: docks, slips, moorings used for the docking, securing, storage, and servicing or repairing of watercraft; indoor and outdoor storage of watercraft and trailers; minor repairs and servicing of vessels; leasing/rental of vessels; sale of marine fuel and lubricants; wastewater pump-out facilities; and the docking of charter fishing and commercial sightseeing vessels, but excluding industrial and commercial fishing craft.” This definition does not include facilities that include only the docking or mooring of vessels.
- 2.2 The City should enforce the performance standards for marinas and marina related facilities pursuant to the Land Development Regulations and the policies of this Comprehensive Plan in conjunction with the permitting requirements of applicable federal and state agencies.
- 2.3 Marinas shall only be permitted in the C-1M and C-2M zoning districts subject to any specific design and location standards in the City’s Land Development Regulations, this objective and supporting policies, and applicable federal and state permitting requirements.
- 2.4 As a condition for the development approval of any expansion or substantial modifications to an existing marina, the marina should be required to provide pump-out wastewater facilities and to comply with the policies of this element, and the performance standards in the City’s Land Development Regulations and FDEP permitting requirements.
- 2.5 The City shall enforce existing regulations governing live-aboards, requiring that such use of vessels shall be confined solely to permitted marinas with pump-out facilities.
- 2.6 Structures for non-water dependent uses shall not be constructed, placed, installed, or maintained over or upon the Indian River Lagoon and connecting surface waters. A water-dependent use shall mean any activity that can only be located on, in, over, or adjacent to the Indian River Lagoon and connecting surface waters in order to conduct its primary purpose and, therefore, cannot be located inland.
- 2.7 The City shall regulate the construction, expansion or modification of new or existing piers, docks, boating slips, and mooring fields through its Land Development Regulations. These regulations shall include standards for setbacks from property and

riparian lines and limits on the extension of dock facilities and moored vessels into the waterway. In unusual shoreline configurations, the FDEP guidelines for determining riparian lines shall be applied.

- 2.8 No roofed structures shall be constructed or installed over surface waters, except as may be permitted within the C-1M zoning district.
- 2.9 The City should cooperate with the Florida Fish and Wildlife Conservation Commission (FF&WCC) in that agency's periodic inspections of marinas and other boating facilities.

Objective 3. Beaches and Dunes

The City should continue its beach and dune management program in coordination with FDEP and Indian River County, that protects, enhances and restores the naturally functioning beach system.

Policies:

- 3.1 The City shall enforce regulations in coordination with FDEP governing the location, construction and maintenance of development adjacent to the Atlantic shoreline within the Coastal Construction Control Line (CCCL).
- 3.2 Construction seaward of the CCCL shall be in accordance with the FDEP permitting requirements of Chapter 62B-33, F.A.C. and City CCCL construction and Land Development Regulations.
- 3.3 The City should maintain programs for re-establishment and maintenance of the primary dune area and for regulation of excavation and construction in accordance with FDEP regulations, the City's Code and Land Development Regulations and, the following policies:

Criteria:

- (a) Excavations shall be prohibited unless it is demonstrated that they are necessary to mitigate natural disaster occurrences or are FDEP permitted and monitored projects.
- (b) Native dune vegetation shall be maintained on site unless removal or alteration is permitted by both the City and the FDEP.
- (c) New access shall be allowed only at designated cross-overs approved by the City.
- (d) Control strategies shall be utilized at existing non-designated cross-overs, until these can be acquired, improved or alternate access provided.

- (e) Dune cross-overs, boardwalks, walkways and other permissible structures seaward of the CCCL shall be elevated above dune vegetation and shall be designed to allow adequate light penetration.
- (f) Subject to FDEP approval, major parallel boardwalks shall be permitted seaward of the CCCL if they are constructed so as not to impact the dune line.
- (g) Publicly owned dunes which have been denuded shall be re-vegetated with native vegetation approved pursuant to a permit issued by FDEP.
- (h) To encourage private property owners to re-establish dune vegetation which has been destroyed by undesignated access activities, the City shall permit, subject to a FDEP permit for re-establishment of dune vegetation, the following:
 - Use of City property for equipment access to beach for dune restoration work.
 - Temporary use of non-hardening protection methods (such as geo-textile bags) to protect restored dunes.
 - Cooperative effort with State Department of Forestry to sponsor annual seedling sales of salt-tolerant dune restoration plant species for nominal cost to public.

- 3.4 The City should cooperate with Indian River County and FDEP in the maintenance and updating of the Indian River County Beach Preservation Plan, that provides the basis for identifying and programming beach stabilization and nourishment efforts.
- 3.5 The City establishes, as its highest priority for stabilization and re-nourishment, the beaches at Jaycee Park, Sexton Plaza, and Humiston Park.
- 3.6 The City shall prohibit through its Code of Ordinances and in accordance with Section 161.58, F.S., unauthorized vehicular traffic on or over dunes and on the beaches.
- 3.7 Access to the beach over dunes for authorized vehicles shall be allowed only at designated access points.
- 3.8 The City should promote and support the provision, enhancement and preservation of scenic views of the water through the development permitting process and the use of development bonus incentives to encourage preservation of scenic views where appropriate and feasible.
- 3.9 As appropriate, the City should enter into agreements with the State of Florida, Indian River County and other governmental agencies for funding of beach restoration programs and shall actively seek funding from "Tourist Tax" dollars for such programs.

Objective 4. Coastal High Hazard Area (CHHA) and Flood Hazard Areas

The City should limit development and future public expenditures for infrastructure and service facilities that subsidize growth within the Coastal High Hazard Area and regulate development in vulnerable flood hazard areas of Vero Beach to limit property damage and loss of life.

Policies:

- 4.1 The City hereby designates the “Coastal High Hazard Area” (CHHA) as the areas shown in Figure 9 of the Map Series to the Comprehensive Plan.
- 4.2 The City shall not fund public facilities in the CHHA unless the facility is for public access, resource restoration or property protection.
- 4.3 The City shall not accept improved roadways for operation and maintenance responsibilities within the CHHA.
- 4.4 If City utility lines are relocated for any purpose, they shall be located outside of the CHHA , except where there is no cost-feasible alternative.
- 4.5 The City shall only expend public funds or construct capital improvements within the CHHA in compliance with the pertinent policies of this element and the Capital Improvements Element to limit further development in these vulnerable areas.
- 4.6 Public infrastructure capital improvements in the CHHA shall not be planned or designed to create any capacity beyond that necessary to accommodate the existing overall intensity and density of development.
- 4.7 The City shall not approve any development that would permit the construction of any infrastructure improvements supporting an increase in the overall intensity and density of development within the CHHA.
- 4.8 The City shall limit future development within the CHHA by maintaining or reducing land use densities and intensities in accordance with the policies of the Land Use Element.
- 4.9 The City shall not adopt any amendment to the Comprehensive Plan affecting land within the CHHA that would increase out-of-county hurricane evacuation time, except pursuant to the provisions of Section 163.3178(8), F.S.
- 4.10 As appropriate, the City shall acquire CHHA and flood prone risk areas for open space, recreation, and conservation purposes identified and programmed in the Capital Improvements Schedule, subject to available financial resources and funding priorities.

- 4.11 The City shall maintain its participation in the National Flood Insurance Program Community Rating System (CRS) and shall strive to improve its current CRS rating of 7 to achieve higher flood insurance premium discounts for property owners and to further reduce the risks to property and threat to human life.
- 4.12 The City shall administer and enforce the provisions of its floodplain regulations. Such regulations shall be at least as stringent as the flood-resistant construction requirements in the Florida Building Code and the regulations set forth in 44 C.F.R. part 60.
- 4.13 The City shall investigate improving the resiliency of new and substantially improved structures to potential flooding from storm events and sea level rise by requiring a two-foot “freeboard” for all residential development in special flood hazard zones.
- 4.14 The City shall coordinate and ensure consistency of its policies and regulations related to CHHA and special flood hazard areas with the pertinent supporting policies to Objective 10 of this element.
- 4.15 The City shall increase public awareness of storm surge, flooding, and flood hazards by providing hazard mitigation information to the public in its annual pamphlet to property owners and residents.
- 4.16 Structures that receive storm damage of 50 percent or more of their market value may be rebuilt to their pre-natural disaster density, height, and square footage subject to compliance with all City ordinances applicable to new construction.

Objective 5. Hurricane Evacuation

The City should maintain an in-county estimated evacuation clearance time of 12.0 hours or less for a Category 3 or above hurricane.

Policies:

- 5.1 The City should support the use of public service announcements, local cable-access stations, social media, and websites to promote awareness of the County and City Comprehensive Emergency Management Plan and hurricane evacuation procedures.
- 5.2 The City should participate with the Treasure Coast Regional Planning Council, Indian River County Department of Emergency Management Services, other localities, governmental agencies, and other appropriate governmental and nongovernmental agencies in preparing up-to-date hurricane evacuation plans as an element of the County Comprehensive Emergency Management Plan.
- 5.3 The City should support on-going public education efforts of Indian River County Department of Emergency Services to educate public about hurricane evacuation procedures and to improve behavioral response to evacuation orders.

- 5.4 The City's Comprehensive Emergency Management Plan shall be consistent with the Indian River County and Florida emergency management and evacuation plans.
- 5.5 The City should coordinate with Indian River County's Department of Emergency Services to ensure that the operations of the Florida East Coast Railroad do not interfere with hurricane evacuations.
- 5.6 The City should continue to coordinate with the State of Florida, the Treasure Coast Regional Planning Council (TCRPC), Brevard, Broward, Indian River, Martin, Palm Beach and St. Lucie Counties concerning evacuation routes and populations involved to assess the impact of regional growth on local evacuation times.

Objective 6. Pre-Disaster Contingency Planning and Post-Disaster Recovery and Redevelopment

The City should maintain and update its on-going programs for emergency preparedness for various disaster events and for post-disaster recovery and redevelopment.

Policies:

- 6.1 The City should participate with Indian River County and other localities in the maintenance and periodic updating of the Indian River County Comprehensive Emergency Management Plan (CEMP) that outlines the concept of operations, direction and control, and responsibilities of all agencies and resources in preparing for and recovering from a disaster.
- 6.2 The City should maintain for ready deployment a Recovery Task Force in accordance with Part II, Disaster Recovery Plan (2006) of the City Comprehensive Emergency Management Plan, as amended from time to time to receive preliminary damage assessments and direct post-disaster recovery and redevelopment efforts.
- 6.3 Consistent with the Indian River County CEMP and the City Comprehensive Emergency Management Plan, the City with support from the Indian River County Building Division shall perform an initial damage assessment, immediately following a disaster event, in order to determine the extent of damage, prioritize allocation of recovery resources, and prepare necessary groundwork for state and federal inspectors.
- 6.4 The City Recovery Task Force shall follow the procedures and priorities for immediate repair, replacement, and clean up as specified in the City's Disaster Recovery Plan unless it is determined that compelling unforeseen circumstances require a change in priorities or procedures.
- 6.5 The City shall review all non-emergency development permit applications for redevelopment of all structures substantially damaged in a storm event located within the CCCL in accordance with the Land Development Regulations and the following criteria:

- (a) For purposes of this policy, substantial damage shall mean buildings or structures damaged in a storm event by more than 50 percent of their assessed value according to most recent Indian River County Property Appraiser's records plus 15 percent or an independent appraisal approved by the Building Official.
- (b) All reconstruction of substantially damaged structures shall comply with all current FDEP coastal zone construction requirements, the Florida Building Code, and City Land Development Regulations, except as stated otherwise in this policy. Where there is a conflict among these regulations, the more strict regulation shall apply.
- (c) Except for structures containing a nonconforming use, substantially damaged structures located seaward of the CCCL shall be permitted to be reconstructed contingent upon meeting the following conditions;
 - 1. The reconstructed structure shall be relocated landward (west) of the CCCL unless no economically feasible alternative location exists on the property.
 - 2. The reconstruction on the subject property shall result in no increase in the amount of floor area, no increase in residential or transient density, no decrease in the amount of open space, no increase in height, and no increase in the amount of lot coverage over pre-storm existing conditions for the property.
 - 3. Any structure relocated in accordance with (c)(1) above shall meet all setback requirements to the maximum extent practical with the approval of the Planning and Zoning Board.
 - 4. Any substantially damaged utility lines, including but not limited to sewer, water, gas, electric and telecommunications shall be relocated landward (west) of the CCCL, whenever practical.
 - 5. Any substantially damaged underground storage tanks located seaward of the CCCL shall be relocated as far landward (west) of the dune line as possible, but not less than a minimum of 50 feet from the dune line.
 - 6. Any substantially damaged non-habitable structure shall be relocated landward (west) of the CCCL in accordance with criteria 2 above.

6.6 The City shall evaluate all damage to City infrastructure and improvements subsequent to a disaster to determine the appropriate course to take, either repair in place or relocate based on an evaluation of cost-effectiveness and future risk factors.

- 6.7 The City should evaluate and identify areas susceptible to repeated damage by storm erosion and flooding.
- 6.8 The City should continue to monitor the erosion to beaches in Vero Beach and address any erosion issues that may arise as a result of storm events.
- 6.9 The City should coordinate its post-disaster redevelopment and mitigation plan with other local, regional and state entities; and shall review and incorporate any appropriate As additional interagency hazard mitigation reports into this plan, as they are received.
- 6.10 The City's Comprehensive Emergency Management Plan should be periodically updated to ensure consistency with the Land Use Element and Indian River County CEMP.
- 6.11 The City should enforce siting standards and requirements to permit safe and insurable development and reconstruction in CHHA consistent with applicable rules and regulations of state and federal governments.
- 6.12 The City should review this Comprehensive Plan upon the issuance of any hazard mitigation reports and prepare and adopt appropriate amendments to the plan resulting from the report.
- 6.13 The City should participate with Indian River County and other local governments, in maintaining an up-to-date Local Mitigation Strategy-that identifies and sets priorities for the funding of mitigation projects.
- 6.14 The City should enforce the requirements of the Land Development Regulations and the policies herein to promote the protection and safety of life and property within the coastal zone.
- 6.15 The City should regulate development and redevelopment and manage natural resources within the coastal zone, as defined in Policy 8.1 of this element, by continuing to develop and enforce Land Development Regulations which address vesting provisions, floodplain management, land use densities, beach and dune disturbance and emergency seawall permit applications.

Objective 7. Coastal Access

The City should maintain existing public access facilities to the beach, estuarine and river shorelines and work to acquire additional public access where appropriate and cost-feasible.

Policies:

- 7.1 Where appropriate and cost-feasible, the City shall continue to acquire, improve or provide alternative access to beaches, including but not necessarily limited to cross-over structures, parking facilities, and walkways. Access shall be consistent with the standards and pertinent policies in the Conservation and Recreation and Open Space Elements.

- 7.2 The City shall pursue state grant funds for dune re-vegetation as needed in the construction of dune cross-overs as replacement of unimproved dune access.
- 7.3 As appropriate and desirable, the City shall negotiate lease agreements with the Florida Department of Transportation to secure public waterfront access on or under the Barber Bridge and Alma Lee Loy Bridge.

Objective 8. Infrastructure

The City should establish levels of service, service areas and phasing of improvements for the coastal zone consistent with the pertinent objectives and policies of this Comprehensive Plan, and the unique character of the coastal zone.

Policies:

- 8.1 The levels of service, service areas and phasing of improvements for roadways and other transportation modes shall be pursuant to the Transportation and Capital Improvements Elements.
- 8.2 The levels of service, service areas and phasing of improvements for potable water shall be pursuant to the Potable Water Sub-Element and Capital Improvements Element.
- 8.3 The levels of service, service areas and phasing of improvements for sanitary sewer facilities shall be pursuant to the Sanitary Sewer Sub-Element and Capital Improvements Element.
- 8.4 The levels of service, service areas, and phasing of improvements for storm drainage facilities shall be pursuant to the Stormwater Management Sub-Element and Capital Improvement Element.
- 8.5 Public facilities shall be in place to meet the demand imposed by development or redevelopment as outlined the Land Use Element, Transportation and Capital Improvements Elements.

Objective 9. Resource Conservation and Management

The City should act to protect and preserve significant terrestrial and marine resources, historic and archaeological resources, and critical terrestrial and marine habitats for endangered and threatened species and species of special concern in the coastal zone through the policies of this Plan and the administration and enforcement of its Land Development Regulations.

Policies:

- 9.1 The City should preserve and protect critical terrestrial habitats for endangered and threatened species and species of special concern pursuant to the pertinent objectives and policies of the Land Use and Conservation Elements and through the administration and enforcement of its Land Development Regulations.

- 9.2 The City should preserve and protect wetlands through a no-net loss policy and regulations that preserve and enhance the natural functions and values of wetlands pursuant to the pertinent objectives and policies of the Land Use and Conservation Elements.
- 9.3 The City should preserve and protect historic and archaeological resources pursuant to the policies under Objective 5 of the Land Use Element and its Land Development Regulations.
- 9.4 The City should participate with Indian River County and other localities in the implementation of the Marine Turtle Habitat Conservation Plan.
- 9.5 The City should enforce provisions of its Marine Turtle Protection Ordinance through pro-active code enforcement, public education, and the development review and permitting process.
- 9.6 The City shall not permit restoration, alteration or maintenance projects east of the existing dune vegetation line during sea turtle nesting season, from March 1 to October 31 of each year, except for projects necessary to mitigate natural disaster occurrences or FDEP permitted and monitored projects.
- 9.7 The City shall continue to protect manatees and their habitat by implementing the applicable policies in this element and policies under Objectives 4, 5, and 6 of the Conservation Element and through its development review and permitting process.
- 9.8 The City should protect the habitat of the Florida Scrub Jay through the future land use designation of Conservation for lands on Vero Beach Regional Airport property containing this endangered species' habitat and through implementation of a Habitat Conservation Plan.
- 9.9 The City should protect the water quality of the Indian River Lagoon by implementing the pertinent policies in this element and policies under Objective 3 of the Stormwater Management Sub-Element and Objectives 2 and 4 of the Conservation Element.
- 9.10 Beach nourishment projects for the City requiring off-shore dredging shall be monitored by the City and Indian River County in conjunction with FDEP to prevent damage to the near shore reef.
- 9.11 The City should protect and appropriately manage the beaches and shoreline pursuant to policies under Objective 3 of this element.
- 9.12 The publicly owned spoil islands in the Indian River Lagoon shall be maintained as conservation areas or designated as Conservation on the 2035 Future Land Use Map in Exhibit A to this policy document.

Objective 10. Sea Level Rise

The City should investigate and adopt and implement appropriate and cost-effective strategies which increase community resiliency and protect property, infrastructure, and cultural and natural resources from the impacts of sea level rise, changes in rainfall patterns, and extreme weather events.

Policies:

10.1 The areas of the city subject to storm surge from a Category 1 or 2 hurricane are to be considered Adaptation Action Areas. The set of maps in the Storm Tide Atlas, as may be amended from time to time, prepared by the Treasure Coast Regional Planning Council, is the reference to use to identify storm surge areas for this policy. The City shall consider adaptation strategies and principles to reduce flood risk in Adaptation Action Areas (AAA) from high tide events, storm surge, and stormwater runoff and related impacts due to sea level rise. These strategies, principles, and actions include, but are not limited to the following.

1. *Protection Strategies*
 - a. Maintenance of existing seawalls and bulkheads
 - b. Re-nourishment of beaches
 - c. Protection of vegetated shorelines along the Indian River Lagoon connecting waters, except hardening is the most viable alternative.
 - d. Installation of back-flow preventers to the City's stormwater system.

2. *Accommodation Strategies*
 - a. Floodproofing of new and existing buildings
 - b. Use of fill to raise elevation of new or existing buildings
 - c. Requirement of additional freeboard for new development
 - d. Limitation on the up-zoning (density and intensity) of property
 - e. Application of landscape buffers along the Indian River Lagoon and connecting waterways pursuant to Policy 4.9 of the Conservation Element.
 - f. Increase in building setbacks from the Indian River Lagoon and connecting water ways.

3. *Relocation and Avoidance Strategies*
 - a. Use of transfer of development rights to limit or reduce development
 - b. Acquisition of development rights by the Indian River Land Trust or the City subject to available funding
 - c. Relocation of vulnerable utilities and public facilities
 - d. Prohibition on the locating of sensitive land uses, such as congregate living facilities, nursing homes, elderly housing, educational facilities, and hospitals.
 - e. Restrictions on new public infrastructure and public investment.

- 10.2 The City shall collaborate with Indian River County to increase regional resilience by sharing technical expertise, participating in annual summits, assessing local vulnerabilities, advancing agreed-upon mitigation and adaptation strategies, and developing joint state and federal legislation policies and programs.
- 10.3. The City shall coordinate with Indian River County, other local governments, federal, state and regional agencies and private property owners to develop initiatives and goals to address sea level rise.
- 10.4 The City shall continue the use of beach re-nourishment protection for the commercial and public beach areas of the barrier pursuant to pertinent policies under Objective 3 of this element.
- 10.5 The City shall consider the most current and credible sea level rise data when evaluating and implementing adaptation strategies in Policy 10.1. As documented in the Technical Document, the projected sea level rise for Vero Beach is minimal during the planning horizon of this Plan. Therefore, the implementation of some the more pro-active and aggressive strategies may be held in abeyance until such time as the rise in sea level or storm surge become more of a quantified threat.
- 10.6 The City may work with stakeholders to pursue private or public funding sources for implementation of the adaptation strategies of the AAA.

CHAPTER 6
INFRASTRUCTURE ELEMENT
GOALS, OBJECTIVES, AND POLICIES

STORMWATER MANAGEMENT SUB-ELEMENT

GOAL

A storm drainage system will be provided and maintained in a manner that reduces the risk of property damage, inconvenience from long term flooding, and stormwater pollutants entering the Indian River Lagoon and receiving waters.

Objective 1. Flood Protection

The City should ensure that existing and future development is protected from undue flooding with a level-of-service design standard for its drainage systems that accommodates at a minimum, a ten-year/24-hour design storm event.

Policies:

- 1.1 The City shall maintain and enforce the requirements of its Land Development Regulations which address flood prevention and drainage.
- 1.2 The City should coordinate its storm drainage system improvements with the Indian River Farms Water Control District (IRFWCD), Florida Department of Transportation, and Indian River County, that have storm drainage systems within the City of Vero Beach.
- 1.3 At a minimum, City storm drainage facilities shall meet a 10 year /24 hour design storm event to reduce undue flooding. This standard shall be maintained through the concurrency requirements of the Capital Improvements Element.
- 1.4 Post-development runoff shall not exceed the predevelopment runoff in terms of discharge rate or volume.
- 1.5 The City shall protect property from undue risk to flood damage through administration and enforcement of its floodplain management regulations and pursuant to policies under Objective 4 of the Coastal Management Element.
- 1.6 The City should investigate strategies and measures to address stormwater management needs of infill and redevelopment projects, where traditional on-site stormwater management options are cost-prohibitive or impracticable.

Objective 2. Improvements or Modifications to Existing Drainage Systems

The City should improve or modify existing drainage systems to reduce flooding, maximize the use of existing drainage facilities, and to protect and enhance water quality.

Policies:

- 2.1. The City shall require development to utilize existing City or City approved drainage facilities and meet the stormwater management design standards in its Land Development Regulations.
- 2.2 The City shall operate and maintain its municipal separate storm sewer system (MS4) pursuant to the requirements of its National Pollution Discharge Elimination System (NPDES) permit.
- 2.3 The City Public Works Department should administer a program for inspecting, cleaning, and rehabilitating or improving existing drainage facilities to maintain and improve the capacity of the system to reduce flooding in low lying areas and neighborhoods and to reduce pollutants entering the Indian River Lagoon and connecting surface waters.

Objective 3. Surface and Groundwater Protection

The City should protect and improve surface and groundwater water quality from the impacts of stormwater runoff with enhancements to the existing public drainage system and the application of level of service design standards for on-site stormwater detention and/or-retention.

Policies:

- 3.1 The City adopts the following level of service standard for new development or substantial improvements to existing development:
 - (a) A minimum on-site retention/detention of the first one inch of rainfall with no direct discharge into the Indian River Lagoon or connected surface waters for single family and duplex dwellings.
 - (b) A minimum on-site retention/detention of the first one and one half inches of rainfall with no direct discharge to the Indian River Lagoon or connected surface waters for multi-family and nonresidential development.
 - (c) A minimum 25-year/24 hour storm event for drainage facilities for multi-family and nonresidential development.
- 3.2. The City shall establish specific development thresholds for meeting the above level of service standards and other design criteria in the stormwater regulations of the its Land

Development Regulations to facilitate the cost-effective reduction in the amount of stormwater and nutrients entering the City's drainage system and Indian River Lagoon.

- 3.3 The City should implement the designated policies under Objectives 2 and 3 of the Conservation Element and Objective 1 of the Coastal Management Element to protect and improve water quality of the Indian River Lagoon and to coordinate its efforts with other dischargers to implement the Central Indian River Lagoon Best Management Action Plan.
- 3.4. The City shall maintain the level of service standards for this sub-element through the concurrency management policies of the Capital Improvements Element and its Land Development Regulations.
- 3.5 Where wet retention is used, the stormwater retention ponds should be incorporated into the on-site irrigation and fire fighting systems, whenever practical, as a means to conserve potable water supplies.
- 3.6 The City should promote stormwater nonstructural and structural best management practices through infrastructure projects, land use planning, public education and the development review and approval process.
- 3.7 The City should continue to implement its stormwater capital improvements plan to retrofit existing stormwater drainage system outfalls, catch basins, and inlets to improve quality of stormwater discharges to the Indian River Lagoon by increasing the treated portion of the urban watershed from 1,600 acres in 2015 to 3,000 acres by 2035. A specific improvements plan and schedule for these improvements shall be incorporated in any updates to the Infrastructure and Capital Improvements Elements and the annual Capital Improvements Schedule.
- 3.8 The City should use a street sweeping program to eliminate particulates and debris entering the City's stormwater system.
- 3.9 The City should investigate incorporating in its stormwater regulations cost-effective best management practices to reduce nutrients and particulate matter from non-point sources directly discharging into the Indian River Lagoon, wetlands and connected surface waters.
- 3.10 All stormwater projects shall be so designed that any stormwater run-off does not degrade receiving waters and meets State Water Quality Standards as set forth in Chapter 17-302, F.A.C.
- 3.11 No construction shall be initiated on a project prior to the City receiving a copy of the Florida Department of Environmental Protection (FDEP) Notice of Intent for a generic permit for stormwater discharge and/or St. John's River Water Management District (SJRWMD) stormwater management permit if applicable.

- 3.12 Any site plan or other development approval shall be compliant with applicable FDEP and SJRWMD permits and subject to any conditions of these permits.

Objective 4. Capital Improvements

The City shall complete the stormwater management improvements listed in the annual five-year Capital Improvements Schedule of this Comprehensive Plan to maintain and maximize use of existing facilities to reduce flood potential and improve the water quality of the Indian River Lagoon.

Policies:

- 4.1 The City's Public Works Department should maintain an improvements program for drainage facilities as outlined in the Capital Improvements Element and the annual five year Capital Improvements Schedule for replacing or modifying different drainage facilities including the retrofitting of existing stormwater outfalls, catch basins, and inlets to improve and protect the water quality of the Indian River Lagoon pursuant to Policies 3.2 and 3.3 of this sub-element.
- 4.2 The Public Works Department should develop a priority system for ranking and programming of stormwater improvement projects to be included in the annual five Year Capital Improvements Schedule that shall supplement or modify the policies for ranking and evaluating projects in the Capital Improvements Element.
- 4.3 The City should seek federal, state, Indian River Lagoon National Estuary Program and other governmental and non-governmental grants as appropriate to help fund stormwater system improvements.
- 4.4 The City should explore the use of development bonus incentives pursuant to pertinent policies in the Land Use Element to be awarded to developers in return for providing stormwater improvements that supersede the minimum standards of the City's stormwater regulations or where the developer provides financial support for needed City off-site stormwater improvement projects.
- 4.5 The City should continue to consider options to finance capital improvements and repairs needed for the City's stormwater drainage system.

SOLID WASTE SUB-ELEMENT

GOAL

Solid and hazardous waste will be collected, managed, and disposed of in an efficient and environmentally sound manner to prevent disease and to meet existing and projected demands for the management and disposal of waste.

Objective 1. Adequate Solid Waste Collection Services

The City should provide timely and efficient solid waste collection service and disposal.

Policies:

- 1.1 The City should maintain sufficient equipment to provide for a minimum residential collection of once-a-week and as needed for commercial uses.
- 1.2 The City hereby establishes the following levels of service standard for solid waste (Class I and Construction and Demolition Waste) that shall be used as a basis for determining the availability of landfill facility capacity and the demand generated by new development:
 - 1.43 tons per capita for permanent and seasonal population per year, or
 - 1.54 cubic yards per capita for permanent and seasonal population per year.
- 1.3 The City shall maintain its concurrency management system pursuant to the pertinent policies in the Capital Improvements Element and through Land Development Regulations. Significant landfill improvement projects from Solid Waste Disposal District's (SWDD's) five-year capital improvements plan shall be included in the City's annual five-year Capital Improvements Schedule of this Comprehensive Plan.
- 1.4 The City Planning and Development Department shall review the annual reports provided by the SWDD on waste demand, waste composition, and landfill capacity information.
- 1.5 No development order or permit shall be issued for development if insufficient capacity exists at the Indian River County Solid Waste Disposal District's (SWDD) landfill pursuant to Policy 1.2 of the Solid Waste Sub-Element of the 2030 Indian River County Comprehensive Plan, as may be amended from time to time.
- 1.6 The City shall structure solid waste fees, rates, and assessments to support the solid waste services as a financially self-supporting enterprise system that provides a return on investment to the General Fund.
- 1.7 The City should continue its non-ad valorem assessment programs to fund its solid waste services as well as apply for state and federal grants where appropriate to improve and expand services.
- 1.8 The City shall include major capital improvements to maintain its solid waste services in the annual five-year Capital Improvements Schedule of this Comprehensive Plan.

Objective 2. Special Waste and Hazardous Waste

The City shall prohibit the improper storage, management and disposal of solid and hazardous waste.

Policies:

- 2.1 The City shall establish standards and regulate the temporary storage of solid waste for collection through its Land Development Regulations and the solid waste regulations of the City Code.
- 2.2 The City shall regulate the collection, transportation, and disposal of solid waste through the solid waste regulations of the City Code.
- 2.3 The City shall prohibit the outdoor burning of trash, yard refuse, or other refuse without governmental approval pursuant to the solid waste regulations of the City Code.
- 2.4 The City shall through its solid waste regulations prohibit specific acts related to the improper management and disposal of refuse and waste of all kinds that may cause a public health, safety, or environmental problem or place an undue financial burden on city taxpayers.
- 2.5 The City shall dispose of stabilized sludge from its wastewater treatment plant at the Okeechobee County landfill, but should continue to explore alternatives to land fill disposal pursuant to Policy 3.4 of this sub-element.
- 2.6 The City should cooperate with Indian River County and SWDD regarding residential programs for collection and disposal of household hazardous waste.
- 2.7 The City should coordinate with Indian River County regarding the use of licensed hazardous waste transporters for providing disposal services to the small quantity generators of household hazardous waste.

Objective 3. Recycling and Waste Volume Reduction

In cooperation with the SWDD, and Indian River County, the City should strive in cooperation with the SWDD and Indian River County to increase the portion of solid waste recycled to 75 percent of its waste stream by 2020.

- 3.1 The City should participate in the county-wide single-stream recycling program to reduce the amount of solid waste entering the SWDD's landfill.
- 3.2 The City should cooperate with SWDD and Indian River County in exploring feasible methods and new technologies to further waste reduction, including recovery of recyclables from the garbage stream and their conversion into useful products.

- 3.3 The City should explore the feasibility with the SWDD in expanding recycling efforts to more commercial and industrial uses.
- 3.4 The City should actively explore cost-effective and environmentally friendly alternatives to land fill disposal of stabilized sludge to reduce the amount of waste being landfilled.

SANITARY SEWER SUB-ELEMENT

GOAL

An efficient system of sanitary sewer disposal will be provided that prevents degradation of existing resources, promotes orderly growth and development, and meeting existing and projected demand.

Objective 1. Wastewater Service Concurrent with Development

The City shall provide sufficient capacity in its sanitary sewer system to accommodate all development within its service area and promote orderly growth and development within the existing city limits and future annexation areas.

Policies:

- 1.1 The City adopts a sanitary sewer level of service standard of 250 gallons per day per equivalent residential unit. This standard shall be utilized for determining the availability of wastewater treatment facility capacity and demand generated by a development. The level of service standard shall be maintained through the concurrency management system of the Capital Improvements Element and the City's Land Development Regulations.
- 1.2 New or expanded development within the City limits of Vero Beach shall be approved only when capacity is available in the City's wastewater treatment plant, or, if central sewer service is unavailable, an on-site treatment and disposal system approved by the Health Department pursuant to pertinent provisions of the Florida Administrative Code.
- 1.3 The City Water and Sewer Department shall approve connections to its sanitary sewer system for new development within its service area in unincorporated Indian River County and the Town of Indian River Shores only if capacity is available in the City's wastewater treatment plant.
- 1.4 The City Water and Sewer Department should provide, on as needed basis, updated information on wastewater facility capacity and demand to the Planning and Development Department.
- 1.5 The City should continue to provide sanitary sewer within its existing service area through 2035, not precluding the consideration of other options that may be of more benefit to the city's interests and rate payers.

- 1.6 The City shall prohibit the use of new package treatment plants within the City of Vero Beach.
- 1.7 The City should coordinate the provision of its sanitary sewer services to areas outside the city limits within unincorporated Indian River County and Town of Indian River Shores through its intergovernmental service agreements.
- 1.8 The City should continue to expand the sanitary sewer services within the existing city limits of Vero Beach and future annexation areas in accordance with the pertinent policies of the Land Use Element to promote orderly growth and development.
- 1.9 The City shall provide for wastewater treatment that meets federal and state laws and regulatory requirements of the FDEP.
- 1.10 The City shall continue to dispose through deep well injection treated effluent from its wastewater treatment plant that is unsuitable for the reuse system or when storage capacity is unavailable in the reuse system.

Objective 2. Wastewater Reuse System

The City should endeavor to utilize 100 percent of the wastewater effluent produced by its wastewater treatment for reuse to reduce consumption of potable water and conserve groundwater resources.

Policies:

- 2.1 The City should continue to reuse treated wastewater effluent by spray/drip irrigation and provide reuse services within its wastewater service area.
- 2.2 The City should continue to plan and work to improve its reuse irrigation system, where appropriate and feasible, within its wastewater service area using as a guide the recommendations of the *Water and Reuse System Operational and Financial Optimization Study* (2011).
- 2.3 The City should withdraw stormwater from the Main Drainage Canal to supplement its reuse water system as feasible during periods of low rainfall when the supply of reclaimed (reuse) water is insufficient to meet increased customer demands.

Objective 3. Septic Tanks

The City shall endeavor to eliminate all septic tanks with drainage systems within the City of Vero Beach by 2035.

Policies:

- 3.1 Existing private septic tank systems with drainage systems may remain in service subject to the following conditions:
- (a) The sewer line to the building shall be connected to the available central sanitary sewer system, if the Department of Health determines that such system has failed. The septic tank shall be abandoned and sealed pursuant to the Department of Health regulations and the City Code.
 - (b) The septic tank system shall be pumped out on a regular frequency not to exceed every five years and shall have a licensed septic tank contractor to perform an inspection of the septic tank disposal system. The licensed septic tank contractor shall complete a septic tank pumping inspection report that shall be provided the Water and Sewer Department.
 - (c) Where gravity sewer service is available, but the property owner does not wish to connect to the central sanitary sewer system, the property owner shall still be charged for sewer service.
- 3.2 The City shall require new development to connect to the public central sanitary sewer system unless service is unavailable.
- 3.3 The City should pursue implementation of its Septic Tank Effluent Pump (STEP) system in those areas identified in Figure 17 of the Map Series to this Comprehensive Plan through programming of capital improvements in the annual five-year Capital Improvements Schedule of this Comprehensive Plan and in coordination with septic tank contractors to provide information to property owners on the benefits of the STEP system.
- 3.4 The City should provide specific financial incentives to property owners to encourage and facilitate their participation in the STEP system.
- 3.5 The City should continue to monitor and evaluate the number and location of properties that remain on existing septic systems to determine the desirability and need to consider requiring mandatory connections to the central sanitary sewer system for such properties. If deemed desirable and in the public interest, the City should consider amending the regulation to implement a requirement for mandatory connection to the central sanitary sewer system should the City have difficulty getting existing septic systems connected to the central system.

Objective 4. Capital Improvements

The City shall complete the sanitary sewer improvements listed in the annual five-year Capital Improvements Schedule of this Comprehensive Plan to maintain and maximize use of existing

facilities and to connect properties on existing septic systems to the central sanitary sewer system.

Policies:

- 4.1 The City shall maintain a schedule of capital improvements for the sanitary sewer system in the annual five-year Capital Improvements Schedule of this Comprehensive Plan.
- 4.2 The proposed capital improvement projects for consideration in the Capital Improvements Schedule shall be evaluated and ranked pursuant to the policies and guidelines in the Capital Improvements Element.
- 4.3 The City should treat the provisions of sanitary and reuse serviced provision as an enterprise system that is financially self-supporting and provides a return on investment to the General Fund.
- 4.4 New development connecting to the central sanitary sewer system shall pay impact and connections fees. Where extension of sewer lines are necessary to serve a new development, the developer shall pay the development's fair share of the costs to construct the line extension, if such extension is approved by the City.
- 4.5 All improvements, replacement, expansion, or increase in capacity of City wastewater treatment plan and system shall be consistent with the adopted level of service standard.
- 4.6 The City should seek federal and state grants and low-interest loans as appropriate to fund the sanitary sewer system improvements.

POTABLE WATER SUB-ELEMENT

GOAL

An efficient potable water system will be provided that prevents degradation of existing resources, promotes orderly growth and development, and meets existing and projected demand.

Objective 1. Potable Water Service Concurrent with Development

The City shall provide sufficient capacity in its sanitary sewer system to accommodate all development within its service area and promote orderly growth and development with the existing city limits and future annexed areas.

Policies:

- 1.1 The City adopts potable water level of service standards of 275 gallons per day per equivalent residential unit (ERU), a minimum design pressure of 40 psi (pounds per

square inch), and a minimum storage capacity 5.75 million gallons. The ERU standard shall be utilized for determining the availability of water treatment facility capacity and demand generated by a development. The level of service standard shall be maintained through the concurrency management system of the Capital Improvements Element and the City's Land Development Regulations.

- 1.2 New or expanded development within the city limits of Vero Beach shall be approved only when capacity is available in its water treatment plants.
- 1.3 All development within the city limits of Vero Beach shall be connected to the City's potable water system.
- 1.4 The Water and Sewer Department shall approve connections to its potable water system for new development within its service area in unincorporated Indian River County and the Town of Indian River Shores only if capacity is available in the City's water treatment plants.
- 1.5 The Water and Sewer Department should provide, on as needed basis, updated information on water treatment facility capacity and demand to the Planning and Development Department.
- 1.6 The City shall continue to provide potable water within its service area through 2035.
- 1.7 The City should coordinate the provision of its potable water services to areas outside the city limits within unincorporated Indian River County and the Town of Indian River Shores through its intergovernmental service agreements.
- 1.8 The City should expand potable water services within the existing Vero Beach city limits and future annexation areas in accordance with the pertinent policies of the Land Use Element to promote orderly growth and development.
- 1.9 The City shall continue to provide a potable water system that meets the standards of applicable federal and state laws and the rules and regulations of the FDEP.
- 1.10 The City shall withdraw ground water from the Floridan and surficial aquifers in compliance with terms and conditions of its consumptive use permit issued by the SJRWMD.

Objective 2. Groundwater Quality and Water Conservation

The City should reduce reliance on the surficial aquifer as a potable water source and reduce its per capita water usage to less than the 2015 level of 146 gallons per capita.

Policies:

- 2.1 The City should continue to reduce withdrawals from the surficial aquifer and increase withdrawals from the Floridan aquifer so that the Floridan aquifer accounts for over 60 percent of the total groundwater withdrawn for potable water distribution by 2035.
- 2.2 The City should continue its water conservation efforts pursuant to Policy 3.11 of the Conservation Element to protect the quality and quantity of groundwater.
- 2.3 Through its Land Development Regulations, the City shall require that a minimum of 50 percent of plant materials required for landscaping in multi-family and nonresidential development shall be native, drought tolerant plant materials to reduce water consumption for irrigation.
- 2.4 The City should maintain its wastewater effluent reuse water system for irrigation of public and private properties pursuant to policies under Objective 2 of the Sanitary Sewer Sub-Element.
- 2.5 The City should cooperate with SJRWMD in locating and plugging any flowing artesian wells.
- 2.6 The City shall continue through deep well injection to dispose of brine from its reverse osmosis water treatment plant.

Objective 3. Capital Improvements

The City shall complete all potable water improvements listed in the annual five-year Capital Improvements Schedule of this Comprehensive Plan to maintain and maximize use of existing facilities and to increase the capacity of the City's reverse osmosis water treatment plant to reduce reliance on the surficial aquifer as a source for potable water.

Policies:

- 3.1 The City shall maintain a schedule of capital improvements for the potable water system in the annual five-year Capital Improvements Schedule of this Comprehensive Plan.
- 3.2 The proposed capital improvement projects for consideration in the Capital Improvements Schedule shall be evaluated and ranked pursuant to the policies and guidelines in the Capital Improvements Element.
- 3.3 The City should treat the provision of potable water service as an enterprise system that is financially self-supporting and provides a return on investment to the General Fund.
- 3.4 New development connecting to the central sanitary sewer system shall pay impact and connections fees. Where extension of water lines are necessary to serve a new

development, the developer shall pay the development's fair share of the costs to construct the line extension, if such extension is approved by the City.

- 3.5 All improvements, replacement, expansion, or increase in capacity of City potable water system and water treatment plants shall be consistent with the adopted level of service standard.
- 3.6 The City should seek federal and state grants and low-interest loans as appropriate to fund the potable water system improvements.

NATURAL GROUNDWATER/AQUIFER RECHARGE SUB-ELEMENT

GOAL

The function of the natural groundwater aquifer recharge areas will be protected to prevent contamination of groundwater and to extend the life span of the surficial aquifer through water conservation.

Objective-1. Protection of Water Quality

The City should ensure that there will be no instances of contamination of the Floridan and surficial aquifers.

Policies:

- 1.1 The City shall protect City Floridan and production wells from contamination through its Land Development Regulations, development review process and the designation of wellhead protection areas pursuant to Chapter 62-521, F.A.C and Policies 3.1 through 3.3 of the Conservation Element.
- 1.2 The City shall protect and conserve groundwater resources pursuant to policies under Objective 3 of the Conservation Element.
- 1.3 The City shall continue to protect areas with significant recharge area potential as delineated in Figure 3 of the Map Series to this Plan through public ownership, its Land Development Regulations and development review process.
- 1.4 The City shall prohibit new development or changes of uses that produce hazardous materials from locating in the areas delineated with significant recharge potential.
- 1.5 The City shall implement the following policies to be applied through the development review process of the City's Land Development Regulations for any development on public lands within areas with a significant recharge potential:
 - (a) Stormwater management facilities shall not be allowed to penetrate the

water table.

- (b) Septic tanks shall be prohibited.
- (c) Any non-residential land use or activity that may pollute the groundwater used as a potable water supply source for a public water production well shall comply with the provisions of Chapter 62-521, F.A.C.
- (d) The amount of impervious surface in any development shall be minimized to the maximum extent practicable with any development clustered onto less vulnerable areas.
- (e) No filling of wetlands shall be allowed and a 25 foot vegetated buffer shall be required between the wetlands and any disturbed lands and development on the site to prevent direct stormwater runoff to wetlands.
- (f) No excavation shall be allowed that results in an average elevation of less than 25 feet above mean sea level.

Objective 2. Preserving the Quantity of the Surficial Aquifer

The quantity of available water from the surficial aquifer will not be reduced through 2035 based on information from the SJRWMD's most recent regional groundwater model.

Policies:

- 2.1 The City should implement water conservation measures as designated in policies under Objective 2 of the Sanitary Sewer Sub-Element, Objective 2 of the Potable Water Sub-Element, and Objective 3 of the Conservation Element.
- 2.2 The City should encourage the use of wet detention/retention ponds to be designed to utilize stormwater runoff for irrigation.
- 2.3 Where appropriate outside the areas with significant aquifer recharge potential, the City should utilize ex-filtration stormwater drainage structures and encourage the use of such stormwater drainage structures.
- 2.4 The City should continue to reduce withdrawals from the surficial aquifer pursuant to policies under Objective 2 of the Potable Water Sub-Element.
- 2.5 The City should participate along with other stakeholders in the preparation and maintenance of SJRWMD's Central Springs and East Coast Water Supply Plan and incorporate any revisions to the City's long range water supply planning as needed.

CHAPTER 7
RECREATION AND OPEN SPACE ELEMENT
GOAL, OBJECTIVES AND POLICIES

GOAL

An open space and recreation system will be maintained that produces a wide variety of indoor-outdoor leisure experiences, meets the physical, social recreational and cultural needs of all population segments of the City and gives access to a variety of passive recreation resources and open space areas.

Objective 1. Access

The City should provide for public access to active public recreation sites, including beaches, boat ramps and public open spaces.

Policies:

- 1.1 The City should maintain existing pedestrian easements to the beach from Ocean Drive.
- 1.2 The City should ensure that appropriate vehicular, pedestrian and bicycle access is provided to all parks and shall work with GoLine to provide transit service to major parks and recreation sites.
- 1.3 The City should acquire and develop access easements or rights-of-way as required to provide adequate access ways which are compatible with the character and needs of the recreation facility or site.
- 1.4 At least every three years, the City should evaluate its recreational facilities for compliance with Title II of the Americans with Disabilities Act, and, if deficiencies are identified, the City shall endeavor to program capital improvements and other actions needed to remedy any deficiencies commensurate with available financial resources.

Objective 2. Public/Private Coordination

The City should coordinate public and private resources to meet the diverse recreational needs of its permanent, visitor, and seasonal population.

Policies:

- 2.1 The City should coordinate the provision of recreational services and facilities with public and private organizations and enter into appropriate inter-local and license agreements as appropriate.

- 2.2 The City should avoid duplicating recreation facilities and services provided by the private sector, that are available to the public and are adequate to serve the diverse needs of the population.
- 2.3 The City should encourage and support private not-for-profit organizations to provide recreation services and facilities to City residents in a manner that is efficient and economical.
- 2.4 The City should work with Indian River County and the Indian River County School District to co-locate recreation facilities and services at County school sites where appropriate.
- 2.5 The City should encourage and support efforts of private not-for-profit organizations to facilitate the funding of recreation capital improvements.
- 2.6 The City should encourage co-sponsorship of recreational and cultural events, such as races, greenmarkets, festivals, art shows and athletic events by allowing the use of City facilities parks and public lands as locations for these events.
- 2.7 The City should identify state and federal recreation grant opportunities, and if appropriate, the City shall apply for grants for funding of recreation facilities.
- 2.8 On a periodic basis the City should evaluate its recreational fee schedule for both residents and nonresidents to help ensure that user fees are equitable and have a reasonable relationship to the cost of the recreation service.
- 2.9 On a periodic basis, the City should evaluate the potential for new revenue opportunities such as, but not limited to facility naming rights and beach and park concessions.

Objective 3. Provision of Adequate Facilities

The City should preserve and maintain sufficient open space and recreational lands and facilities to accommodate its permanent and seasonal residents and visitors, recognizing that the current level of parks and recreation facilities will be adequate through the 2035 planning horizon.

Policies:

- 3.1 The City should use the following standards based on the City's functional (permanent, visitor, and seasonal) population as a guide for evaluating and planning for park, recreation, and open space needs:
 - Public Open Space and Recreation: 15 acres/ 1,000
 - Community Parks: 1 park/ 25,000
 - Neighborhood Parks: 1 park/ 5,000

- 3.2 The City should follow the guidelines for recreational facilities and activities as identified in Tables 7-3 and 7-4 of Chapter 7 of the Technical Document to this Comprehensive Plan in development of recreation facilities and services.
- 3.3 The City should consider the criteria and standards for public parks and recreation facilities in Table 7-2 of Chapter 7 of the Technical Document to this Comprehensive Plan in the planning and development and evaluation of park and recreation facilities and needs.
- 3.4 The City should consider the preparation of a master plan for Riverside Park and park lands north of Beachland Boulevard abutting the eastern shoreline of the Indian River Lagoon. At a minimum, the master plan should identify by location and type of use, the preferred long-term development of these valuable recreation and open space lands.
- 3.5 The City should encourage the linkage of park and open spaces to bicycle and pedestrian trails in pursuant to the pertinent policies of the Transportation Element.

Objective 4. Public/Private Open Space

The City should enforce its standards for the provision and preservation of open space as part of the development approval process to ensure that existing open space areas are conserved and that new development projects provides for sufficient open space and passive recreation opportunities in its plans.

Policies:

- 4.1 The City should, through its Land Development Regulations, require all environmentally sensitive areas from which density is transferred and other such areas as are appropriate, be maintained as open space in perpetuity through recordation of conservation easements.
- 4.2 The City should ensure through its Land Development Regulations that sufficient open space is provided in public and private development projects.

Objective 5. Arts and Cultural Programs

The City should facilitate the provision of the arts and cultural activities in the City.

Policies:

- 5.1 The City should support the provision of cultural activities by making public property available for not-for-profit arts and cultural organizations' events and, if appropriate, space for construction of permanent facilities for art and cultural activities.
- 5.2 The City should identify foundation, state and federal arts and cultural grant programs, and if approved by City Council, the City shall apply for available grant funds for arts and cultural programs and activities.

- 5.3 The City should support and cooperate with the Cultural Council of Indian River County in carrying out its cultural and arts programs and activities.
- 5.4 The City should support and coordinate efforts with the Cultural Council of Indian River County in the creation of the Vero Beach Cultural Arts Village pursuant to policies in Objective 11 of the Land Use Element.

**CHAPTER 8
CONSERVATION ELEMENT
GOAL, OBJECTIVES, AND POLICIES**

GOAL

A balance of built environment and conservation will be accommodated in the City of Vero Beach without compromising the biodiversity and intrinsic value of the its natural resources through the conservation, protection, enhancement, and management of these resources to ensure a high quality natural environment.

Objective 1. Air Quality

The City should manage growth and development in a manner that air quality within Vero Beach shall meets or exceeds the minimum air quality standards in compliance with the National Ambient Air Standards.

Policies:

- 1.1 The City shall cooperate with the Florida Department of Environmental Protection (FDEP) and U.S. Environmental Protection Agency (EPA) in the efforts of these agencies to enforce all standards and regulations pertaining to the maintenance of air quality standards.
- 1.2 Applicable FDEP and EPA permits for required pollution control devices shall be obtained prior to construction of any project receiving a building permit.
- 1.3 The City shall require all land areas exposed during construction be treated with mulch, spray, grass or other appropriate methods to minimize air pollution.
- 1.4 The City should reduce the potential for vehicular emissions pollution by the following means:
 - (a) Strongly enforce the provisions of the Tree Protection Ordinance to protect and enhance the tree canopy to filter, collect and absorb airborne pollutants;
 - (b) Promote mixed-use and infill development through incentives to reduce the number and length of trips and to provide more opportunities for alternative transportation modes;
 - (c) Require the installation of bicycle racks in all new nonresidential projects requiring, at a minimum, 20 or more parking spaces and the construction of pedestrian sidewalks in multi-family and commercial projects;
 - (d) Provide where feasible, bicycle racks in public parking facilities; and

- (e) Support the expansion of transit service and promote the expansion of bicycle lanes, bicycle and pedestrian paths throughout the city.

Objective 2. Surface Water

The City shall actively implement procedures and programs in cooperation with regulating agencies and other dischargers to ensure that the surface water quality meets or exceeds the minimum applicable standards as adopted by the FDEP.

Policies:

- 2.1 Treated effluent from the wastewater treatment plant shall be discharged through a deep injection well or transmitted to the City's effluent reuse system for irrigation use.
- 2.2 The City should mitigate the negative impact of development on surface waters within the City through its site plan permitting process, administration and enforcement of its Land Development Regulations, and implementation of its stormwater capital projects program.
- 2.3 The City shall protect surface water quality pursuant to policies under Objective 3 of the Stormwater Management Sub-element and Objective 1 of the Coastal Management Element.
- 2.4 New artificial canals connected to the Indian River Lagoon system are prohibited.
- 2.5 Septic tanks and drain fields shall be subject to the Department of Health regulations and policies under Objective 1 of the Sanitary Sewer Sub-Element.
- 2.6 The City shall enforce its floodplain regulations to prevent impairment of water storage and carrying functions and to protect life and property.
- 2.7 The City shall enforce its sediment and erosion control regulations to reduce the amount of erosion from disturbed soils at construction sites.
- 2.8 The City shall enforce the provisions of its "Florida Friendly Fertilizer Ordinance" that prohibit the application of fertilizers containing nitrogen and/or phosphorous during the wet season and establishes fertilizer content, setback from surface waters and application standards for use of fertilizers.
- 2.9 The City should pursue policies under Objective 3 of the Stormwater Management Sub-Element and Objective 1 of the Coastal Management Element to implement the recommendations and requirements of the Central Indian River Lagoon Basin Management Plan.

- 2.10 The City should promote the preservation and protection of the estuary system through education and management programs in coordination with the Indian River Lagoon Council managing the Indian River Lagoon National Estuary Program.
- 2.11 The City should use and treat stormwater discharge in the drainage canals for irrigation supply where appropriate and economically feasible pursuant to pertinent policies in the Infrastructure Element.

Objective 3. Groundwater

The City should conserve, appropriately use, and protect the quality of groundwater in the City for potable water supply.

Policies:

- 3.1 The City shall designate wellhead protection areas consisting of a 500-foot radius from its public production wells and shall restrict new non-residential activities within the wellhead protection area pursuant to Chapter 62-521, F.A.C. to protect public wells from contamination.
- 3.2 The designated wellhead protection areas shall be those depicted in Figure 18 of the Map Series to this Comprehensive Plan.
- 3.3 All proposed development permit applications for approval of a new non-residential use, expansion of an existing non-residential use, or change of non-residential use to another non-residential use within wellhead protection areas shall include a report of the substances that may be stored, handled, produced, or discharged at the proposed facility and certification that the non-residential use will be in compliance with Chapter 62-521, F.A.C.
- 3.4 The City should monitor surficial aquifer quality and levels and, as necessary and pursuant to the requirements of its St. Johns Water Management District (SJRWMD) consumptive use permit and shall evaluate the need to enact more stringent site development standards and controls for groundwater protection than provided for under Chapter 62-521, F.A.C.
- 3.5 The City should protect the surficial aquifer from ground water quantity depletion by maintaining the quantity of recharge, in so far as possible, for the potable water wells on City-owned land pursuant to its SJRWMD consumptive use permit and as designated in policies under Objective 2 of the Natural Groundwater/Aquifer Recharge Sub-Element.
- 3.6 The City should promote through application of the pertinent policies of this element and the Infrastructure Element, the development permitting process and interdepartmental coordination to protect prime recharge areas for the surficial aquifer located on public lands.

- 3.7 The City should cooperate with SJRWMD in locating and plugging any flowing artesian wells.
- 3.8 The City should maintain its wastewater effluent reuse system for irrigation of public and private properties.
- 3.9 The City shall include requirements for drought tolerant species as a requirement of its landscaping and tree protection regulations and shall continue to review these requirements to determine if appropriate revisions are warranted.
- 3.10 The City shall coordinate implementing emergency water conservation measures with SJRWMD and other consumptive use permit holders.
- 3.11 The City shall continue to apply water conservation efforts to protect the quality and quantity groundwater that include, but are not limited to:
- (a) Performing of annual system-wide audits and calibration of master meters to reduce unaccounted-for water loss;
 - (b) Conducting public outreach program to educate the public on water conservation;
 - (c) Replacing old water service lines;
 - (d) Maintaining the reclaimed water program to reduce potable water usage for irrigation purposes; and
 - (e) Applying a tiered water conservation rate structure with inclining rates to encourage efficient water use.
- 3.12 The City's Water and Sewer Department should expand its reverse osmosis (RO) Water Treatment Plant to increase the amount of water withdrawn from the Floridan aquifer to reduce reliance on and withdrawals from the more vulnerable surficial aquifer.

Objective 4. Wetlands

The City should preserve and enhance the natural functions and values of wetlands in Vero Beach, by instituting a no-net-loss of the natural functions and value of wetlands through 2035.

Policies:

- 4.1 Wetland policies of this Plan and wetland regulations in the ~~land development regulations~~ Land Development Regulations shall include all wetlands, even those not specifically shown in Figure 5 of the Technical Document to this Comprehensive Plan. Where warranted to confirm presence of wetlands, the City should require an on-site survey and evaluation as requirement of the development permit application.

4.2 Wetlands shall be as defined in Section 373.019, Florida Statutes, and delineated through the use of the unified State delineated methodology pursuant to Chapter 62-340, F.A.C.

4.3 For purposes of this Comprehensive Plan and application in the City's Land Development Regulations, wetlands shall be classified as follows:

- (a) Category I wetlands shall include mangroves, salt marsh, and other estuarine wetlands that have a hydrological connection to the Indian River Lagoon or other surface waters, any isolated wetland of 10 acres or larger, and/or wetlands providing habitat for threatened, endangered and species of special concern as identified by the U.S. Fish and Wildlife Service (USF&WS) or the Florida Fish and Wildlife Conservation Commission (FF&WCC).
- (b) Category II wetlands shall include isolated wetlands that are less than 10 acres but larger than 5 acres in size and do not qualify as Category I.
- (c) Category III wetlands shall include isolated wetlands of 5 acres or less in size that do not qualify as Category I or II.

4.4 A wetland buffer zone of native upland vegetation shall be required and preserved adjacent to Category I and Category II wetlands and the Indian River Lagoon and connecting waterways to reduce sediment, phosphorus, nitrogen, and other pollutants that negatively impact wetlands resulting from new development. The following standards should apply to the required native upland buffers:

- (a) The minimum width of an upland buffer beyond the perimeter of the wetland shall be 20 feet for a Category I wetland and 10 feet for a Category II wetland.
- (b) The upland buffer for lands bordering the Indian River Lagoon and connecting waterways shall have a minimum width of 10 to 15 feet from the edge of the shorelines, uplands, or seawall.
- (c) The upland buffer may consist of preserved or planted vegetation, but shall include canopy, understory, and ground cover of native species only.
- (d) The upland buffer shall be preserved and no development shall be allowed within the buffer except those development activities allowed pursuant to Policy 4.5.

4.5 Development in Category I and Category II wetlands or wetland buffers shall be prohibited except for the following:

- (a) Clearing and/or construction of walking trails.
- (b) Construction of elevated pile supported walkways, docks, piers and utility

towers.

- (c) Clearing and construction of electric utility, storm water management, water or wastewater infrastructure, as needed, to provide public service and that does not permanently disrupt the natural functions of the wetland.
- (d) Bridges extending over wetlands that are required to provide automobile or pedestrian access to dwelling units located on upland areas of the same property for which there is no alternative means of access. Such bridges shall be elevated on pilings such that the natural movement of water, volume, rate and direction, are not altered. Bridges shall not be permitted to provide access to islands in the Indian River Lagoon.
- (e) No more than 1% of Category I and 15% of Category II wetlands may be impacted by permitted development unless it can be demonstrated that the project provides an overriding public benefit.
- (f) Mitigation shall be required to replace the habitat and functions performed by the wetland areas destroyed in conformance with Policy 4.6.

4.6 The City should require the restoration and management of wetlands as mitigation for the limited filling of wetlands approved by federal, state, or regional agency provided that:

- (a) The restoration and management shall be consistent with the Uniform Mitigation Assessment Method utilized by FDEP and SJRWMD, and with U.S. Army Corps of Engineers regulations, as defined in Section 404 of the U.S. Clean Water Act; and
- (b) A conservation easement shall be established to ensure protection on the wetlands and wetland buffer zone; where appropriate, the Indian River Mosquito Control District will be granted access easements to allow for mosquito inspection, treatment, and management.

4.7 Limited filling of Category III wetlands may be allowed, on a case by case basis, after review and approval by the City and the other relevant regulatory agencies; mitigation shall be required as a condition of approval to replace the wetland functions and provide habitat restoration unless it is determined by the governing federal or state regulatory agency that the subject wetlands have little functional value and do provide habitat for any threatened or endangered species.

4.8 All applications for development approval on properties containing wetlands shall be required to submit an environmental assessment, prepared by a environmental professional with expertise in the preparation of such assessments in the State of Florida, including a survey that identifies the distribution, classification and quality of the wetlands; a list of the native plants found in the survey; endangered or threatened species identified on site; a general description of the measures taken to minimize impacts to the wetlands; and a site plan showing the boundary of all wetlands and wetland buffers; the

extent, location and justification of any impacts to wetland areas; and the location and extent of mitigation areas.

- 4.9 All development approvals and activities shall comply with the requirements of all federal, state and regional permitting agencies with jurisdiction over wetland alteration.
- 4.10 The City should accept fee-in-lieu payments as an alternative of last resort for mitigation of wetlands alteration when on-site mitigation is not practicable only in cases where the affected wetland is small, isolated, or disturbed with minimal functional value of less than five acres in area. Fees paid shall be used for acquisition or management of similar wetlands in the City or in Indian River County.
- 4.11 The City establishes in the following specific vesting provisions for legally existing platted residential lots to allow for the development of at least one residential unit per platted plat, where the property owner may be deprived of all reasonable economic use by the application of the wetlands policies of the comprehensive plan:
- (a) Allow the filling of up to 2 percent of wetlands or 5,000 square feet per lot, whichever is the lesser amount.
 - (b) Allow the clustering of units and placement of fill to limit impacts on wetlands where adjoining lots may be combined.
 - (c) Stipulate mitigation requirements for placement of fill as a condition of approval.
- 4.12 No platted lot shall be created that is unbuildable pursuant to the wetland policies of this element of the Comprehensive Plan.
- 4.13 The policies under this objective shall apply to all development permit applications involving wetlands submitted for approval after the effective date of this Comprehensive Plan. Within 12 months of the effective date of this Comprehensive Plan, the City shall adopt amendments to its Land Development Regulations to incorporate these policies.

Objective 5. Native Vegetation

The City should conserve, appropriately use, and protect native vegetative communities in Vero Beach by regulating land clearing and landscaping practices within the City.

Policies:

- 5.1 The City shall enforce the provisions of its landscaping, tree protection, and land clearing regulations and continue to evaluate the effectiveness of these regulations in terms of their protection of native vegetative communities balanced with the rights of property owners.

- 5.2 The City should ensure and promote the protection and preservation of sensitive environmental communities through the implementation of pertinent policies of the Land Use Element and this element, its development review process and public educational programs in conjunction with state, regional and local agencies.
- 5.3 The City should promote the use of native vegetation through its Land Development Regulations and within six (6) months of the effective date of this Comprehensive Plan shall adopt regulations that will require in most instances the removal of exotic invasive species, listed as a Category I invasive plant by the Florida Exotic Pest Plant Council for all new development applications necessitating the removal of any healthy, protected trees or palms to allow construction of on-site improvements.
- 5.4 The City shall use monies from the Tree Replacement Fund to install native trees and to maintain trees and eliminate invasive species on public right-of-way and lands. Such funds may be used to purchase vacant property for the preservation of significant trees and palms.
- 5.5 The City should coordinate with adjacent local governments for the conservation, appropriate use, and protection of unique vegetative communities located within more than one local jurisdiction.

Objective 6. Critical Terrestrial and Marine Habitats

The City should use its best efforts to protect endangered and threatened wildlife from adverse impacts due to loss of critical terrestrial and marine habitat caused directly or indirectly by development or human activity.

Policies:

- 6.1 The City should utilize information from Florida Areas Natural Inventory maintained by the FF&WCC, USF&WS, SJRWMD, Indian River County, and other appropriate sources to identify critical habitat areas for endangered and threatened species and species of special concern.
- 6.2 The City should coordinate with state, federal and local agencies to identify and protect vegetative communities that provide habitat for threatened and endangered species, species of special concern, and migrating birds and/or support unique plant and animal communities.
- 6.3 A critical habitat review should be required as part of any application for site plan or subdivision approval for all projects of greater than one (1) acre in area having known or potential habitat for endangered and threatened species and species of special concern identified by the USF&WS and FF&WCC, this element of the Plan, and other scientific sources and studies. Said critical habitat review shall be in accordance with the following protocol:

- (a) An environmental assessment prepared by an environmental professional with expertise in the preparation of such assessments in the State of Florida shall be provided by project owner for areas identified as having potential as critical wildlife habitat for threatened and endangered species and species of special concern.
- (b) If the endangered or threatened species is found on site or there is evidence that the species is on site, a management plan (including relocation, as appropriate) shall be developed by the project owner.
- (c) The management plan shall be approved by the Planning Department in consultation with the USF&WS or FF&WCC and shall be a condition of ~~as part of~~ the site plan or subdivision approval.

- 6.4 The City should implement the provisions of Habitat Conservation Plan for the Vero Beach Regional Airport that addresses the critical habitat of the Scrub Jay and any other endangered or threatened species on airport property. Once this document has been approved by the USF&WS, the City shall amend the Comprehensive Plan and Land Development Regulations as appropriate.
- 6.5 In cooperation with the USF&WS, FF&WCC, and FDEP, the City should ~~shall develop a~~ promote public education on the protection and preservation of critical or sensitive environmental communities and threatened and endangered species of wildlife.
- 6.6 Through its Land Development Regulations and development review processes—and consistent with the policies of this Comprehensive Plan, the City should continue to restrict unmitigated development and human encroachment in and around areas known to be potential habitat for endangered and threatened species ~~of~~ and species of special concern.
- 6.7 The City should fulfill the intent of the Recreation and Open Space Element and protect existing natural preservation areas and, where appropriate, allow passive recreation uses that will not adversely impact the sensitive environmental features and critical habitat of the protected, endangered, or threatened species and species of special concern.
- 6.8 The City should work in conjunction with the FF&WCC and marinas to provide educational and information packets on protecting the manatees including signage and idle speed zones.
- 6.9 The City of Vero Beach shall work in cooperation with Indian River County in the administration and enforcement of the Sea Turtle Habitat Conservation Plan, including approval of any exterior lighting to ensure marine turtle compliance.
- 6.10 The City shall enforce the following regulations to protect sea turtles and their hatchlings on or seaward of the primary dune during the turtle nesting season:

- (a) Prohibiting the operation of motor vehicles, except for emergency and other authorized persons and FDEP approved mechanical cleanings; and
- (b) Compliance with lighting standards to prevent both interior and exterior artificial light emanating within direct line-of-sight of the beach to prevent hatchling disorientation.

- 6.11 The City should cooperate with the efforts of the FDEP, Indian River Lagoon National Marine Estuary Program, local governments, non-governmental environmental organizations and other stakeholders in monitoring the submerged aquatic vegetation in the Indian River Lagoon and shall identify and implement various measure required to further protect and conserve said vegetation.
- 6.12 The City should coordinate with all state and federal agencies to mitigate conditions that negatively impact endangered or threatened species or species of special concern.
- 6.13 The City should consult with the USF&WS and FF&WCC prior to the issuance of a development order that has the potential to result in an adverse impact to any endangered or threatened species or species of special concern.

Objective 7. Hazardous Waste

The City should participate in regional hazardous waste management programs for the proper storage, recycling, collection and disposal of hazardous waste.

Policies:

- 7.1 The City should cooperate with the County in responding to and mitigating accidents involving hazardous wastes.
- 7.2 The City should coordinate efforts with the Indian River Solid Waste Disposal District and other local governments to designate recycling and collection centers or businesses for the proper collection, handling, and storage/disposal of hazardous wastes.
- 7.3 The City should support and cooperate with the Indian River Solid Waste Disposal District and other local governments in providing educational programs for people working with hazardous wastes in order to properly inspect and identify wastes before they enter the landfill.

Objective 8. Soils

The City should monitor and regulate site alteration and grading and construction practices through administration of its Land Development Regulations to eliminate soil erosion and prevent soils from draining into the City's municipal separate sewer system and eventually the Indian River Lagoon and other surface water bodies.

Policies:

- 8.1 The City shall administer and enforce the provisions of its Land Development Regulations that require a development permit for any clearing of land including provisions for re-vegetation or other approved methods to prevent soil erosion due to wind or water resulting from construction activity or other disturbance to property.
- 8.2 Excavation, placement of fill, foundation construction, grading, and altering of runoff patterns on vacant lands are prohibited, except as authorized by a valid development permit.
- 8.3 The Indian River Soil and Water Conservation District shall be contacted where localized soil erosion is noted by City staff.
- 8.4 The City shall require that proposed development complies with the provisions of its Erosion and Sediment Control Ordinance.

Objective 9. Environmentally Sensitive land

The City should designate and protect environmentally sensitive lands and natural resources.

Policies:

- 9.1 The City should maintain an inventory and map of environmentally significant natural resources supplemented by inventory maps maintained by the USF&WS and the FF&WC in the City's Geographic Information System, that shall include, but not limited to the following:
 - Endangered or threatened wildlife or marine life habitats.
 - Threatened or endangered vegetative species.
 - Seagrass beds.
 - Wetlands.
 - Prime Aquifer recharge areas.
 - Beach and sand dunes.
 - Upland native vegetation.
- 9.2 The City should provide protection to environmentally sensitive lands through its Land Development Regulations and the policies of the Land Use Element. Said protection shall limit building densities, regulate types of uses; require mitigation for impacted areas, permit transfer of development rights; permit clustering of density on site; provide for setbacks and buffer zones; promote the use of conservation easements, dedications, and public acquisition; and require an environmental assessment by a qualified professional prior to development approval.

- 9.3 Properties annexed into the City with a Future Land Use Map designation of Conservation in Indian River County shall receive a Vero Beach Future Land Use Map designation of Environmentally Significant (ES) or Conservation (CV).
- 9.4 The City shall regulate development within the Environmentally Significant designation pursuant to its Land Development Regulations supplemented by the following standards:
- (a) No fill or re-grading of the property shall be allowed except to established required road elevations for driveways, unless the environmental assessment shows that the fill or re-grading will not adversely affect the environment.
 - (b) The importing of fill onto a site is only permitted as follows:
 - (1) The environmental assessment must demonstrate that importing fill will not adversely affect the environment.
 - (2) The site directly abuts and has direct access onto a roadway that is designated as an arterial in this Plan.
 - (3) Trucks used to transport imported fill to the site shall be required to use roadways designated as an arterial in this Plan to reach the site.
 - (c) A minimum of 80 percent of the site shall be held in open space with the provision that all open space shall be landscaped with native and drought tolerant vegetation; except that open space for wetlands shall be in accordance with policies of Objective 4 of this element.
 - (d) The minimum lot size shall be two-acres on the mainland. The minimum lot size may be reduced to one-acre with a transfer of development rights provided that the net density shall not be greater than 0.5 units per acre and the lot size reduction does not create environmental impacts.
 - (e) On the islands within the Indian River Lagoon, the minimum lot size shall be five acres. The minimum lot size may be reduced to 2.5 acres with a transfer of development rights provided that the net density shall be no greater than 0.2 units per acre and the lot does not create environmental impacts.
 - (f) Transfer of density from the mainland to an island in the Indian River Lagoon shall be prohibited.
 - (g) Development shall be clustered on the portion of the proposed development site that does not contain wetlands and other environmentally sensitive lands.

- (h) A conservation easement shall be placed on those portions of the property used for transfer of development rights and those areas of the property containing wetlands and environmentally sensitive lands.

9.5 Within one-year of the effective date of this Comprehensive Plan update, the City shall endeavor to amend its Land Development Regulations to incorporate Policy 9.4 and specific procedures and regulations governing TDRs.

CHAPTER 10
CAPITAL IMPROVEMENTS ELEMENT
GOAL, OBJECTIVES AND POLICIES

GOAL

Adequate public facilities and services will be provided and maintained in a manner that protects public investment, maximizes the efficient use of existing facilities, minimizes the financial burden on taxpayers, and accommodates existing and future growth and development consistent with available financial resources and in accordance with all elements of the Comprehensive Plan.

Objective 1. Construction of Public Facilities

The City shall complete those Capital Improvements Schedule projects needed to replace obsolete or worn-out facilities, eliminate existing deficiencies, accommodate desired future growth and development, or to achieve specific objectives and policies of the Comprehensive Plan.

Policies:

- 1.1 The Capital Improvements Element (CIE) and Capital Improvements Schedule (CIS) shall be annually updated pursuant to Section 163.3177, Florida Statutes (F.S.). The CIS shall be a list of scheduled capital projects to address public facility needs identified in this Comprehensive Plan and to ensure that that adopted level-of-service (LOS) standards are achieved and maintained. The annual update of the CIE and CIS shall be done in conjunction with the City's annual operating and capital budgeting process to ensure that the CIS is financially feasible. The annual update to the CIS or revisions to the CIS shall be accomplished by ordinance not as an amendment to this Comprehensive Plan. Any other changes to the LOS standards and goal, objectives, and policies shall require an amendment to this Comprehensive Plan.
- 1.2 Capital improvements shall be those projects involving the capital outlay or acquisition of assets or phased expenditures over multiple years costing \$100,000 or more that are required to address existing and future public facility needs or specific objectives and policies identified in this Comprehensive Plan. These capital projects shall be included in the annual CIS.
- 1.3 The annual five-year CIS is attached hereto as Exhibits C-F and contains the following components:
 - Exhibit C: City of Vero Beach Capital Improvements Schedule.
 - Exhibit D: Indian River County MPO Transportation Improvement Program
 - Exhibit E: Indian River County Capital Improvements Schedule for Solid Waste and Road Projects

➤ Exhibit F: Indian River County School District Capital Improvement Program Summary

- 1.4 The City hereby adopts by reference the Indian River County School District's Five-Year Facilities Works Program as amended annually.
- 1.5 The City should evaluate and prioritize its local capital improvement projects required to meet public facilities needs identified in this Comprehensive Plan for inclusion in the CIS with consideration of the following criteria ranked in order of importance:
1. Elimination of hazards to public health, safety or property.
 2. Compliance with mandates and prior commitments.
 3. Elimination of existing capacity deficiencies in public facilities.
 4. Maintenance of adopted level-of-service standards identified in this Comprehensive Plan and furtherance of the Plan's objectives and policies.
 5. Consistency with relevant policies of this Comprehensive Plan.
 6. Financial impact on the City's annual budget and Five-Year Capital Program.
 7. Provision of infrastructure concurrent with the impact of new development.
 8. Consistency and impact on plans of state agencies, St. Johns Water Management District, Indian River Farms Water Management District, and Indian River County that affect and/or provide public facilities within the City.
 9. Improvements to the efficiency and effectiveness of existing public facilities, including reductions in operations and maintenance costs.

Objective 2. Development in Coastal High Hazard Areas

The City should limit public expenditures in coastal high hazard areas pursuant to Objective 4 and supporting policies in the Coastal Management Element that limit overall density or intensity levels indicated for those areas on the current Future Land Use Map.

Policies:

- 2.1 The City should only expend public funds for capital improvements in coastal high hazard areas that:
1. Maintain adopted level of service standards;
 2. Replace existing capacity and upgrade the level of wastewater treatment required for reduction of pollutant loadings;

3. Do not support or encourage a net increase in the overall density and intensity of development beyond that indicated on the Future Land Use Map;
 4. Support public beach and shoreline access, natural resources protection and enhancement, parks and recreation uses, or similar projects;
 5. Provide for public safety or protection of public property including the relocation of vulnerable public facilities; and
 6. Do not adversely impact hurricane evacuation times.
- 2.2 Capital improvements in the coastal high hazard areas shall not be planned or designed to create any capacity beyond that necessary to accommodate the existing overall intensity and density of development of these areas as indicated on the Future Land Use Map.
- 2.3 The City shall not approve or enter into any development or other similar contractual agreements with developers or property owners that would permit the construction of any infrastructure improvements supporting an increase in the overall intensity and density of development within coastal high hazard areas as indicated on the Future Land Use Map.

Objective 3. Proportionate Share of Costs Created by New Development

Future growth and development shall bear its proportionate share of the cost to maintain adopted level of service (LOS) standards.

Policies:

- 3.1 The City should use impact fees, capacity charges, assessments, developer dedications and contributions to pay for infrastructure improvements and services needed to accommodate future needs while maintaining adopted LOS standards.
- 3.2 The City should not increase ad valorem millage rates and other fiscal burdens on existing residents and businesses without first examining other options for placing the financial burden of providing new facilities and services on the growth and development requiring such facilities and services.
- 3.3 The City should require new development to contribute its pro rata share of the cost to provide facilities necessary to maintain adopted LOS standards.
- 3.4 The City should continue to investigate and identify new sources of revenue and revenue generating mechanisms for funding capital improvement projects needed to maintain LOS standards or achieve specific objectives and policies of this Comprehensive Plan.

Objective 4. Funding of Capital Projects

The City should ensure that it is able to fund and provide required local capital facilities and services to accommodate existing and future development throughout the five-year programming period of the Capital Improvements Schedule (CIS).

Policies:

- 4.1 The City should anticipate and plan for fiscal requirements necessary to provide services and facilities at its adopted level of service standards through the annual updating of the CIE and CIS, its operating and capital budgeting process, and other elements of this Comprehensive Plan.
- 4.2 The City should take into full account in the evaluation of the capacity of a public facility, the future demand of approved, but unbuilt development, that has been vested by the City pursuant to Florida laws and case law.
- 4.3 The following principles should guide the City in the financing of capital improvements:
 1. Enterprise funds shall continue to be used for the provision of sanitary sewer, potable water, and solid waste facilities with debt to be paid by user fees, capacity charges, assessments, grants, and other appropriate sources.
 2. Non-enterprise funds supported by public facilities (roads, and stormwater management) shall be financed from current revenue, bond issues, grants and revenue sharing funds, impact fees, capacity charges, special assessments, short-term loans, and other appropriate sources.
- 4.4 The City should maintain a public facilities planning process in conjunction with the annual operating and capital budget process that identifies current and future (10 years) capital improvement needs to be addressed in the annual update of the CIE and CIS.

Objective 5. Maintenance of Established Level-of-Service Standards

The City of Vero Beach shall maintain the adopted levels-of-service (LOS) for all concurrency facilities through the year 2035.

- 5.1 The City shall maintain a Concurrency Management System (CMS) pursuant to Chapter 75 of the Land Development Regulations to ensure that public facilities needed to support development are available concurrent with the impact of development. Pursuant to its adopted CMS, the City shall issue no development order or permit which results in a reduction in the LOS below the adopted LOS standards referenced in Policy 5.2. Development approval may be phased to allow the provision of public facilities and services necessary to maintain adopted levels of service. The policy guidelines established for the CMS are presented in Policies 5.3 through 5.11.

5.2 The City hereby adopts Concurrency Management LOS standards for public facilities that are established in other Comprehensive Plan Elements and which are stated as follows:

A. *Roadways*

❖ Arterials and collectors-LOS “D” (Peak Hour/Peak Season/Peak Direction), except for the following:

* 27th Ave. from South City Limits to SR 60 (Peak Hour/Peak Season/Peak Direction) – “E” plus 20%

* A1A from SR 60 to North City Limits (Peak Hour/Peak Season/Peak Direction)- “D” plus 30%

* AIA from 17th Street to South City Limits (Peak Hour/Peak Season/Peak Direction) – “D” plus 30%

❖ All other roadways-LOS “E”

B. *Sanitary Sewer*

❖ 250 gallons per day per equivalent residential unit; this standard shall be utilized for determining the availability of facility capacity and demand generated by a development.

C. *Potable Water*

❖ 275 gallons per day per equivalent residential unit; this standard shall be utilized for determining the availability of facility capacity and demand generated by a development.

❖ Minimum pressure of 40 pounds per square inch (psi) and minimum storage capacity of 5.75 million gallons; this standard shall be applied to the entire potable water system.

D. *Stormwater Management*

❖ A minimum 25-year/24 hour storm event for drainage facilities for multi-family and nonresidential development and City’s drainage system.

❖ A minimum on-site retention/detention of the first one inch of rainfall with no direct discharge into the Indian River Lagoon or connected waters for single family and duplex dwellings.

- ❖ A minimum on-site retention/detention of the first one and one-half inches of rainfall with no direct discharge to the Indian River Lagoon or connected surface waters for multi-family and nonresidential development.

E. *Solid Waste*

- ❖ 1.43 tons per capita for permanent plus weighted seasonal population or 1.54 cubic yards per capita for permanent plus weighted seasonal population; this standard shall be utilized for determining the availability of facility capacity and demand generated by a development.

F. *Schools*

- ❖ 100 percent of the Florida Inventory of School Houses (FISH) capacity for each public school type (elementary, middle, and high)

- 5.3 Any proposed residential development requiring approval by the City that may increase demand for school facilities shall be subject to concurrency review and determination pursuant to the Indian River County Interlocal for Coordinated Planning and School Concurrency—and the procedures and standards of Chapter 910, the Indian River County Land Development Regulations.
- 5.4 Any proposed development requiring approval by the City that may increase demand for non-transportation public facilities and services shall be subject to concurrency review and determination by the City Planning and Development Department in coordination with appropriate City and County departments. This concurrency determination shall be based on an evaluation of the capacity of existing public facilities with the projected demands on this capacity by the proposed development and the demand from projects approved but not yet constructed.
- 5.5 Any proposed development requiring approval by the City that may increase demand for use of capacity of a roadway functionally classified as a collector or above shall be subject to concurrency review and determination by Indian River County in consultation with the City Planning and Development Department, pursuant to the procedures and requirements of Chapter 910, Indian River County Land Development Regulations.
- 5.6 Any proposed development requiring approval by the City that may increase demand for use of capacity of a City roadway that is not functionally classified as a collector or above shall be subject to concurrency review and determination by the City Planning and Development Department in coordination with the City Public Works Department. This concurrency determination shall be based on an evaluation of the capacity of the roadway with the projected demands on this capacity by the proposed development.
- 5.7 Development applications subject to Indian River County concurrency management system requirements for roads may be approved contingent upon receiving from Indian River County an exemption from concurrency, conditional concurrency or, a final

concurrency certificate consistent with meeting one or more of the conditions under Policy 5.9.

5.8 The concurrency requirements for potable water, sanitary sewer, solid waste and stormwater drainage facilities shall be met if one or more of the following conditions are met:

1. The necessary facilities and services are in place at the time a development permit is issued; or
2. The development permit is issued subject to the condition that the necessary facilities and services will be in place to serve the development no later than the issuance by the City of a certificate of occupancy or its functional equivalent; or
3. A binding executable contract or enforceable development agreement guarantees that the necessary facilities and services will be in place to serve the development no later than the issuance by the City of a certificate of occupancy or its functional equivalent.

5.9 The concurrency requirements for roads shall be met if one or more of the following conditions are met:

1. The necessary facilities are in place or under construction at the time a development permit is issued; or
2. The development permit is issued subject to the condition that the necessary facilities to serve the development are included in the City's adopted Capital Improvements Schedule and are scheduled to be in place or under construction within three years from permit issuance; or
3. A binding executed contract or enforceable development agreement guarantees that the necessary facilities and services will be in place to serve the development within three years of the issuance of the development permit; or
4. An executed proportionate fair share agreement consistent with the requirements of Section 163.3180 (16), Florida Statutes, that the necessary capacity on a deficient highway segment(s) is available to serve the development and project(s) to provide such capacity are included in the City's adopted Capital Improvements Schedule.

5.10 The concurrency requirements for schools shall be met only if the needed capacity for the particular service area is available in one or more contiguous service areas pursuant to policies in the Public School Facilities element of the 2030 Indian River County Comprehensive Plan, as may be amended from time to time, and concurrency regulations of Chapter 910 of the Indian River County Land Development Regulations.

5.11 Certificates of occupancy or functional equivalent shall only be issued concurrent with the provision of facilities. The following principles shall be followed in determining concurrency for the issuance of certificates of occupancy:

1. For potable water, concurrency shall mean direct connection to a functioning city or county water system with sufficient treatment capacity.
2. For sanitary sewer, concurrency shall mean direct connection to a functioning city or county central sanitary sewer system with sufficient treatment capacity, or if consistent with the policies in other elements of this Comprehensive Plan, an on-site wastewater treatment and disposal system approved by the Indian River County Health Department.
3. For required on-site drainage facilities, concurrency shall mean the improvements are in place.
4. For required off-site drainage, concurrency shall mean:
 - a. The improvement is in place prior to the issuance of the permit; or
 - b. The improvement is bonded, as part of subdivision improvements agreement or similar instrument, and there is a schedule of completion in the bonding agreement within one year; or
 - c. The improvement is a City sponsored project that is under construction and will be in place in one year.

EXHIBIT C
CITY OF VERO BEACH CAPITAL
IMPROVEMENTS SCHEDULE
FY 2017/18- FY 2021/22

Capital Improvements Schedule, FY 2017/18 – 2021/22 (\$1,000)

GENERAL FUND PROJECTS [FUND 304]
 [Stormwater Management Facilities, Roads, and Sidewalks]

Revenue	FY 2017/18 Amount	FY 2018/19 Amount	FY 2019/20 Amount	FY2020/21 Amount	FY 2021/22 Amount
Available Revenue ¹	653	517	762	939	853
Retained Carryover	1,216	288	470	508	587
Total Revenue	1,869	805	1,232	1,447	1,440

Expenditures						Revenue Source ²	Fully Funded?	Priority ³
Project								
Street/Stormwater Vehicle Purchase	475		244	200	220	One Cent Sales Tax	Yes	H
New Sidewalk Construction	170					One Cent Sales Tax	Yes	M
FEC RR Crossing Maintenance	140					One Cent Sales Tax	Yes	H
Annual Street Resurfacing	240			250	250	One Cent Sales Tax	No	M
Sidewalk and Curb Replacement	30	10	30	10	30	One Cent Sales Tax	Yes	M
Secondary Drainage	30	25	25	25	25	One Cent Sales Tax	No	M
27 th Ave. Headwall/Outfall Replacement	145					One Cent Sales Tax	No	H
Stormwater Culvert Replacements	351	300	300	250	250	One Cent Sales Tax	Yes	H
Replace Traffic Signals 26 th , US1 & St. Lucie Ave.			125	125		One Cent Sales Tax	Yes	M
Total Expenditures	1,581	335	724	860	775			
Balance								
Revenue - Expenditures	288	470	508	587	665			

Notes:

1. Minus revenues expended on non-CIS projects.
2. Transfer of funds from General Fund in 2016/17
3. H=High; M=Medium; and L= Low

Capital Improvements Schedule, FY 2017/18 – 2021/22

WATER AND SEWER FUND PROJECTS [FUND 423]

[Sanitary Sewer, Potable Water and Reclaimed Water]

Revenue	FY 2017/18 Amount	FY 2018/19 Amount	FY 2019/20 Amount	FY2020/21 Amount	FY 2021/22 Amount
Available Revenue ¹	225	1,726	1,650	2,566	2,566
Retained Carryover	3,965	600	411	656	1,552
Total Revenue	4,190	2,326	2,061	3,222	4,118

Expenditures						Revenue Source	Fully Funded?	Priority ²
Project								
Headworks Box Repair	285					User & Impact Fees	Y	H
Rotating Disc Filters		65	300	550		User & Impact Fees	Y	M
Blower Replacement		15	150			User & Impact Fees	Y	M
Oder Control Replacement		35	350			User & Impact Fees	Y	M
Water Plant and Well Meters	40	30	30	30	30	User & Impact Fees	Y	M
High Service Pump Replacement	185					User & Impact Fees	Y	H
Surficial Well Replacement	185		135		135	User & Impact Fees	Y	H
Odor Control Expansion	140					User & Impact Fees	Y	H
High Service Pump Replacement	25	180				User & Impact Fees	Y	H
RO Supply Wells	100					User & Impact Fees	Y	H
Well Field Generator	15	150				User & Impact Fees	Y	H
Filter Valve Replacement	100					User & Impact Fees	Y	H
RO Plant Production Well	100	850				User & Impact Fees	Y	H
High Service Pumps	140					User & Impact Fees	Y	H
STEP System Customer Equipment	160	275	275	275	275	Customer Prepay	Y	M
Electrical Panel Replacement	25	25	25	25	25	User & Impact Fees	Y	M
Gravity Sewer Rehabilitation	100	100	300	300	300	User & Impact Fees	Y	M
STEP System Services	30	30	30	30	30	User & Impact Fees	Y	M
43 rd Avenue Force Main Replacement	200					User & Impact Fees	Y	H
Water Distribution Meters	60	60	60	60	60	User & Impact Fees	Y	M
Line and Service Replacement	150	150	150	150	150	User & Impact Fees	Y	M
SR 60 Water Line Replacement	1,200					User & Impact Fees	Y	H

Capital Improvements Schedule, FY 2017/18 – 2021/22 (Continued)

WATER AND SEWER FUND PROJECTS [FUND 423]
 [Potable Water, Sanitary Sewer, and Reclaimed Water]

Expenditures						Revenue Source	Fully Funded?	Priority²
Project								
43 rd Ave. Water Line Replacement	350					User & Impact Fees	Y	H
Lift Station Pump Replacement	30	30	30	30	30	User & Impact Fees	Y	M
RO Generator Replacement	65	650				User & Impact Fees	Y	H
Total Expenditures	3,685	2,645	2,471	1,675	1,285			
Balance								
Revenue - Expenditures	600	411	656	1,552	2,863			

Notes:

1. Minus revenues expended on non-CIS projects.
2. H=High; M=Medium; and L=Low

Capital Improvements Schedule, FY 2017/18 – 2021/22 (\$1,000)

SOLID WASTE PROJECTS [FUND 461]

Revenue	FY 2017/18 Amount	FY 2018/19 Amount	FY 2019/20 Amount	FY2020/21 Amount	FY 2021/22 Amount
Available Revenue ¹	139	280	279	279	289
Retained Carryover	497	661	536	565	619
Total Revenue	1,136	941	815	844	908

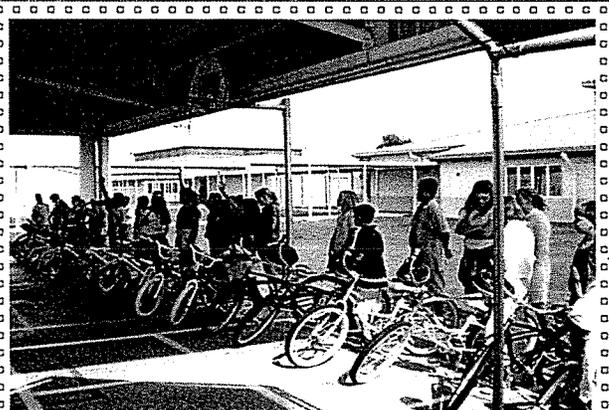
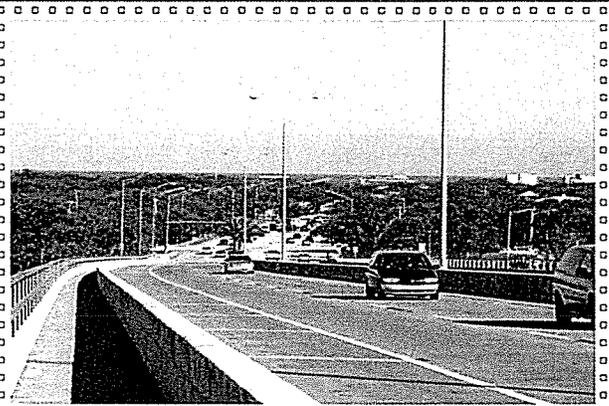
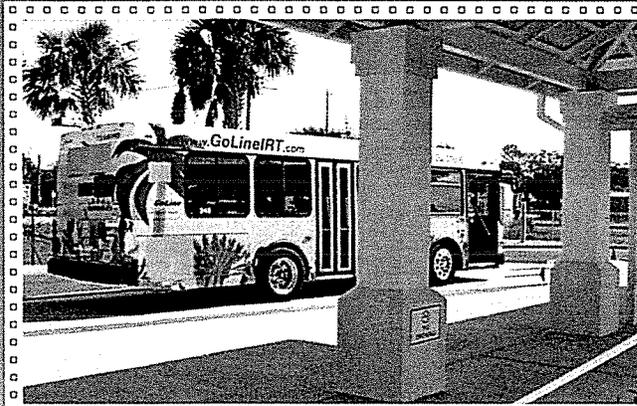
Expenditures						Revenue Source	Fully Funded?	Priority ³
Project								
Solid Waste Vehicle Replacement	475	405	250	225	310	User Fees and Charges	Yes	H
Total Expenditures	475	405	250	225	310			
Balance								
Revenue - Expenditures	661	536	565	619	598			

Notes:

1. Minus revenues expended on non-CIS projects.
2. H=High; M=Medium; and L=Low

EXHIBIT D
INDIAN RIVER COUNTY MPO
TRANSPORATION IMPROVEMENT PROGRAM
FY 2017/18-2021/22

Indian River County MPO Transportation Improvement Program FY 2017/18—FY 2021/22



Indian River County
Metropolitan Planning Organization
1801 27th Street
Vero Beach, FL 32960

Approved June 14, 2017

MPO RESOLUTION NO. 2017-02

A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN
PLANNING ORGANIZATION APPROVING THE FY 2017/18 - 2021/22 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Florida Statutes require that each MPO annually prepare a Transportation Improvement Program (TIP); and

WHEREAS, the Florida Department of Transportation (FDOT) has coordinated with the Indian River County MPO in transportation improvement project selection; and

WHEREAS, project selection has been carried out in conformance with applicable federal requirements, specifically 23 USC 134 (h) (2) and (i) (4); and

WHEREAS, the MPO Technical Advisory Committee (TAC) and the MPO Citizens Advisory Committee (CAC) have reviewed the draft Transportation Improvement Program and recommended that the MPO approve the TIP;

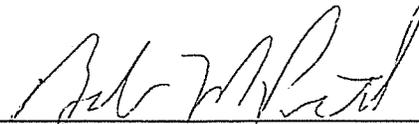
NOW, THEREFORE, BE IT RESOLVED THAT THE MPO APPROVES THE FY 2017/18 - 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM

THIS RESOLUTION was moved for adoption by Commissioner Adams, and the motion was seconded by Commissioner Solari, and, upon being put to a vote, the vote was as follows:

Susan Adams, Indian River County	<u>Aye</u>
Andrea Coy, City of Sebastian	<u>Aye</u>
Joseph Flescher, Indian River County	<u>Aye</u>
Shawn Frost, School District of Indian River County	<u>Aye</u>
Dick Haverland, Town of Indian River Shores	<u>Aye</u>
Laura Moss, City of Vero Beach	<u>Aye</u>
Bob McPartlan, City of Sebastian	<u>Aye</u>
Peter D. O'Bryan, Indian River County	<u>Aye</u>
Sara Savage, City of Fellsmere	<u>Aye</u>
Bob Solari, Indian River County	<u>Aye</u>
Lange Sykes, City of Vero Beach	<u>-</u>
Tim Zorc, Indian River County	<u>Aye</u>

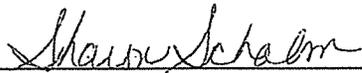
The Chairperson thereupon declared the resolution duly passed and adopted this 14th day of June, 2017.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION



Mayor Bob McPartlan, Chairman

ATTEST:



APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:



Deputy

COUNTY ATTORNEY

Transportation Impact Fee (TIF) – Exaction assessed by local governments on new development projects that attempt to recover the cost incurred to provide transportation facilities required to serve the new development.

Transportation Improvement Program (TIP) – A five-year program of transportation improvements adopted annually by the MPO that incorporates State and federal work programs along with the capital improvement programs/elements of local governments and the transit agency within the MPO’s jurisdiction.

Transportation Regional Incentive Program (TRIP) – A Florida program that provides state funds to improve regionally significant transportation facilities.

Transportation System Management (TSM) – A program involving the implementation of traffic control measures, such as high-occupancy vehicle (HOV) lanes, signal timing adjustments, median closings and access management strategies to increase the operating efficiency of the traffic circulation system.

Unified Planning Work Program (UPWP) – Identifies all transportation planning activities under the auspices of the MPO that are to receive federal and state grant funds.

United States Code (USC) – Also referred to as the Code of Federal Requirements, this is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

Work Program (WP) – The five-year listing of all transportation projects scheduled by the Florida Department of Transportation.

ABBREVIATIONS

BRDG	Bridge
CTC	Community Transportation Coordinator
CTD	Commission for the Transportation Disadvantaged
CIP	Capital Improvements Program
FAA	Federal Aviation Administration
FAST Act	Fixing America’s Surface Transportation Act of 2015
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FM	Financial Management
FTA	Federal Transit Administration
IJR	Interchange Justification Report
IRC	Indian River County
LAR	Local Agency Reimbursement
LCB	Local Coordinating Board

L RTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
PST DES	Post Design
PTO	Public Transportation Office
RELOC	Right of Way Relocation
ROW	Right of Way
SRA	Senior Resource Association, Inc.
TD	Transportation Disadvantaged
TIP	Transportation Improvement Program

FUND CODES

ACBR	Advance Construction Bridge Replacement
ACER	Advance Construction Emergency Repair
ACFP	Advance Construction Freight Program
ACNP	Advance Construction Bridge Replacement (MAP-21)
ACSA	Advance Construction Surface Transportation Program – Any Area (Federal)
ACSL	Advance Construction Surface Transp. Program – Areas Less Than 200K Pop.
ACSN	Advance Construction Surface Transportation Program – Areas Less Than 5K Pop.
ACTL	Advance Construction Transportation Alternatives – Areas Less Than 200K Pop.
CIGP	County Incentive Grant Program
CM	Congestion Mitigation
D	Unrestricted State Primary
DDR	District Dedicated Revenue (State)
DFC	Developer Funded Contribution
DIH	District In-House Product Support (State)
DITS	Statewide Intelligent Transportation System
DPTO	State Public Transportation Office
DS	State Primary Highways and Public Transit
DU	State Primary Funds/Federal Reimbursement
FAA	Federal Aviation Administration
FTA	Federal Transit Administration
GRSC	Growth Management for SCOP
LF	Local Funds
PKYI	Turnpike Improvement
PKYR	Turnpike Renewal & Replacement
PL	Metropolitan Planning
SA	Surface Transportation Program – Any Area (Federal)
SCED	Small County Outreach Program (2012 Senate Bill 1998)
SCOP	Small County Outreach Program
SCWR	Small County Outreach Program (2015 Senate Bill 2514A)
SL	Surface Transportation Program – Areas Less Than 200K Pop.
SN	Surface Transportation Program – Areas Less Than 5K Pop.

TALL	Transportation Alternatives – Areas Less Than 200K Pop.
TALN	Transportation Alternatives – Areas Less Than 5K Pop.
TALT	Transportation Alternatives – Any Area
TRIP	Transportation Regional Incentive Program
TRWR	Transportation Regional Incentive Program (2015 Senate Bill 2514A)

PHASES

ADM	Administration
CAP	Capital Purchase
CEI	Construction, Engineering, & Inspection
CST	Construction
DSB	Design Build
ENV	Environmental
MNT	Maintenance
OPS	Operations
PD&E	Project Development and Environmental
PE	Preliminary Engineering
PLN	Planning
RRU	Railroad/Utilities Construction

ROADWAY PROJECTS INDEX

The following index contains project listings for major roadways within Indian River County. Listed projects include roadway, transportation alternatives, and maintenance projects. Project listings include segment limits, work description, funding amount, FM number, 2040 LRTP page number, and TIP page number.

Roadway	Project Limits		Work Description	Phase(s)	FY	Funding Amt. (5 Year Total)	FM #	LRTP Page/Table #	TIP Page #
	From	To							
6th Ave	US 1	18th St	Resurface	CST	20/21 – 21/22	\$877,296	4380741	2-1	B-4
8th St	@ 74th Ave (Lateral C Canal)		Replace Bridge	CST	20/21	\$3,102,137	4377171	2-1	B-5
43rd Ave	@ SR 60 (Intersection)		Widen/Resurface	ROW CST	17/18 - 21/22 17/18	\$9,195,906 \$5,599,250	4317591 4317592	7-1	A-13 A-12
	Airport Drive West	41st St.	Sidewalk	CST	19/20	\$719,936	4400191	50	D-2
45th St	58th Ave	US 1	Resurface	CST	19/20 – 20/21	\$1,710,079	4368481	7-6	B-2
49th St	58th Ave	31st Ave	Resurface	CST	18/19 – 19/20	\$739,721	4368501	2-1	B-2
58th Ave	26th St	57th St	Resurface	CST	17/18	\$1,233,000	4348401	2-1	B-3
	57th St	CR 510	Resurface	CST	17/18 - 18/19	\$2,528,824	4364161	2-1	B-3
66th Ave	49th St	81st St	Widen to 4 Lanes	CST	18/19	\$43,648,000	4363791	7-1	A-2
69th St	66th Ave	US 1	Resurface	CST	20/21 – 21/22	\$1,637,530	4380731	2-1	B-4
82nd Ave	26th St	69th St	Pave 2-Lane Road	PE	17/18	\$760,000	2308793	7-1	A-3
	69th St	CR 510	Construct 2-Lane Road	ROW	18/19	\$1,589,055	2308792	7-1	A-4
CR 510	82nd Ave	58th Ave	Widen to 4 Lanes	PE ROW	17/18 19/20 – 20/21	\$8,216,958	4056063	7-1	A-5
	CR 512	82nd Ave	Widen to 4 Lanes	PE ROW	18/19 20/21 – 21/22	\$6,495,951	4056064	7-1	A-7
	CR 512	58th Ave	Widen to 4 Lanes	CST (Rsv.)	21/22	\$2,605,523	4382781	7-1	A-6
CR 512	Myrtle St.	125th Ave.	Resurface	CST	17/18 – 18/19	\$969,931	4330681	2-1	B-7
I-95	@ Oslo Rd (9th Street SW)		New Interchange	ROW	17/18	\$10,264,566	4130482	7-1	A-8
Indian River Blvd	37th St	53rd St	Sidewalk	CST	17/18	\$586,476	4368601	50	D-2
Massachusetts Ave.	Myrtle St	Willow St	Sidewalk	CST	17/18	\$449,261	4381321	50	D-3
Oslo Rd	58th Ave	I-95	Widen to 4 Lanes	ROW	17/18	\$6,248,237	4315211	7-1	A-10
				CST (Rsv.)	20/21	\$1,026,876	4382791		A-11
SR A1A	SR 60	SR 510	Resurface	CST	18/19	\$6,273,512	4380421	2-1	B-11
	@ SR 60 & SR 656 (17th St.)		Add Turn Lanes	PE	21/22	\$360,000	4408221	2-1	B-12
SR 60	38th Ave	21st Ave	Resurface	CST	17/18	\$1,865,119	4360951	2-1	B-10
US 1	53rd St	CR 510	Widen to 6 Lanes	ROW (Rsv.)	21/22	\$20,000,000	4408201	7-1	A-14

FISCAL SUMMARY OF TIP PROJECTS FOR FY 2017/18 – 2021/22

A. ROADWAY CAPACITY PROJECTS

Fund Code	Federal Funding	2017/18	2018/19	2019/20	2020/21	2021/22	5 Yr Total
ACFP	Y	10,024,508	-	-	-	-	10,024,508
ACNP	Y	210,058	-	-	-	-	210,058
ACSA	Y	7,243,737	-	-	-	-	7,243,737
ACSL	Y	250,000	-	-	-	-	250,000
ACSN	Y	183,982	-	-	-	-	183,982
CIGP	N	4,436,830	903,786	330,500	840,479	840,479	7,352,074
DDR	N	35,000	-	-	-	20,000,000	20,035,000
DIH	N	91,008	-	-	-	5,000	96,008
DS	N	-	-	-	-	400,000	400,000
LF	N	4,436,830	43,404,768	330,500	840,479	840,479	49,853,056
SA	Y	696,315	2,111,647	-	-	-	2,807,962
SL	Y	1,880,653	2,117,403	2,205,652	2,206,514	2,206,514	10,616,736
SN	Y	847,604	1,025,054	1,272,177	1,272,674	1,422,674	5,840,183
SN	Y	847,604	1,025,054	1,272,177	1,272,674	1,422,674	5,840,183
TALN	Y	30,000	-	-	-	-	30,000
TRIP	N	-	19,418	693,182	-	-	712,600
TRWR	N	-	261,591	172,827	-	-	434,418
Total		31,214,129	50,868,721	6,277,015	6,432,820	27,137,820	121,930,505
Total Federal Funds		22,214,461	6,279,158	4,750,006	4,751,862	5,051,862	43,047,349

B. TRAFFIC OPERATIONS, MAINTENANCE, AND SAFETY PROJECTS

Fund Code	Federal Funding	2017/18	2018/19	2019/20	2020/21	2021/22	5 Yr Total
ACBR	Y	-	470,000	-	2,632,137	-	3,102,137
ACER	Y	-	293,250	-	-	-	293,250

CM	Y	-	-	-	-	207,230	207,230
D	N	1,689,000	1,689,000	1,689,000	1,689,000	1,689,000	8,445,000
DDR	N	2,642,829	6,290,292	153,845	158,460	163,214	9,408,640
DIH	N	20,540	201,678	-	-	10,000	232,218
DITS	N	182,036	186,587	191,251	196,033	200,934	956,841
DS	N	5,000	2,914,923	-	-	1,942,072	4,861,995
GRSC	N	669,737	749,741	343,086	870,387	429,070	3,062,021
LF	N	874,689	184,930	427,520	628,706	-	2,115,845
PKYR	N	185,606	-	-	-	-	185,606
SA	Y	-	-	-	-	324,964	324,964
SCED	N	414,755	512,821	458,767	8,988	-	1,395,331
SCOP	N	456,623	484,228	288,225	197,829	28,442	1,455,347
SCWR	N	67,719	563,684	420,131	401,768	214,535	1,667,837
Total		7,208,534	14,541,134	3,971,825	6,783,308	5,209,461	37,714,262
Total Federal Funds		-	763,250	-	2,632,137	532,194	3,927,581

C. TRANSIT AND TRANSPORTATION DISADVANTAGED PROJECTS

Fund Code	Federal Funding	2017/18	2018/19	2019/20	2020/21	2021/22	5 Yr Total
DPTO	N	1,550,000	800,000	800,000	800,000	800,000	4,750,000
DU	N	78,760	82,556	72,000	72,000	91,213	396,529
FTA	Y	2,897,000	2,897,000	2,800,000	2,800,000	2,800,000	14,194,000
LF	N	1,628,760	882,556	872,000	872,000	891,213	5,146,529
Total		6,154,520	4,662,112	4,544,000	4,544,000	4,582,426	24,487,058
Total Federal Funds		2,897,000	2,897,000	2,800,000	2,800,000	2,800,000	14,194,000

D. BICYCLE, PEDESTRIAN, TRAILS, AND ENHANCEMENT PROJECTS

Fund Code	Federal Funding	2017/18	2018/19	2019/20	2020/21	2021/22	5 Yr Total
ACTL	Y	118,545	-	-	-	-	118,545
LF	N	221,055	-	374,161	-	-	595,216
TALL	Y	62,359	-	178,118	-	-	240,477
TALT	Y	638,778	-	162,657	-	-	801,435
Total		1,040,737	-	714,936	-	-	1,755,673
Total Federal Funds		819,682	-	340,775	-	-	1,160,457

E. AVIATION PROJECTS

Fund Code	Federal Funding	2017/18	2018/19	2019/20	2020/21	2021/22	5 Yr Total
DDR	N	2,113,120	1,005,000	1,200,000	-	-	4,318,120
DPTO	N	636,880	425,000	225,000	-	-	1,286,880
FAA	Y	1,440,000	2,700,000	4,050,000	-	-	8,190,000
LF	N	860,000	470,000	525,000	-	-	1,855,000
Total		5,050,000	4,600,000	6,000,000	-	-	15,650,000
Total Federal Funds		1,440,000	2,700,000	4,050,000	-	-	8,190,000

F. TRANSPORTATION PLANNING/STUDIES

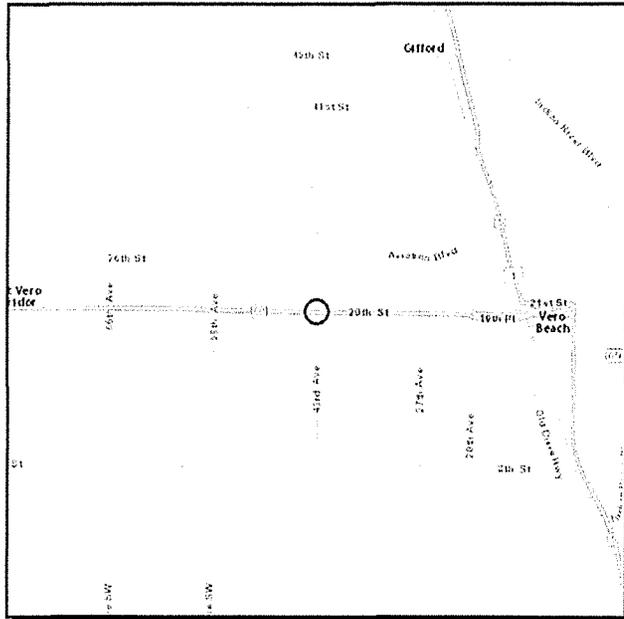
Fund Code	Federal Funding	2017/18	2018/19	2019/20	2020/21	2021/22	5 Yr Total
DPTO	N	8,902	8,902	8,902	7,159	7,374	41,239
DU	N	62,404	41,213	57,306	57,278	58,997	277,198
LF	N	8,902	8,902	8,902	7,159	7,374	41,239
PL	Y	435,937	439,407	443,250	443,250	443,250	2,205,094
SL	Y	160,000	-	-	-	-	160,000
Total		676,145	498,424	518,360	514,846	516,995	2,724,770
Total Federal Funds		595,937	439,407	443,250	443,250	443,250	2,365,094

Total Funds	51,344,065	75,170,391	22,026,136	18,274,974	37,446,702	204,262,268
Total Federal Funds	27,967,080	13,078,815	12,384,031	10,627,249	8,827,306	72,884,481

SR 60/43rd Avenue Intersection (Construction)

4317592

Non-SIS



Work Summary:

From:

To:

Lead Agency: Indian River Co.

County: Indian River

LRTP #: Table 7-1

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CST	LF	2,799,625	0	0	0	0	2,799,625
CST	CIGP	2,799,625	0	0	0	0	2,799,625
Total		5,599,250	0	0	0	0	5,599,250

Prior Cost < 2017/18: 1,691,896

Future Cost > 2021/22: 0

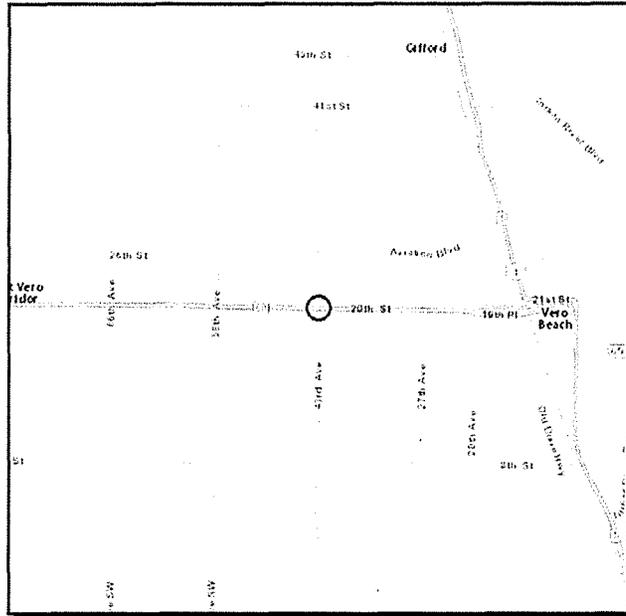
Total Project Cost: 7,291,146

Project Description: Improvements at SR 60/43rd Avenue intersection and widening of 43rd Avenue from 2 lanes to 4 lanes between 18th Street and 26th Street. Construction programmed for FY 2017/18. See FM# 4317591 for right-of-way acquisition.

SR 60/43rd Avenue Intersection (Right-of-Way)

4317591

Non-SIS



Work Summary:

From:

To:

Lead Agency: Indian River Co.

County: Indian River

LRTP #: Table 7-1

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
ROW	LF	1,637,205	903,786	330,500	840,479	840,479	4,552,449
ROW	DIH	91,008	0	0	0	0	91,008
ROW	CIGP	1,637,205	903,786	330,500	840,479	840,479	4,552,449
Total		3,365,418	1,807,572	661,000	1,680,958	1,680,958	9,195,906

Prior Cost < 2017/18: 4,970,838

Future Cost > 2021/22: 0

Total Project Cost: 14,166,744

Project Description: Improvements at SR 60/43rd Avenue intersection and widening of 43rd Avenue from 2 lanes to 4 lanes between 18th Street and 26th Street. Right-of-way acquisition programmed for FY 2017/18 through 2021/22. See FM# 4317592 for construction of intersection improvements.

Indian River MPO Transportation Improvement Program - FY 2017/18 - 2021/22

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
69th Street Resurfacing FROM 66th Avenue TO US 1 - FM# 4380731					Length: 2.55 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: Indian River Co.		
					LRTP#: Table 2-1		
Resurface 69th Street from 66th Avenue to US 1. Programmed for FY 2020/21 and 2021/22. Project length is 2.55 miles.							
CST	LF	0	0	0	409,382	0	409,382
CST	SCOP	0	0	0	6,487	0	6,487
CST	SCWR	0	0	0	387,690	214,535	602,225
CST	GRSC	0	0	0	404,901	214,535	619,436
Total		0	0	0	1,208,460	429,070	1,637,530
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,637,530</i>
6th Avenue Resurfacing FROM US 1 TO 18th Street - FM# 4380741					Length: 1.56 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: Indian River Co.		
					LRTP#: Table 2-1		
Resurface 6th Avenue from US 1 to 18th Street. Programmed for FY 2020/21 and 2021/22. Project length is 1.56 miles.							
CST	LF	0	0	0	219,324	0	219,324
CST	SCOP	0	0	0	39,098	28,442	67,540
CST	GRSC	0	0	0	375,897	214,535	590,432
Total		0	0	0	634,319	242,977	877,296
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>877,296</i>

Indian River MPO Transportation Improvement Program - FY 2017/18 - 2021/22

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
SR 60 Resurfacing FROM 38th Avenue TO 21st Avenue - FM# 4360951					Length: 1.142 miles		*Non-SIS*
Type of Work: RESURFACING					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Resurface SR 60 from 38th Avenue to 21st Avenue. Programmed for FY 2017/18. Project length is 1.142 miles.							
CST	DIH	20,540	0	0	0	0	20,540
CST	DDR	1,844,579	0	0	0	0	1,844,579
Total		1,865,119	0	0	0	0	1,865,119
<i>Prior Years Cost</i>		<i>448,919</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>2,314,038</i>
SR 60 Right-of-Way - FM# 2286011					Length: 2.630		*SIS*
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: FDOT		
Resolution of right-of-way issue associated with previous widening of SR 60.							
ROW	DDR	250,000	0	0	0	0	250,000
Total		250,000	0	0	0	0	250,000
<i>Prior Years Cost</i>		<i>9,220,021</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>9,470,021</i>

EXHIBIT E
INDIAN RIVER COUNTY CAPITAL IMPROVEMENTS
SCHEDULE FOR SOLID WASTE AND ROAD PROJECTS
FY 2017/18- FY 2021/22

Solid Waste						
Revenue	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
Assessments & User Fees	\$2,252,500	\$5,052,500	\$0	\$6,600,000	\$8,000,000	\$21,905,000
Optional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0
Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenue	\$2,252,500	\$5,052,500	\$0	\$6,600,000	\$8,000,000	\$21,905,000

Expenditures	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority	Notes
Design, Permitting & Construction of Cell II of Segment 3 Class I Landfill	\$2,252,500	\$2,252,500	\$0	\$0	\$0	\$4,505,000	Assessments & User Fees	Yes	1	
Class I Landfill Closure Segment 3 - Cell I (closure funds)	\$0	\$0	\$0	\$5,100,000	\$0	\$5,100,000	Assessments & User Fees	Yes	2	
Design & Permitting of Cells 3 & 4 of Segment 3 Class I Landfill	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	Assessments & User Fees	Yes	4	
Construction of Cells 3 & 4 of Segment 3 Class I Landfill	\$0	\$0	\$0	\$0	\$8,000,000	\$8,000,000	Assessments & User Fees	Yes	2	
Single Stream Building (100 x 100)	\$0	\$1,800,000	\$0	\$0	\$0	\$1,800,000	Assessments & User Fees	Yes	2	
New Automated Scale System	\$0	\$500,000	\$0	\$0	\$0	\$500,000	Assessments & User Fees	Yes	2	
Emergency Access Roadways (Vegetation/C&D/Trash)	\$0	\$300,000	\$0	\$0	\$0	\$300,000	Assessments & User Fees	Yes	2	
Emergency Management/Fire Protection Improvements	\$0	\$100,000	\$0	\$0	\$0	\$100,000	Assessments & User Fees	Yes	2	
Site Drainage Improvements	\$0	\$100,000	\$0	\$0	\$0	\$100,000	Assessments & User Fees	Yes	2	
Total Expenditures	\$2,252,500	\$5,052,500	\$0	\$6,600,000	\$8,000,000	\$21,905,000				

Comparison of Expenditures to Revenue	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
Total Revenue	\$2,252,500	\$5,052,500	\$0	\$6,600,000	\$8,000,000	\$21,905,000
Total Expenditures	\$2,252,500	\$5,052,500	\$0	\$6,600,000	\$8,000,000	\$21,905,000
Annual Balance	\$0	\$0	\$0	\$0	\$0	\$0

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Expenses	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority	Notes
26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile)		\$ 250,000	\$ 50,000			\$ 300,000	Traffic Impact Fees- District 2	No	2	
26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile)	\$ 1,000,000	\$ 750,000	\$ 500,000	\$ 3,500,000		\$ 5,750,000	Optional Sales Tax			
26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile)				\$ 1,000,000		\$ 1,000,000	Developer Funded Construction			
Design & Engineering	\$ 500,000	\$ 250,000				\$ 750,000				
Right-of-Way	\$ 500,000	\$ 750,000	\$ 550,000			\$ 1,800,000				
Construction				\$ 4,500,000		\$ 4,500,000				
26th Street, 58th Avenue to 66th Avenue, four/five lanes (1 mile)	\$ 500,000	\$ 1,000,000	\$ 1,000,000	\$ 500,000	\$ 1,000,000	\$ 4,000,000	Optional Sales Tax	No	4	
Design & Engineering	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000		\$ 1,500,000				
Right-of-Way	\$ 500,000	\$ 500,000	\$ 500,000			\$ 1,500,000				
Construction				\$ 1,000,000	\$ 1,000,000	\$ 2,000,000				
27th Avenue /21st Street SW Signalization	\$ 700,000					700,000	Traffic Impact Fees- District 3	Yes	1	
Design & Engineering						\$ -	Optional Sales Tax			
Right-of-Way						\$ -				
Construction	\$ 700,000					\$ 700,000				
27th Avenue from South County Line to Oslo Road, Four lanes					\$ 500,000	\$ 500,000	Gas Tax	No	4	Indirect benefit to the Indian River Lagoon; designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
27th Avenue from South County Line to Oslo Road, Four lanes		\$ 300,000	\$ 650,000	\$ 200,000		\$ 1,150,000	Traffic Impact Fees- District 3			
Design & Engineering	\$ 300,000	\$ 300,000	\$ 650,000	\$ 200,000		\$ 1,150,000				
Right-of-Way					\$ 500,000	\$ 500,000				
Construction						\$ -				
Pave 32nd Ave North of 43rd St., and 35th Ave north of 45th St. (GNP Action 8.6)			\$ 50,000			\$ 50,000	Gas Tax	No	5	Construction subject to right-of-way donation
Design & Engineering			\$ 50,000			\$ 50,000				
Construction						\$ -				
37th Street 5 lane Roadway- US 1 to IR Blvd		\$ 1,500,000	\$ 2,834,000	\$ 2,216,000	\$ 3,011,000	\$ 9,561,000	Optional Sales Tax	Yes	2	Indirect benefit to the Indian River Lagoon; designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
Design & Engineering		\$ 750,000				\$ 750,000				
Right-of-Way		\$ 750,000				\$ 750,000				
Construction			\$ 2,834,000	\$ 2,216,000	\$ 3,011,000	\$ 8,061,000				
ALTERNATE PROJECT:										
Aviation Extension US Highway 1 to 37th Street										November 14, 2017: BCC authorized staff to explore this alternative in lieu of 37th Street widening.
43rd Avenue, 12th Street to Oslo Road, four lanes (2.5 miles)				\$ 250,000	\$ 250,000	\$ 500,000	Gas Tax	No	5	R-O-W needed for intermodal improvements. Indirect benefit to the Indian River Lagoon; designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
43rd Avenue, 12th Street to Oslo Road, four lanes (2.5 miles)	\$ 250,000	\$ 250,000	\$ 250,000			\$ 750,000	Traffic Impact Fees- District 3			
Design & Engineering						\$ -				
Right-of-Way	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000				
Construction						\$ -				
43rd Avenue, 12th Street to 18th Street, four lanes (1 mile)			\$ 300,000	\$ 300,000	\$ 300,000	\$ 900,000	Traffic Impact Fees- District 2	No	5	R-O-W needed for intermodal improvements
43rd Avenue, 12th Street to 18th Street, four lanes (1 mile)	\$ 250,000	\$ 300,000				\$ 550,000	Optional Sales Tax			
Design & Engineering	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000	\$ 200,000				
Right-of-Way	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000				
Construction						\$ -				
Continued on Next Page										

Expenses	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority	Notes
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 799,625	\$ 4,532,435				\$ 5,332,060	Gas Tax	Yes	1	Per FDOT, ROW acquisition costs have increased a total of \$8 million. Because of this, County's total cost share increased by \$4 million in FY 2017/18. FDOT to soon provide final numbers.
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 2,799,625	\$ 1,467,565				\$ 4,267,190	Grant			
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 4,966,867	\$ 916,500	\$ 330,500	\$ 840,479		\$ 7,054,346	FDOT			
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 3,945,670					\$ 3,945,670	Optional Sales Tax			
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 1,021,197	\$ 916,500	\$ 330,500			\$ 2,268,197	Traffic Impact Fees- District 2			
Design & Engineering	\$ 1,000,000					\$ 1,000,000				
Right-of-Way	\$ 9,933,734	\$ 1,833,000	\$ 661,000	\$ 840,479		\$ 13,268,213				
Construction	\$ 2,599,250	\$ 6,000,000				\$ 8,599,250				
43rd Avenue, 49th Street to 53rd Street, three lanes (.5 miles)		\$ 1,000,000	\$ 1,000,000			\$ 2,000,000	Developer Funded Construction	Yes	2	Includes signalization at 49th Street
Design & Engineering						\$ -				
Right-of-Way						\$ -				
Construction		\$ 1,000,000	\$ 1,000,000			\$ 2,000,000				
43rd Ave Sidewalks(Airport Dr W to 41st Street) (GNP Action 7.2)			\$ 458,463			\$ 458,463	Grant	Yes	2	
43rd Ave Sidewalks(Airport Dr W to 41st Street) (GNP Action 7.2)		\$ 40,000				\$ 40,000	Gas Tax			
Design & Engineering		\$ 40,000				\$ 40,000				
Construction			\$ 458,463			\$ 458,463				
45th Street Lighting Construction (GNP Action 9.2)	\$ 75,000					\$ 75,000	Street Lighting MSBU			
Construction	\$ 75,000					\$ 75,000				
45th Street Beautification Phase II (GNP Action 7.3 and 9.3)	\$ 175,000	\$ 500,000		\$ 500,000		\$ 1,175,000	Gas Tax	Yes	3	Depending upon FDOT approval
45th Street "West End" Culverting- Construction		\$ 325,877	\$ 956,682			\$ 1,282,559	Grant			Indirect benefit to the Indian River Lagoon; designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
Design & Engineering	\$ 175,000					\$ 175,000				
Construction		\$ 825,877	\$ 956,682	\$ 500,000		\$ 2,282,559				
45th Street Improvements (43rd Avenue to 58th Avenue)			\$ 1,217,660	\$ 264,899		\$ 1,482,559	FDOT		4	
45th Street Improvements (43rd Avenue to 58th Avenue)	\$ 148,000	\$ 200,000	\$ 1,217,660	\$ 264,899		\$ 1,830,559	Gas Tax			
Design & Engineering	\$ 148,000	\$ 200,000				\$ 348,000				
Construction			\$ 2,435,320	\$ 529,798		\$ 2,965,118				
45th Street/Left Turn Lane at US 1 (GNP Action 7.3)	\$ 2,114,290					\$ 2,114,290	Optional Sales Tax	Yes	1	
Design & Engineering	\$ 14,290					\$ 14,290	Traffic Impact Fees- District 2			
Right-of-Way	\$ 100,000					\$ 100,000				
Construction	\$ 2,000,000					\$ 2,000,000				
49th Street & US 1 Intersection Improvements	\$ 1,010,881	\$ 1,000,000				\$ 2,010,881	Optional Sales Tax	Yes	2	
Design & Engineering	\$ 10,881					\$ 10,881	Traffic Impact Fees- District 2			
Right-of-Way	\$ 250,000					\$ 250,000				
Construction	\$ 750,000	\$ 1,000,000				\$ 1,750,000				

Transportation

Revenue Sources	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total	Notes
Gas Tax	\$ 12,077,996	\$ 2,401,000	\$ 2,437,000	\$ 2,474,000	\$ 2,511,403	\$ 21,901,399	
Interest	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	
Grnt	\$ 7,802,820	\$ 7,284,925	\$ 2,736,995	\$ 2,239,450	\$ 2,716,134	\$ 22,780,324	
Traffic Impact Fees District 1	\$ 5,330,354	\$ 625,000	\$ 625,000	\$ 625,000	\$ 625,000	\$ 7,830,354	
Traffic Impact Fees District 2	\$ 5,124,869	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 1,400,000	\$ 10,724,869	
Traffic Impact Fees District 3	\$ 2,807,190	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 5,807,190	
Optional Sales Tax (75%,75%,60%,60%,60%)	\$ 36,104,385	\$ 13,081,500	\$ 10,674,504	\$ 10,887,994	\$ 11,105,754	\$ 81,854,137	
Developer Funded Construction	\$ -	\$ 6,600,000	\$ 1,400,000	\$ 1,000,000	\$ -	\$ 9,000,000	
FDOT	\$ 4,966,867	\$ 916,500	\$ 1,548,160	\$ 1,105,378	\$ -	\$ 8,536,905	
Street Lighting MSBU	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ 145,000	
MPO	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	
VLE Assessments	\$ 1,151,000	\$ 251,000	\$ 251,000	\$ 251,000	\$ 251,000	\$ 2,155,000	
Total Revenue	\$ 75,560,481	\$ 33,559,925	\$ 21,872,659	\$ 20,782,822	\$ 19,409,291	\$ 171,185,178	

Expenditures	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total	Notes
Gas Tax	\$ 5,366,164	\$ 8,179,029	\$ 3,432,357	\$ 3,404,509	\$ 1,581,750	\$ 21,963,809	
Grnt	\$ 7,802,820	\$ 7,284,925	\$ 2,736,995	\$ 2,239,450	\$ 2,716,134	\$ 22,780,324	
Traffic Impact Fees- District 1	\$ 100,000	\$ 450,000	\$ 450,000	\$ 2,500,000	\$ 4,331,000	\$ 7,831,000	
Traffic Impact Fees- District 2	\$ 3,221,197	\$ 4,616,500	\$ 1,680,500	\$ 920,147	\$ 300,000	\$ 10,738,344	
Traffic Impact Fees- District 3	\$ 3,441,920	\$ 550,000	\$ 900,000	\$ 945,000	\$ -	\$ 5,836,920	
Optional Sales Tax	\$ 13,275,841	\$ 15,968,991	\$ 34,106,299	\$ 11,385,745	\$ 7,261,000	\$ 81,997,876	
Developer Funded Construction	\$ -	\$ 6,600,000	\$ 1,400,000	\$ 1,000,000	\$ -	\$ 9,000,000	
FDOT	\$ 4,966,867	\$ 916,500	\$ 1,548,160	\$ 1,105,378	\$ -	\$ 8,536,905	
Street Lighting MSBU	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ 145,000	
MPO	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	
VLE Assessments	\$ 1,151,000	\$ 251,000	\$ 251,000	\$ 251,000	\$ 251,000	\$ 2,155,000	
Total Expenses	\$ 39,470,809	\$ 45,016,945	\$ 46,505,311	\$ 23,751,229	\$ 16,440,884	\$ 171,185,178	

Expenses	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority	Notes
1st Street SW at 27th Ave -Left turn lane/traffic signal	\$ 1,591,920					\$ 1,591,920	Traffic Impact Fees- District 3		1	
Design & Engineering						\$ -				
Right-of-Way						\$ -				
Construction	\$ 1,591,920					\$ 1,591,920				
4th Street/82nd Ave. Intersection Improvements				\$ 745,000		\$ 745,000	Traffic Impact Fees- District 3	Yes	4	
Design & Engineering						\$ -				
Right-of-Way				\$ 645,000		\$ 645,000				
Construction				\$ 100,000		\$ 100,000				
6th Avenue Repaving U.S. Highway 1 to 20th Street				\$ 294,324		\$ 294,324	Gas Tax	Yes	4	
6th Avenue Repaving U.S. Highway 1 to 20th Street				\$ 414,995	\$ 242,977	\$ 657,972	Grnt			
Design & Engineering				\$ 75,000		\$ 75,000				
Right-of-Way						\$ -				
Construction				\$ 634,319	\$ 242,977	\$ 877,296				
26th Street/43rd Avenue Intersection	\$ 500,000	\$ 200,000				\$ 700,000	Traffic Impact Fees- District 2	Yes	2	
26th Street/43rd Avenue Intersection		\$ 50,000	\$ 1,250,000			\$ 1,300,000	Gas Tax			
26th Street/43rd Avenue Intersection		\$ 250,000				\$ 250,000	Developer Funded Construction			TBD
Design & Engineering	\$ 250,000					\$ 250,000				
Right-of-Way	\$ 250,000	\$ 250,000				\$ 500,000				
Construction		\$ 250,000	\$ 1,250,000			\$ 1,500,000				

Expenses	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority	Notes
Old Dixie/HIGHLANDS Intersection	\$ 900,000					\$ 900,000	Traffic Impact Fees- District 3	Yes	1	Improve Drainage
Design & Engineering	\$ 100,000					\$ 100,000				
Construction	\$ 800,000					\$ 800,000				
Pipe Replacement - Blue Cypress Road	\$ 150,000					\$ 150,000	Optional Sales Tax	Yes	1	
Construction	\$ 150,000					\$ 150,000				
Pipe Replacement - 74th Avenue South of 1st Street SW	\$ 175,000					\$ 175,000	Optional Sales Tax	Yes	1	
Construction	\$ 175,000					\$ 175,000				
Sidewalks along 2nd Street from Old Dixie Highway to 20th Avenue (1.25 miles)		\$ 50,000				\$ 50,000	Gas Tax		5	
Design & Engineering		\$ 50,000				\$ 50,000				
Traffic Controllers	\$ 300,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 250,000	\$ 1,150,000	Gas Tax	Yes	1	
Traffic Fiber Optic	\$ 250,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 100,000	\$ 800,000	Optional Sales Tax			
Road Stripe Replacement	\$ 300,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 900,000	Gas Tax			
Sidewalks and Designated Bicycle Lanes	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000	Optional Sales Tax	Yes	1	
Sidewalks and Designated Bicycle Lanes	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000	Gas Tax			
Design & Engineering						\$ -				
Right-of-Way						\$ -				
Construction	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000				
Street Lighting at 41st St/32nd Ave, 49th St, and 45th Street and 49th Street Corridors (GNP Action 12.2)	\$ 70,000					\$ 70,000	Street Lighting MSBU	Yes	2	
Construction	\$ 70,000					\$ 70,000				
Vero Lake Estates 25% Petition Millings	\$ 287,750	\$ 62,750	\$ 62,750	\$ 62,750	\$ 62,750	\$ 538,750	Gas Tax	Yes	1	
Vero Lake Estates 25% Petition Millings	\$ 1,151,000	\$ 251,000	\$ 251,000	\$ 251,000	\$ 251,000	\$ 2,155,000	VLE Assessments			
Design & Engineering						\$ -				
Right-of-Way						\$ -				
Construction	\$ 1,438,750	\$ 313,750	\$ 313,750	\$ 313,750	\$ 313,750	\$ 2,693,750				
Total Transportation						\$ -				
Design & Engineering	\$ 3,313,171	\$ 4,240,000	\$ 1,900,000	\$ 925,000	\$ 150,000	\$ 10,528,171				
Right-of-Way	\$ 16,933,734	\$ 8,183,000	\$ 4,461,000	\$ 3,235,479	\$ 2,250,000	\$ 35,063,213				
Construction	\$ 18,673,904	\$ 32,243,945	\$ 39,794,311	\$ 19,240,750	\$ 13,690,884	\$ 123,643,794				
Traffic Controllers & Fiber Optic	\$ 550,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,950,000				
Total Transportation	\$ 39,470,809	\$ 45,016,945	\$ 46,505,311	\$ 23,751,229	\$ 16,440,884	\$ 171,185,178				

EXHIBIT F
INDIAN RIVER COUNTY SCHOOL
DISTRICT CAPITAL
IMPROVEMENT PROGRAM SUMMARY
FY 2017/18- FY 2021/22

APPENDIX C: SCHOOL DISTRICT OF INDIAN RIVER COUNTY CAPITAL IMPROVEMENT SCHEDULE

Summary of Capital Improvement Program

Project	Total	Prior to 2018	FY 2018 - FY 2022	2017- 2018	2018- 2019	2019- 2020	2020- 2021	2021- 2022
Comprehensive Needs								
Modernizations & Replacements								
Glendale - Cafeteria Expansion/Renovation	3,022,426	0	3,022,426				205,221	2,817,205
TCCAIE New Construction/Renovation	1,835,000	325,000	1,510,000	1,510,000				
Subtotal Modernizations & Replacements	4,857,426	325,000	4,532,426	1,510,000	0	0	205,221	2,817,205
Subtotal Comprehensive Needs	4,857,426	325,000	4,532,426	1,510,000	0	0	205,221	2,817,205
Other Items								
Capital Maintenance								
Building Improvements/Renovations - Districtwide	1,575,000	0	1,575,000	50,000	150,000	1,375,000		
Capital Maintenance	4,931,976	0	4,931,976	747,160	822,160	822,160	968,336	1,572,160
Chiller Replacement	5,744,160	0	5,744,160	750,000	1,345,000	799,160	1,950,000	900,000
Flooring	2,800,370	0	2,800,370	601,530	350,000	1,056,000	200,000	592,840
HVAC Repair and Replace	7,322,806	0	7,322,806	1,172,806		250,000		5,900,000
Painting/Waterproofing - Districtwide	2,261,000	0	2,261,000	50,000		461,000	1,750,000	
Paving, Covers & Sidewalks - Districtwide	848,020	0	848,020	408,020	100,000	100,000		240,000
Roofing - Districtwide	4,335,611	0	4,335,611	553,749	1,090,000	745,000	1,801,862	145,000
Site Improvements - D/W	438,389	0	438,389	15,000	300,389	123,000		
Subtotal Capital Maintenance	30,257,332	0	30,257,332	4,348,265	4,157,549	5,731,320	6,670,198	9,350,000
Safety, Security, and Environmental								
ADA Compliance-Districtwide	211,000	0	211,000	51,000		160,000		
Dodgertown Elementary Kalwall Roof Replacement	357,816	0	357,816			357,816		
Fire Alarm Upgrade - Districtwide	1,735,000	0	1,735,000	310,000	200,000	425,000	800,000	
Gifford Middle Kalwall Roof Replacement	1,600,000	0	1,600,000			600,000	1,000,000	
Health & Life Safety	10,184,612	0	10,184,612	1,473,531	2,982,410	2,623,903	1,853,930	1,250,838
Oslo Middle - Lockerroom Renovation	654,176	0	654,176	200,000	454,176			

Project	Total	Prior to 2018	FY 2018 - FY 2022	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
Playground Equipment	1,785,953	0	1,785,953	340,953	395,000	350,000	350,000	350,000
SRHS - Stadium/Gym Locker Room Renovations	2,415,105	0	2,415,105	52,113	1,500,000	862,992		
VBHS - Freshman Learning Center Locker/Bathroom Renovation	776,736	200,000	576,736	576,736				
Wabasso School HVAC Renovation	2,141,520	0	2,141,520	391,520			1,750,000	
Subtotal Safety, Security, and Environmental	21,861,918	200,000	21,661,918	3,395,853	5,531,586	5,379,711	5,753,930	1,600,838
Relocatables								
Relocatable Leasing	2,200,000	0	2,200,000	600,000	400,000	400,000	400,000	400,000
Subtotal Relocatables	2,200,000	0	2,200,000	600,000	400,000	400,000	400,000	400,000
Educational Technology								
District Technology	500,000	0	500,000					500,000
Subtotal Educational Technology	500,000	0	500,000					500,000
Furniture & Equipment								
Furniture, Fixtures & Equipment D/W	1,325,000	0	1,325,000	250,000	250,000	325,000	250,000	250,000
Performing Arts Allocation Districtwide	100,000	0	100,000		25,000	50,000	25,000	
School Buses/Vehicles	5,750,000	0	5,750,000	1,050,000	1,250,000	1,150,000	1,250,000	1,050,000
Subtotal Furniture & Equipment	7,175,000	0	7,175,000	1,300,000	1,525,000	1,525,000	1,525,000	1,300,000
Subtotal Other Items	61,994,250	200,000	61,794,250	9,644,118	11,614,135	13,036,031	14,349,128	13,150,838
Total Projects	66,851,676	525,000	66,326,676	11,154,118	11,614,135	13,036,031	14,554,349	15,968,043

APPENDIX D: SCHOOL DISTRICT OF INDIAN RIVER COUNTY SUMMARY OF ESTIMATED REVENUE

SCHOOL DISTRICT OF INDIAN RIVER COUNTY, FLORIDA Capital Project Revenues & Other Financing Sources Projections for Fiscal Year 2018-2022								
Revenue & Other Financing Source	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	Total	Notes
1 Property Taxes	\$23,646,248	\$25,456,752	\$27,464,544	\$28,891,440	\$30,403,008	\$31,817,952	\$144,033,695	(1) Updated property growth based on most recent projections 1.50 mill by Legislature.
2 PRCO - New Construction	\$0	0	0	0	0	0	0	
3 PRCO - Maintenance	\$463,210	310,000	310,000	310,000	310,000	310,000	1,550,000	PRCO Maintenance fund estimates
4 State Charter School Capital Outlay	\$692,675	436,245	436,245	436,245	436,245	436,245	2,181,225	Charter School Capital Outlay per Yearly by Legislature
5 COE DS	\$112,971	112,971	112,971	112,971	112,971	112,971	564,855	Projections based on 5 year capital plan information filed
6 Interest	\$32,158	32,158	32,158	32,158	32,158	32,158	160,790	Estimated Interest
7 Other	\$30,000	46,489	13,020	13,020	13,020	13,020	98,569	State Fuel Tax Revenue, SRHS Band Tower Repair Donations
8 2016(b) Certificates of Participation	\$0	0	0	0	0	0	0	
9 Transfer In From General Fund	\$0	1,510,000	0	0	0	0	1,510,000	TCCAB Relocation - Alternative Center Campus
10 Impact Fees	\$0	1,109,000	0	0	0	0	1,109,000	Impact fees will be budgeted upon notification of receipt from IRC
11 Reallocation of Prior Year Revenue	\$0	0	0	0	0	0	0	
12 Total Revenue & Other Financing Sources	\$24,927,462	\$29,004,614	\$28,368,938	\$29,795,834	\$31,307,402	\$32,722,346	\$151,099,133	
13 Transfer to General Fund	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	17,500,000	General Fund Maintenance
14 Transfer to Charter School Capital Outlay	\$692,675	\$1,883,949	\$1,883,949	\$1,883,949	\$1,883,949	\$1,883,949	9,419,745	State CSFO and Local CSFO IS Millage
Debt Service								
15 COP Debt Service	\$1,304,854	\$1,300,298	\$1,304,854	\$1,304,854	\$1,304,854	\$1,304,854	6,519,714	Debt Service for VHR, TCC, Palm Bay, QSCB net of the credit for Federal Subsidy
16 COP Debt Service (Bidding Cost)	\$10,110,352	\$10,066,250	\$10,066,000	\$10,071,000	\$10,064,250	\$10,065,500	50,333,000	Current Debt Service on 2014A Refunding, 2007 and 2014A SRB CO's
17 Total Debt Service Reduced By Federal Subsidy	\$11,415,183	\$11,366,548	\$11,370,854	\$11,375,854	\$11,369,104	\$11,370,354	\$6,852,714	
18 Net Remaining Funding Sources before On-Going Commitments for PRBS	\$9,359,604	\$12,254,117	\$11,614,135	\$13,036,031	\$14,554,349	\$15,968,043	\$67,426,674	
19 On-Going Commitments	\$9,359,604	\$9,644,117	\$11,614,135	\$13,036,031	\$14,554,349	\$15,968,043	\$64,816,675	Maintenance, modernization, CIP and other equipment, infrastructure, safety, security and environmental and other projects and other vehicles
20 Project Commitments	\$0	\$2,610,000	\$0	\$0	\$0	\$0	\$2,610,000	TCCAB Relocation - Alternative Center Campus
21 Net Remaining Funding Sources after On-Going Commitments & Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Impact fees will be budgeted upon notification of receipt from IRC
22 Property Tax Revenue Projection %	NA	7.66%	7.89%	5.20%	5.23%	4.65%		
23 Value of 1 mill	\$15,764,164	\$16,971,168	\$18,309,496	\$19,260,960	\$20,268,672	\$21,211,968		
24 Millage Used for COP Debt Service	0.72	0.67	0.62	0.59	0.56	0.54		Within Board approved self-imposed debt limit of 1 mill
30 Millage Used for COP Debt Service Excluding Credit for Federal Subsidy	0.81	0.75	0.70	0.66	0.63	0.60		Within Board approved self-imposed debt limit of 1 mill
31 COP Debt Service as % Millage Revenue	48.27%	44.65%	41.40%	39.37%	37.39%	35.74%		Within F.S. 1011.71 limit of 75% of levy
32 COP Debt Service as % Millage Revenue Excluding Credit for Federal Subsidy	54.28%	50.23%	46.58%	44.28%	42.06%	40.21%		Within F.S. 1011.71 limit of 75% of levy
33 Outstanding COP End of FY	\$93,535,482	\$86,083,112	\$78,315,742	\$70,213,372	\$61,771,002	\$53,963,632		