

STATE ROAD 60 CORRIDOR PLAN

PREPARED BY THE STATE ROAD 60 CORRIDOR TASK FORCE
IN COOPERATION WITH THE
INDIAN RIVER COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

ADOPTED BY THE INDIAN RIVER COUNTY
BOARD OF COUNTY COMMISSIONERS ON APRIL 22, 1997

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TO CORRESPOND TO ZONING ORDINANCE SECTION 911.19

STATE ROAD 60 CORRIDOR PLAN

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ORGANIZATION OF THIS PLAN

This plan contains 5 sections. Those sections are the Purpose and Vision, Background, Analysis of Issues and Concerns, Special Standards, and Implementation.

The Purpose and Vision section describes the desired result for the Corridor.

The Background section provides the background and context information upon which the plan is based. The Analysis section discusses concerns, opportunities, and alternatives for the corridor, and also compares and contrasts the SR 60 Corridor with corridors in other areas of the region. The Special Standards section describes and delineates the responsibilities of both the public and private sectors that are necessary to implement the vision of the plan. Finally, the Implementation section describes the formal steps and mechanisms necessary to ensure that road improvement projects, new development, and redevelopment are consistent with the plan.

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PURPOSE AND VISION

Several factors indicate that the SR 60 Corridor has special significance to Indian River County. Being the county's major east-west road, and providing access to I-95, US 1, and the Florida Turnpike, SR 60 is an "entranceway" to the county. Additionally, the SR 60 Corridor has recently become the retail commercial focus of the county.

In recognition of the fact that the county's current land development regulations are insufficient to ensure the quality of development desired for this special area, the Board of County Commissioners appointed a Task Force to develop a plan for the SR 60 Corridor. Consequently, this corridor plan incorporates standards applicable for future development in the SR 60 Corridor. As such, the corridor plan represents a balance of interests and a plan for future development consistent with the community's desire for an aesthetically pleasing corridor.

The overall purpose of the SR 60 Corridor Plan is to provide a set of standards to guide future development and redevelopment in the study area. Specifically, the plan's purpose is:

- To promote and stimulate an overall, attractive, and inviting corridor
- To provide for a sufficient amount of attractive and well-maintained landscaping to complement buildings and structures within the corridor
- To encourage development of attractive buildings within the corridor
- To ensure unobtrusive and orderly signage that avoids a garish and visually cluttered appearance along the corridor
- To maintain corridor rights-of-way that are free from clutter (e.g. redundant signs and utility structures)
- To encourage creative designs and buildings of quality that are articulated and presented at a human scale
- To foster creative approaches that result in buildings of enduring character through use of quality design and building materials
- To ensure that roadway improvements within the corridor are designed to be aesthetically positive as well as safe; and
- To accommodate mass transit, pedestrian, bicycle and other transportation alternatives within the corridor.

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These statements of purpose are derived from the community's vision for the corridor. As a brief description of how the community would like the corridor to look in the future, the vision statement represents a consensus among the residents, business owners, and property owners of the corridor. The community's vision is as follows:

VISION

As a significant business and residential center, and a major entranceway into Indian River County, the corridor will have an attractive, well-maintained, orderly and uncluttered appearance. The corridor will be characterized by impressive vegetation and landscaping; complementary buildings and signs with enhanced designs and aesthetic appearances; and a safe transportation system that accommodates mass transit, pedestrians, bicycles, and other transportation alternatives, as well as automobiles.

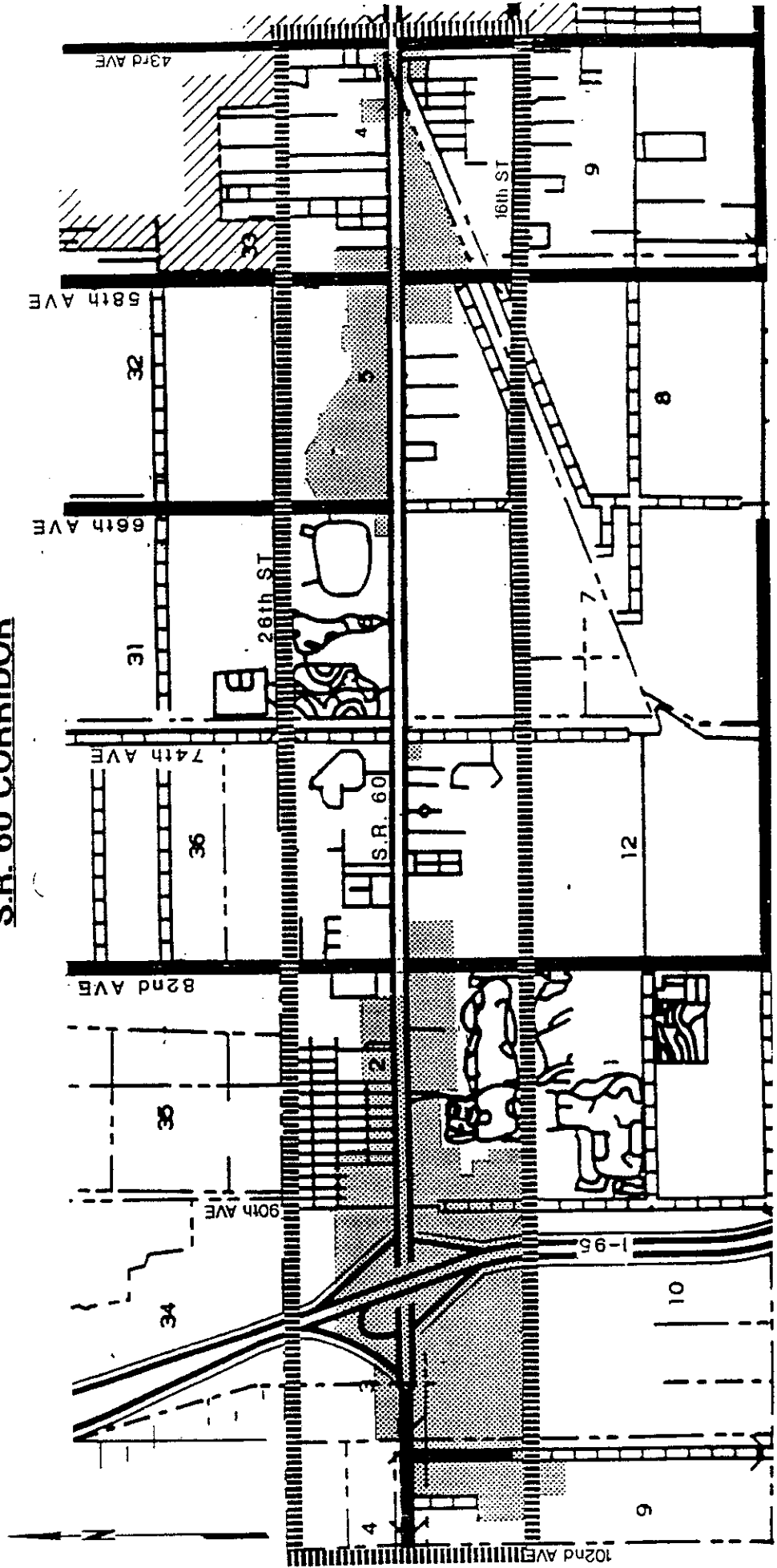
BACKGROUND

SR 60 Corridor Boundaries

In addition to assigning generalized land use designations to all land in unincorporated Indian River County, the Comprehensive Plan's Future Land Use Map (FLUM) designates an Urban Service Area (USA). Land within the USA is deemed urban in character and may receive sufficient services to support urban development. Because the aesthetic impacts of urban development and associated infrastructure development are the major focus of the SR 60 Corridor Plan, the western edge of the USA along SR 60, 102nd Avenue, is established as the western boundary of the study area.

The corridor extends east from 102nd Avenue a distance of approximately 6.5 miles to its eastern boundary, 43rd Avenue, the corporate limits of the City of Vero Beach. On the north and south, 26th Street and 16th Street, respectively, are the study area boundaries. All C/I designated land in the I-95/SR 60 node located south of 16th Street (extended) is also within the corridor. In addition, the corridor boundaries are shown on the county's official zoning atlas. Thus, the corridor extends approximately one-half of a mile in each direction from SR 60. All of the corridor is located within the USA and the unincorporated area of the county.

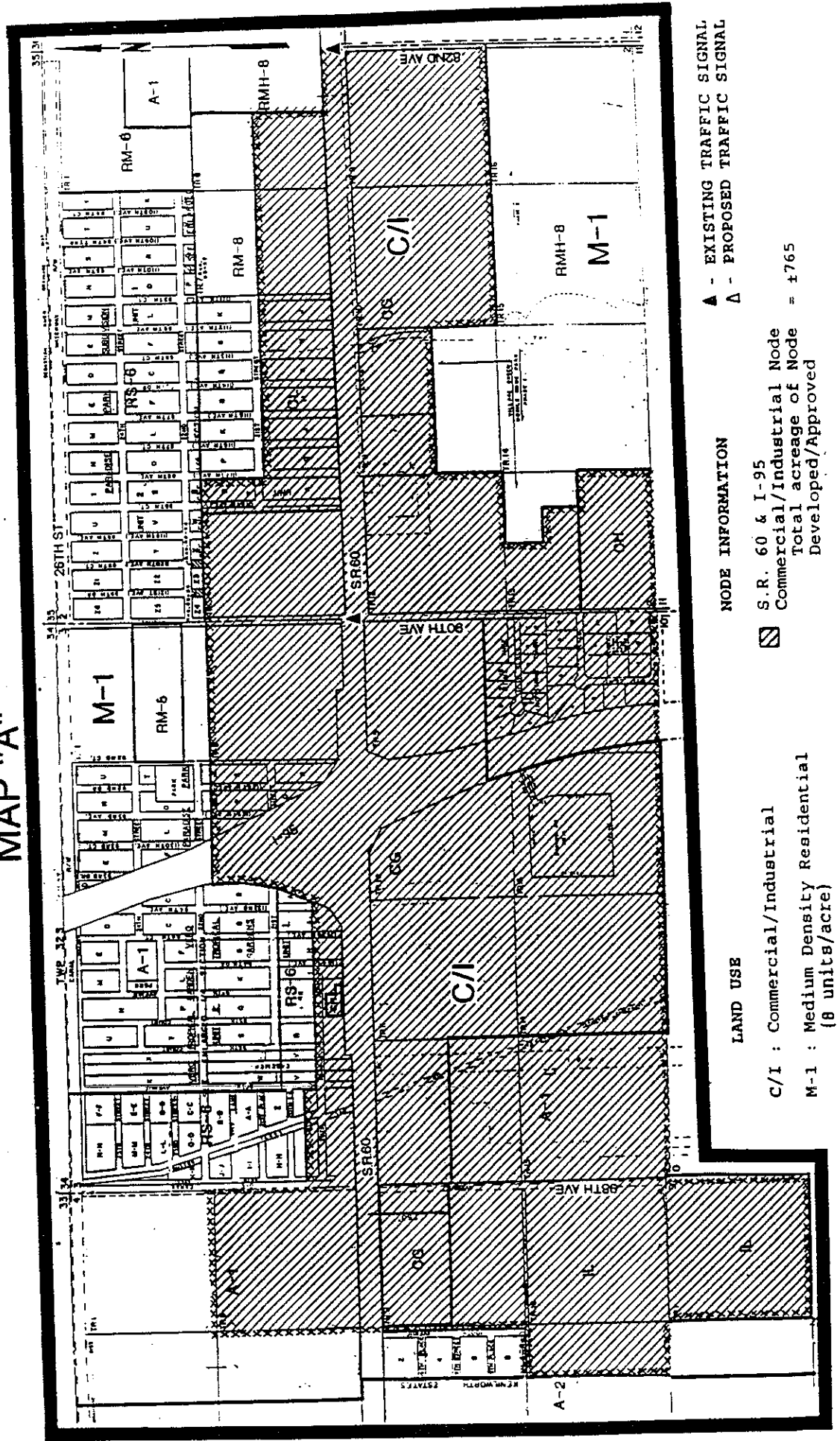
S.R. 60 CORRIDOR



||||| - CORRIDOR BOUNDARY

▨ - COMMERCIAL/INDUSTRIAL LAND USE

MAP "A"



▲ - EXISTING TRAFFIC SIGNAL
 △ - PROPOSED TRAFFIC SIGNAL

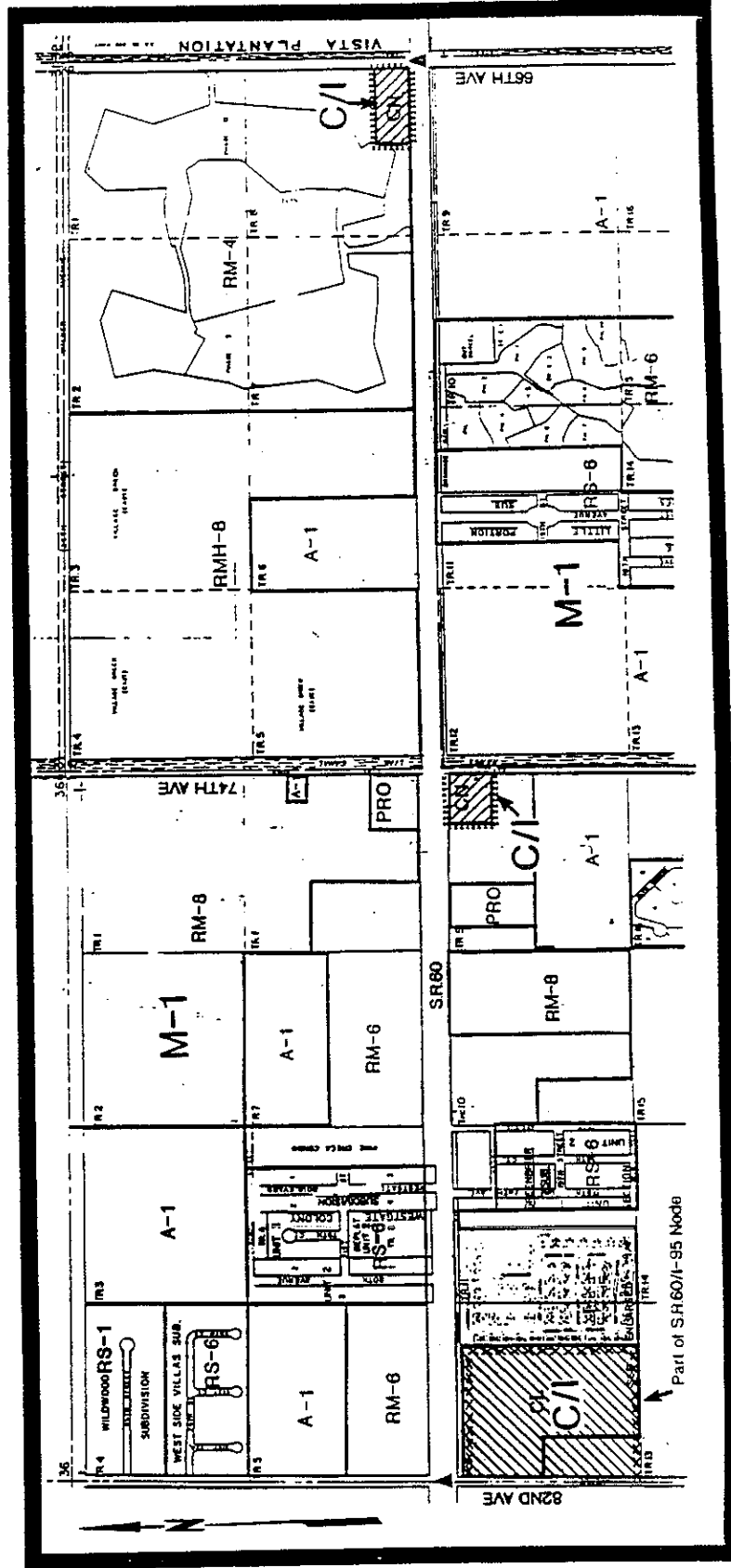
NODE INFORMATION

S.R. 60 & I-95
 Commercial/Industrial Node
 Total acreage of Node = 1765
 Developed/Approved

LAND USE

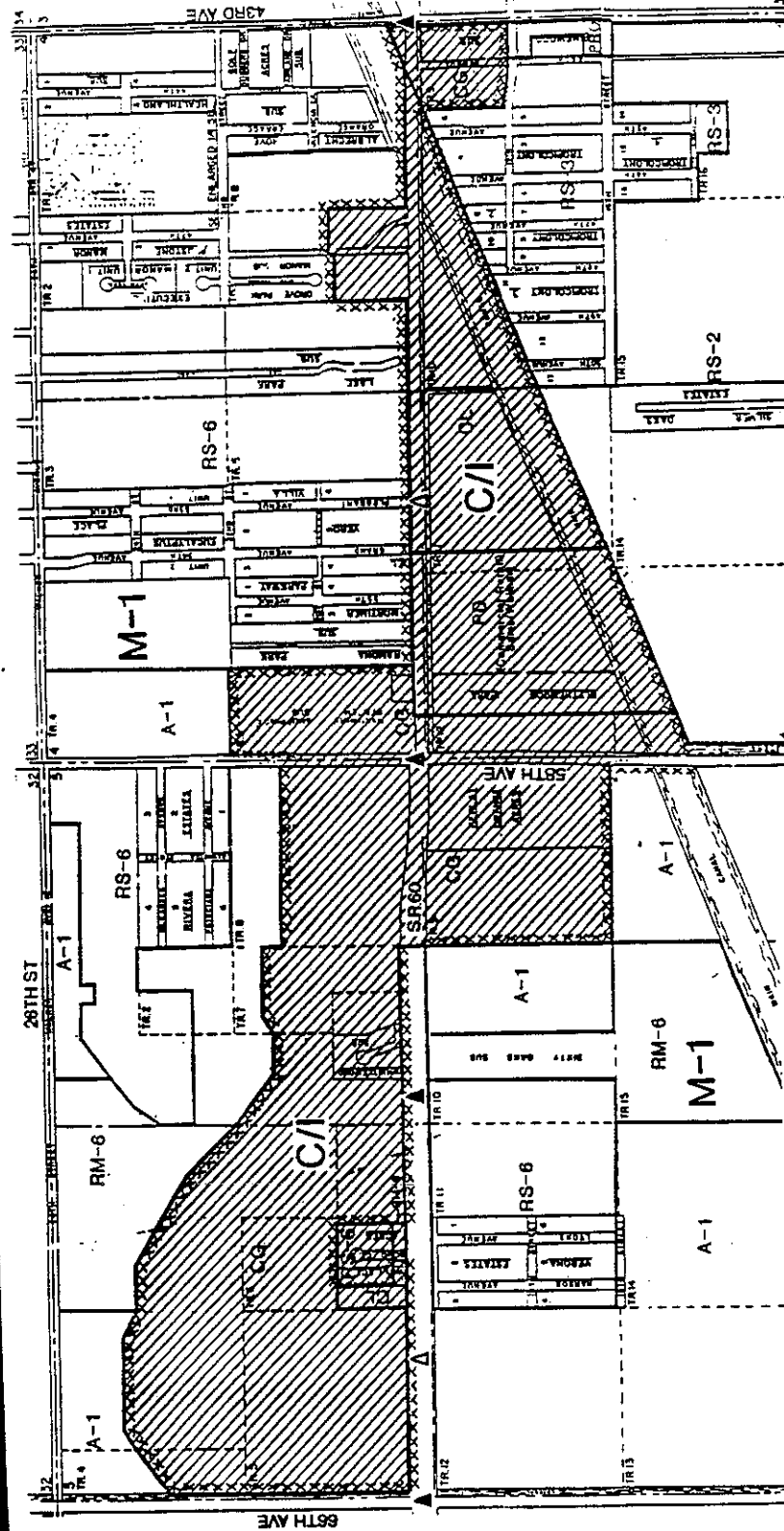
C/I : Commercial/Industrial
 M-1 : Medium Density Residential
 (8 units/acre)

MAP "B"



- LAND USE**
- C/I : Commercial/Industrial
 - M-1 : Medium Density Residential (8 units/acre)
- NODE INFORMATION**
- ▣ S.R. 60 & 66th Ave
 - ▣ Neighborhood Commercial Node
 - Total acreage of Node = ±2.8
 - Developed/Approved Commercial Use of Node = 100%
 - ▣ S.R. 60 & 74th Ave
 - ▣ Neighborhood Commercial Node
 - Total acreage of Node = ±2.8
- EXISTING TRAFFIC SIGNAL**
PROPOSED TRAFFIC SIGNAL

MAP "C"



LAND USE

C/I : Commercial/Industrial
M-1 : Medium Density Residential
(8 units/acre)

NODE INFORMATION

S.R 60 & 58th Ave
Commercial Node
Total acreage of Node = ±295
Developed/Approved
Commercial Use of Node = ±72%

TRAFFIC SIGNALS

A - EXISTING TRAFFIC SIGNAL
△ - PROPOSED TRAFFIC SIGNAL

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Provisions of the corridor plan apply to the following:

1. commercial/industrial designated areas;
2. multiple-family development and places of worship;
3. SR 60 right-of-way and adjacent pedestrian easements within the study area: and
4. the SR 60/I-95 interchange area.

Descriptions and Conditions of the Corridor "Study Area"

EXISTING LAND USES

Although it is designated for nearly as much residential as non-residential development, the SR 60 corridor has become the primary retail shopping area of the county. In unincorporated Indian River County, commercial/industrial land uses are contained within nodes. The study area contains two major nodes, the SR 60/58th Avenue Node and the SR 60/I-95 Node. The study area also contains two Neighborhood Commercial Nodes, one located at the northwest corner of SR 60 and 66th Avenue and the other located at the southwest corner of SR 60 and 74th Avenue.

SR 60/58th Avenue Node

With the exception of the area for the Indian River Mall, which is designated RC, Regional Commercial, the entire SR 60/58th Avenue node has the C/I, Commercial/Industrial, land use designation. Each of those land use designations allows a variety of commercial and industrial zoning districts. For this node, most of the land west of 58th Avenue, as well as land abutting the east side of 58th Avenue is zoned CG, General Commercial District. Just east of 58th Avenue, on the south side of SR 60, the Wal-Mart/Sams development has a PD, Commercial Planned Development District, zoning district. Except for land within two blocks of 43rd Avenue, land within this node that is east of the Wal-Mart/Sams development, is zoned CL, Limited Commercial District.

Within the SR 60/58th Avenue Node, the following represents a portion of the development that has been built and/or approved:

- the Indian River Mall, an enclosed 863,917 square foot mall with four department stores and 24 movie screens
- 3 shopping centers with grocery stores/supermarkets

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- 9 stand alone buildings occupied by national retailers
- 3 stand alone restaurants

Much of this development was built or approved from 1993-1996. In addition, one other shopping center has been preliminarily proposed within the SR 60/58th Avenue node.

SR 60/I-95 Node

The SR 60/I-95 Node is designated C/I, Commercial/Industrial. Although predominately zoned CG, General Commercial District, some of the perimeter portions of the node are zoned IL, Light Industrial District; CH, Heavy Commercial District; CL, Limited Commercial District; and A-1, Agricultural District (up to 1 unit/acre). Within the SR 60/I-95 Node, the following represents a portion of the development that has been built and/or approved:

- an outlet mall with 333,000 square feet of retail space
- 6 restaurants
- 218 hotel rooms
- 5 gas stations/convenience stores

Much of this development was built or approved from 1993-1996.

Additional development proposed for the SR 60/I-95 node as of February 1997 includes the following:

- Approximately 200,000-300,000 square feet of retail
- 6 restaurants
- 12 movie screens
- approximately 400 hotel rooms
- a full-service post office

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Neighborhood Commercial Nodes

The study area contains two small, limited intensity Neighborhood Commercial Nodes. These nodes are designated C/I and are zoned CN, Neighborhood Commercial District. Located at the northwest corner of SR 60 and 66th Avenue, the easternmost Neighborhood Commercial Node is built-out and contains a retail strip center and a restaurant. The other Neighborhood Commercial Node, located at the southwest corner of SR 60 and 74th Avenue, is built-out and contains an office building.

Residential, Institutional, and Agricultural Uses

The remainder of the study area is designated for medium and low density residential development. That land contains a wide variety of single-family, multiple-family, mobile home, professional office, and agricultural zoning districts. Those zoning districts reflect the variety of existing residential uses within the study area. Such uses include single-family subdivisions, multiple-family developments, retirement communities, and mobile home communities.

A smaller but growing segment of development within the study is institutional uses. These uses, located on residentially designated land, include a church and the Mueller Center, the Indian River County campus of Indian River Community College. The College has indicated that it intends to expand its facilities and campus area around its existing site within the study area. Finally, the balance of the land in the study area is either vacant land or citrus groves.

TRANSPORTATION

Within the study area, the right-of-way width and number of lanes of SR 60 vary. Currently, SR 60 is a six lane facility from 43rd Avenue to 66th Avenue, a four lane facility from 66th Avenue to I-95, and a two lane facility west of I-95. The road is divided by a grass median from 43rd Avenue to I-95.

There are also some bicycle and pedestrian facilities along SR 60. From 43rd Avenue to 58th Avenue, both sides of the road have five foot wide sidewalks. The segment from 58th Avenue to 66th Avenue contains paved shoulder bicycle paths on both sides of the SR 60.

As part of the State Highway System, SR 60 is maintained by the Florida Department of Transportation (FDOT). During the 1997 to 2005 time frame, FDOT plans several projects that will widen and upgrade SR 60. When those projects are completed, SR 60 will have 200 feet of public road right-of-way from 58th Avenue to 102nd Avenue. Additionally, the number of lanes will be increased. That increase will result in a six lane facility from 43rd Avenue to I-95 and a 4 lane facility west of I-95. In addition to SR 60, several cross streets (which are maintained by the county) within the study area are programmed for improvements during that timeframe.

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The numerous road improvement projects programmed for the SR 60 corridor within the next eight years provide a rare opportunity for the public sector to design and construct a more attractive roadway corridor, and to accommodate desirable features and enhancements.

INFRASTRUCTURE

The entire study area is located within the county's urban service area; therefore, development within this area is eligible to receive all urban services.

Potable Water

Potable water from the South County Reverse Osmosis Plant is generally available throughout the study area. Some properties near the edge of the study area, however, may need to extend water lines to receive that service. A "Master Plan" line currently extends along SR 60 from 98th Avenue to east of 58th Avenue. The South County Reverse Osmosis Plant currently has a remaining capacity of 2,000,000 gallons/day. Based on these conditions, potable water service is available to serve continued development within the study area.

Reuse Water

The Indian River County Utilities Department provides reuse water to projects that have significant irrigation demands (e.g. the regional mall, golf courses) and that are located in portions of the corridor. As part of the development review process, the utilities department determines if reuse water is appropriate and available for a proposed project. Because it is less expensive than using potable water, reuse water is often desired by developers. Those developers who desire reuse water where it is not available have the option of extending reuse lines to their site at their own expense. Reuse water lines currently cross SR 60 at 82nd and reuse water may be available for development projects within the corridor.

Sanitary Sewer

Centralized sanitary sewer service from the West Regional Wastewater Treatment Plant is also generally available throughout the study area. As with potable water service, some properties near the edge of the study area may need to extend wastewater lines to receive that service, and a "Master Plan" line currently exists along SR 60 throughout most of the study area. The West Regional Wastewater Treatment Plant currently has a remaining capacity of 230,000 gallons/day. Based on these conditions, sanitary sewer service is available to serve continued development within the study area.

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Drainage

The study area lies within the jurisdiction of the Indian River Farms Water Control District. To prevent flood damage, that district maintains and operates the numerous canals within its jurisdiction. Currently, guardrails exist along canals. When roads adjacent to canals with guardrails are improved, there is the opportunity to improve the appearance of the canal by eliminating the guardrails where other safety improvements can be employed. With the programmed improvements to roads in the study area, there should be several such opportunities over the next eight years. Also, due to stormwater management and floodplain requirements applicable within the corridor, it is likely that some projects will involve stormwater ponds that could be designed as attractive water features.

Utility Poles and Lines

There currently exists along SR 60 numerous, tall utility poles and corresponding lines that serve as electrical transmission lines as well as lines for other utility uses (e.g. phone and cable T.V.). The visual impact of these poles and lines is negative. However, from FP&L and the City of Vero Beach Electric Utilities indicate, the major "developers" and users of such poles and lines within the corridor, indicate that converting transmission lines within the corridor from overhead to underground would cost millions of dollars and would create maintenance and expansion difficulties.

SR 60 Special 75' Building Setback

Since the early 1970's, a 75 foot building setback requirement has applied to all buildings (not parking lots and landscape areas) on lots adjacent to SR 60. To ensure land owners reasonable use of their land, that regulation was modified in 1992 to exempt individual lots of record lawfully created prior to October 9, 1992, having a depth of 150 feet or less as measured from SR 60. This setback requirement increases the opportunities for infrastructure improvements (such as road widenings, sidewalk construction, stormwater retention) and for landscaping and aesthetic improvements (such as tree plantings) along SR 60.

Corridor Plan Development Process

Concerned about the effects of growth, particularly with respect to its aesthetic qualities and its impact on the transportation system, residents along the SR 60 corridor organized in early 1996 to form the SR 60 Coalition. At that time, representatives of the SR 60 Coalition approached county planning staff about the development of a SR 60 Corridor Plan. Staff and the SR 60 Coalition requested that the Board of County Commissioners (BCC) authorize staff to develop the corridor plan.

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On May 7, 1996, the BCC appointed the SR 60 Task Force and authorized it to work with staff to develop a SR 60 Corridor Plan. Representing a variety of groups and interests, the SR 60 Task Force consisted of residents, commercial property owners, business owners, commercial real estate brokers, and architects and designers. At that same meeting, the BCC adopted "interim corridor plan" enhancement requirements relating to SR 60 landscape buffers, free-standing signs, foundation plantings, and architectural features. Therefore, during the corridor plan development process, flexible interim standards were applied to several projects, including but not limited to: the Wal-Mart superstore expansion, Applebees, Rex T.V., Wendy's (mall location), Rooms-To-Go, Harbor Federal bank, and Community Savings bank, as well as other projects that are currently in the preliminary discussion/proposal stages.

Assisted by the local chapter of the American Institute of Architects and by Urban Resource Group, a Vero Beach land planning and landscape architecture firm, the Task Force met 13 times from June 1996 to February 1997, including a field trip to SR 421 in the City of Port Orange and US 192 in Brevard County. Meetings were open to the public, and several groups and individuals participated.

Among the groups participating was the City of Vero Beach. SR 60 runs through the City of Vero Beach from 43rd Avenue, through downtown, to SR A1A. Nearly all land along the SR 60 Corridor in the City of Vero Beach is developed. New development and redevelopment projects along SR 60 within the city will be reviewed and approved outside the jurisdiction of these plan requirements, under the city's development regulations.

ANALYSIS OF ISSUES AND CONCERNS

Problems and Concerns

Current trends suggest that development within the study area will continue to occur at a relatively rapid pace. Potential problems associated with growth can include loss of open space, congested roads, deteriorating public infrastructure, visual clutter, deteriorating aesthetics, and loss of community character.

In the past, those Florida communities that were not fully prepared for rapid growth experienced development characterized by strip commercial development, vast swaths of asphalt and concrete, lack of vegetation, poorly maintained infrastructure and buildings, visual clutter, and unattractive appearance. US 192 in Brevard County has such "negative examples" of development. Thus, certain aspects of US 192 development are to be avoided in the development of the SR 60 corridor.

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Negative aspects to be avoided within the SR 60 corridor include the following:

- Strip commercial development.
- Inadequate sidewalks and bikepaths.
- Inadequate traffic level of service.
- Large, garish, and redundant signage.
- Lack of enhanced architectural features.
- Insufficient landscaping on both public and private property.
- Cluttered and/or poorly maintained rights-of-way.
- Buildings with loud, garish colors.

Opportunities

Within the corridor, numerous projects, both public and private, are proposed for construction within the next several years. With respect to the public sector, there are approximately 11 road improvement projects which are programmed to start by the end of 2001. Of those 11 projects, four are state FDOT projects, and seven are county projects. Those projects offer several opportunities to increase the attractiveness of the corridor via provision and accommodation of various enhancements (e.g. roadside landscaping, recreational paths, use of pavers, and use of upgraded "hardscape" improvements).

There is an opportunity to reduce visual clutter by co-locating and consolidating public signs and infrastructure poles that are located in rights-of-way. With respect to such infrastructure, there is also the opportunity to place future and/or existing overhead wires underground, thereby further reducing visual clutter.

The proposed, future road improvement projects also provide opportunities to increase plantings within the rights-of-way, especially in medians. Finally, the projects provide an opportunity to accommodate transit stops, recreational paths, and aesthetically designed lighting within the corridor.

Private sector development within the corridor is expected to continue. Despite the rapid pace of development over the last several years, there is still a significant amount of vacant or agricultural land within the corridor that will develop over the next several years. Additionally, some of the existing development in the area may experience redevelopment. Although opportunities for

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converting overhead transmission utility lines and poles to underground service could be cost-prohibitive, such conversions can be encouraged and new electrical services for projects (services generally feed off of transmission lines) could be required to be installed underground.

Another opportunity for the private sector to develop SR 60 in an attractive manner relates to the mix of uses that can be developed within the corridor. Indian River County's Comprehensive Plan designates only 57% of the land within the SR 60 corridor for non-residential development. Similar corridors throughout the state are often designated for over 90% non-residential development. For example, SR 421 (Dunlawton) in the City of Port Orange and US 192 in Brevard County are designated for 95% and 98% non-residential development, respectively. Thus, Indian River County has an opportunity to "hold the line" on comprehensive plan amendment and rezoning requests and contain non-residential zoning along the SR 60 frontage, and maintain an overall development form that is not strip commercial.

Several factors indicate that, compared to corridors dominated by non-residential land uses, corridors with a more even mixture of both residential and non-residential land uses are more attractive and more orderly, while also being less congested and less cluttered. Among those factors are the following:

- Residential development is more likely to be set back and buffered from the road to a significant degree;
- Residential development is more likely to be developed with attractive and well-articulated buildings, rather than "big boxes";
- Residential development more often provides amenities such as green space areas above the minimum code requirements;
- Residential development requires less parking area in relation to building area;
- Residential development generally generates fewer automobile trips per acre; and
- Residential development usually requires fewer and smaller signs.

This analysis indicates that there are various strategies and opportunities to ensure that both public sector and private sector development and redevelopment in the corridor are attractive and of high quality. Accordingly, there is an opportunity to ensure that new development and redevelopment is well designed, buffered, and landscaped.

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SPECIAL STANDARDS

Public Sector: Improvements Within the SR 60 Right-of-Way

●Guidelines

The following design enhancements are guidelines that shall be considered in the design of roadway projects and other improvements within the SR 60 right-of-way and adjacent pedestrian easements, and within the SR 60/I-95 interchange area:

1. Providing irrigation coverage within medians and interchanges, and along roadway edges.
2. Providing curbed medians and roadway edges in a manner that allows for planting and maintaining more substantive landscaping materials such as canopy trees.
3. Providing a separated "recreational path" system (used by pedestrians and bicyclists) that meanders along the corridor and is integrated into the pedestrian systems of individual sites.
4. Planting live oaks, cabbage palms, washingtonian palms, pines, crepe myrtles, wax myrtles and other canopy and understory trees found or used within the corridor. No symmetrical arrangement of material is required.
5. Providing landscaping, berming and other features that are consistent with line of sight guidelines to signify and enhance the appearance of intersections, access points, medians, and traffic islands and separators.
6. Providing street furniture and other structures that accommodate pedestrians and future mass transit users, and that blend in with the surroundings or complement the built environment.
7. Providing lighting for streets and the separated recreational pedestrian path system with lighting structures that blend in with the surroundings or complement the built environment.
8. Using dark colors for support poles and structures used for such things as lighting, traffic signals, utilities, and signs, so that such structures do not "stand out" but blend into the surroundings.
9. Minimizing the number of poles and support structures by eliminating redundant signs and co-locating signs, streetlighting, and other structures supported by poles.
10. Providing pavers and special surface treatments to accent landscape areas, intersections access points, medians, traffic islands and separators, and crosswalks.

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11. Culverting or beautifying canals and eliminating guardrails where other safety improvements can be employed.
12. Eliminating or reducing overhead transmission and service lines and poles.

Funding

The enhancements and improvements referenced above will be provided over time as road improvement projects and other enhancement opportunities arise. Funding of capital improvements (such as curbing, irrigation, landscaping, separated recreational pedestrian path, lighting, pavers and special surface treatments) can be provided primarily by FDOT (as part of road projects) if the county assumes maintenance responsibility via a maintenance agreement with FDOT. Other enhancements or funding can be expected from grants, developers, industry groups, community organizations, and the county. The county's expense will primarily involve the costs of maintenance.

Process

Applying these guidelines to designs and proposals for improvements (e.g. road projects) within the SR 60 right-of-way and adjacent pedestrian easements, and within the SR 60/I-95 interchange area, requires a long-term commitment and periodic input from a "design committee" consisting of a few SR 60 Task Force members or other participants who are to be appointed by the Board of County Commissioners. All state, county, or private development improvement projects proposed within the SR 60 right-of-way shall be coordinated with the design committee during the project design process. The committee shall be responsible for ensuring that the corridor plan guidelines are discussed with the designers of improvements within the right-of-way. County staff shall coordinate with FDOT to ensure design review and input.

The above referenced guidelines shall be incorporated into the design of road projects and improvements to the most reasonable extent possible. For projects involving Board of County Commissioners review, or involving the FDOT and requiring a County/FDOT agreement, the project design parameters and the design committee's recommendation regarding the project's design and consistency with the guidelines shall be forwarded (along with the proposed project or proposed County/FDOT agreement) to the Board of County Commissioners for its consideration.

Private Sector: Development Projects Within the SR 60 Corridor

On a countywide basis, Indian River County's existing land development regulations (LDRs) already address many of the development design issues on which the SR 60 Corridor Plan focuses. Thus, the existing LDRs set minimum, countywide standards regarding allowable commercial uses (section 911.10), signs (section 956), screening of dumpsters (section 914.14(14)), building setbacks (section

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911) and landscaping (section 926). These minimum standards, however, are not sufficient to preserve and promote the special aesthetic character desired for the SR 60 corridor.

Therefore, this plan contains special regulations for the SR 60 corridor that go beyond the countywide minimum standards. These special regulations address certain design issues for new development and redevelopment in the SR 60 corridor area. Within the corridor plan area, both the countywide regulations and these special regulations will apply. Where there is a difference between the countywide LDRs and these special regulations, these regulations shall prevail.

Special Regulations for Major New Development and Major Redevelopment

Future growth in the SR 60 corridor will consist primarily of two types of major development projects. One type will be new major development projects occurring on vacant sites. The second type will be major redevelopment projects entailing significant alteration and improvement of existing developed sites. Such new development or redevelopment will require compliance with special regulations designed to ensure that such projects will further the objectives of the SR 60 Corridor Plan.

Specific Development Regulations Within the SR 60 Corridor

[NOTE: The following regulations correspond to zoning ordinance section 911.19]

In the SR 60 Corridor Plan area, the following special regulations and exemptions shall apply to new development and redevelopment projects that require major site plan approval.

(a) Exemptions

1. Single-family development and redevelopment shall be exempt from all SR 60 Corridor special development regulations.
2. Multi-family development shall be exempt from foundation planting landscaping requirements, prohibitions on fiberglass and asphalt shingles and textured plywood as a finish product, and from requirements to screen roof vents.
3. Industrial and storage buildings located in the CH, IL, and IG zoning districts shall be exempted from foundation planting landscaping requirements and architectural/building requirements for building facades that do not abut residentially designated areas or front on public or platted roads. However, industrial buildings shall satisfy the color requirements.

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4. Electrical substations and similar uses that prohibit access by the public onto the site may be exempted from architectural/building requirements, if the exempted building(s) and equipment will be visually screened from adjacent properties and roadways.

(b) Uses

With the following exceptions, uses within the corridor are allowed as specified in LDR Chapter 911 (zoning ordinance):

1. Temporary uses: no temporary outdoor sales uses shall be located closer than 200' to SR 60 or any Thoroughfare Plan road right-of-way unless a SR 60 and Thoroughfare Plan road landscape buffer, as specified in the landscaping section, has been established between the temporary sales use and the adjacent SR 60 or Thoroughfare Plan road right-of-way.
2. Uses involving vehicle and service bays that are oriented perpendicular to SR 60 are allowed only if a Type "B" buffer with a 4' opaque feature is provided along the site's SR 60 frontage.

Definitions

The following terms are defined for the SR 60 special development regulations:

- (a) "Facade": for purposes of applying architectural/building standards, a facade shall mean any face of a building (including the visible portion of roof) which is visible from a roadway and/or residentially designated area.
- (b) "Low sloped roof": a roof with a slope less than 5:12 (rise:run). Flat roofs are included in this term and classification.
- (c) "Visible roof structure": a partial or perimeter roof (used in conjunction with a low sloped roof) that gives the appearance of having a true gable, hip, shed, or mansard roof. A parapet wall is not a "visible roof structure".
- (d) In all sections other than Color & Building Graphics, the terms "finish" and "exposed" shall refer to materials or systems which may be visible, and shall not refer to a paint or coloring system applied over said materials or systems.

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- (e) "Visually offensive elements": structures that include: vending machines, gaming machines, ice machines, telephones, walk-in coolers/freezers, transformers, electrical equipment (including panels and meters), water or waste piping and valves, pumps, satellite dishes, antennas, fans, exhaust vents, compressors, generators, tanks, and similar equipment.
- (f) "Nuisance elements": structures that have visual and noise impacts, including: loading and unloading dock areas, dumpster and trash container areas, and commercial grade HVAC equipment.
- (g) "Nonconforming sign": a sign located in the SR 60 Corridor that was permitted prior to adoption of the SR 60 Corridor special regulations and does not meet these special sign regulations.
- (h) "Nonconforming property": a property with improvements that were permitted prior to the adoption of the SR 60 Corridor special regulations and that do not meet the SR 60 Corridor special regulations.
- (i) "Compatible property": any property with improvements, permitted prior to the adoption of this Code, and conforming to the SR 60 Corridor's: a) SR 60 and thoroughfare plan road buffer; b) color; and c) signage requirements.

Submittal & Review Requirements

- (a) Preliminary Review (optional): Preliminary staff review of site plans, landscaping and tree preservation plans, architectural plans, lighting plans, and color and exterior finish samples is strongly encouraged.
- (b) SR 60 Review Requirements: The drawings listed below are to be submitted on a minimum 24" X 36" format, and are to be the largest scale which will fit on a 24" X 36" format:
 - 1. In addition to normal site plan review submittal requirements, the following are to be submitted at the time of site plan review:
 - a. Site Plan: Shall indicate setbacks and all site development as required by the site plan ordinance, and shall depict: building orientation; locations of signage; location of service areas, dumpsters, loading zones, mechanical equipment, and any other "visually offensive elements" as described in these requirements; and locations and descriptions of screening devices.
 - b. Tree Survey: Shall indicate location, diameter at 4.5' above grade, and species of all trees 6 inch caliper (at 4.5 feet above ground) and larger.

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- c. Landscape Plan (may be incorporated into site plan): Shall include calculations demonstrating compliance with each landscape ordinance and SR 60 special landscaping requirement.
 - d. Building Floor Plans: shall depict general locations of entries and exits, restrooms, and general uses.
 - e. Roof Plan: Shall indicate roof type, slope, and any "visually offensive elements" (as described in these requirements) and descriptions of screening devices.
 - f. Building Elevations: Shall include all exterior building elevations, including all items affecting the appearance of the building, including: roof design, complete description of exterior building materials, exterior building colors, all loading zones, mechanical and electrical equipment locations and their required screening devices, and signs attached to buildings.
 - g. Certification from the project architect or engineer that proposed roof plans and elevation plans meet the SR 60 corridor architectural/building standards.
2. Prior to site plan release, applicants shall submit to planning staff three sets of the following and shall obtain planning staff approval of same:
- a. Site Lighting Plan (may be incorporated into site plan): Must indicate site lighting plan, as well as a light fixture schedule with cut sheets (written specifications and pictorial representation including photometric chart) for all site lighting fixtures. This includes any site lighting fixtures attached to buildings.
 - b. Sign Elevations (minimum scale: $3/4" = 1'-0"$): These are to be detailed drawings of building and site signage, including all items affecting the appearance of signs, including but not limited to: dimensions, area in sq. feet, complete description of finish materials and their colors, color samples (minimum size 3" x 5", using Pantone Matching System^R numbers with color number on back of each sample) and method of illumination. This is required for all outdoor signs except those which cannot be determined because the occupancy of the space is not known. Any signs not reviewed at site plan review time for this reason must be reviewed under these requirements prior to the issuance of a sign permit.

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- c. Building Color samples (minimum sample sizes: 3" x 5"): Exterior and exterior signage color samples shall be submitted.
 - d. Certification from the project architect or engineer that the proposed site/exterior building lighting, proposed signage, and proposed building and signage colors meet the SR 60 corridor lighting, signage, and color standards.
- (c) Approval for Change of Exterior Design Required: Changes to the exterior of any structure in the SR 60 Corridor that was originally required to comply with these special SR 60 corridor requirements shall require review and approval by the community development department. Such changes shall include, but not be limited to, colors, building materials, roof finishes, and signage. Routine maintenance and replacement of materials which do not affect the approved exterior design shall be exempt from such review and approval.

Landscaping

The countywide landscaping requirements of LDR Chapter 926 shall apply except as noted herein.

(a) **Increased Canopy Tree Size**

All canopy trees required under normal landscaping and buffering requirements and special SR 60 corridor plan requirements for projects within the corridor shall have a minimum height of 12' and minimum spread of 6' at time of planting. Palm tree clusters may be used as canopy trees as specified in the landscape ordinance. However, such palm trees shall have a minimum clear trunk of 12' .

(b) **SR 60 and Thoroughfare Plan Road Buffer**

Within the corridor plan area, the following landscape buffer shall be provided along the entire length of a site's SR 60, 43rd Avenue, 58th Avenue, 66th Avenue, 74th Avenue, 82nd Avenue, 90th Avenue, and 98th Avenue frontages, except for approved driveways:

Buffer Depth	Minimum Planting/Berm Requirements per 100'
20' or more	4 canopy trees 5 understory trees Continuous hedge ¹ : 1½'-2½' high at planting Berm: 1½'-3' high ¹

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Buffer Depth	Minimum Planting/Berm Requirements per 100'
15'	4.5 canopy trees 5.5 understory trees Continuous hedge ¹ : 1½'-3' high at planting Berm: 1'-2½' high ¹
10'	5 canopy trees 6 understory trees Continuous hedge ¹ : 2½'-3' high at planting Berm: 1'-1½' high ¹

Project sites with a depth from SR 60 or a Thoroughfare Plan road of 250'-400' shall have a buffer depth of at least 15'. Sites with a depth over 400' shall have a buffer depth of at least 20'.

(See Figures F-4 and F-5 at end of section 911.18, "Wabasso Corridor Regulations")

¹NOTE: The hedge and berm combination shall provide a visual screen 4' high above the grade of the project site parking area. Hedge material shall provide full screening to the ground; therefore, wax myrtles and shrubs with similar leafing characteristics shall not be used for hedge material unless a double row arrangement is used. At the time of a certificate of occupancy (CO) for the project site, the combination of berming and hedging shall provide a 4' visual screen, subject to county sight distance requirements. Undulations in the berm and corresponding hedge height are encouraged.

Hedge shrubs shall be planted no further apart than 24" on center along the length of the buffer strip, to form a hedge that appears continuous as viewed from the roadway being buffered. Berms shall have a slope no steeper than 3 horizontal to 1 vertical, and shall be continuous along the length of the buffer strip, except where berm modifications may be necessary for tree preservation as determined by the community development director or his designee.

Clustering of trees along the buffer strip is encouraged, and uniform spacing of trees is discouraged, except where used to emphasize a particular planting theme or development style. Hedge plantings may be asymmetrical, and a buffer wall, not to exceed 4' in height except as specified below, is allowed within the middle one third of the buffer strip's width

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(measured perpendicular to the road being buffered) if landscaping material is planted on each side of the wall.

(c) **Special Buffer for Multi-Family Projects**

Multi-family projects shall provide the SR 60 and Thoroughfare Plan Road buffer as described above, with the additional requirement that the buffer shall include a 6' opaque feature (as described in Chapter 926). Where a wall or fence is used, such wall or fence shall be located within the middle one third of the buffer strip's width (measured perpendicular to the road being buffered), and landscaping material shall be planted on each side of the wall or fence.

(d) **Local Road & Exclusive Access Driveway Buffer**

Landscape strips along local roads and exclusive driveways (as defined in the traffic ordinance) within the corridor plan area must contain 2 understory trees for every 30 lineal feet.

(e) **Interior Parking Area**

In addition to the normal interior parking area requirements of LDR Chapter 926,

1. Uncovered parking spaces shall be located no more than 5 spaces away from a planted landscape area. Said landscape area may be on the parking lot perimeter or interior to the parking lot. This requirement may be waived by the Planning and Zoning Commission where tree preservation efforts require a clustering of interior parking green area around existing trees rather than a spread out placement of landscape islands.
2. Landscape islands shall be backfilled at least to the top of curb or protective barrier, and may be bermed to a maximum height of 24" above the adjacent parking lot grade.

(f) **Foundation Plantings**

Foundation plantings shall be required as stated below for buildings in commercial and industrial areas and for businesses allowed in residential areas. However, for industrial and storage buildings located in the CH, IL, and IG zoning districts, foundation planting strips shall be exempted for sides of buildings not fronting on a residentially designated area, or public or platted road.

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1. Along the front, sides and rear of buildings, the following foundation planting landscape strips shall be provided in accordance with the building height:

<u>Building Height</u>	<u>Foundation Planting Strip Depth¹</u>
Up to 12' high.....	5' depth
12' to 25' high.....	10' depth
Over 25' high.....	15' depth

¹a distance measured perpendicular to the building, from the foundation outward

2. Within such foundation planting landscape strips, the following landscaping shall be provided:

- a. Forty (40) percent of the foundation perimeter (excluding entranceways and overhead doors) along all building faces shall be landscaped, as follows:

*For buildings up to 12' in height

Minimum planting area depth:
Minimum plant material required:

5'
*1 palm tree or appropriate canopy tree for every 10 lineal feet of planting strip (clustered)
*1 understory tree for every 20 lineal feet of required planting strip
*3 shrubs for every 10 square feet of required planting area
*Ground cover, flowering plants or sod in the remaining planting area

*For buildings of 12' to 25' in height

Minimum planting area depth:
Minimum planting material required:

10'
*1 canopy tree for every 10 lineal feet of required planting strip (3 palms with a minimum height of 12' each may be substituted for each canopy tree)
*1 understory tree for every 20 lineal feet of required planting strip
*3 shrubs for every 10 square feet of required planting area
*Ground cover, flowering plants or sod in the remaining planting area

*For buildings over 25' in height

Minimum planting area depth:
Minimum plant material required:

15'
*1 canopy tree for every 7 lineal feet of required planting strip (3 palms with a minimum height of 16' each may be substituted for each canopy tree)
*1 understory tree for every 10 lineal feet of required planting area
*3 shrubs for every 10 square feet of required planting area
*Ground cover, flowering plants or sod in the remaining planting area

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b. The following modifications are allowed upon approval from the community development director or his designee:

1. Foundation planting strips may be located away from buildings to avoid conflicts with architectural features (e.g. roof overhangs), driveways, and vehicular areas serving drive-up windows.
2. The depth of foundation planting strips may be modified if the overall minimum area covered by the foundation plantings proposed meets or exceeds the area encompassed by a typical layout.

(g) **Increased Foundation Plantings for "Blank Facade" Building Faces**

As referenced in the architectural/building standards section of this plan, "blank facade" building faces that are unarticulated are allowed if foundation plantings are provided as specified above with a 100% increase (doubling) in required plant material quantities (as specified above).

(See Figure F-7 through F-10 at the end of this plan)

(h) **Connection to Pedestrian System**

Projects fronting on roads with existing or planned/required sidewalks and/or bikeways shall provide a pedestrian path from the project to the existing or future sidewalk and/or bikeway. Said pedestrian path shall have a minimum width of 5', shall consist of a rigid surface meeting Florida Accessibility Code requirements, and may include properly marked areas that cross parking lots and driveways.

(i) **Architectural/Building Standards**

(1) **Prohibited Architectural Styles: The following are prohibited:**

- a. Corporate signature or commercial prototype architecture, unless such is consistent with these special corridor requirements. Examples of such prohibited architecture include flat roofed convenience stores, gas stations, and canopies for gas stations, car washes, and drive through facilities (see Figure B-1).

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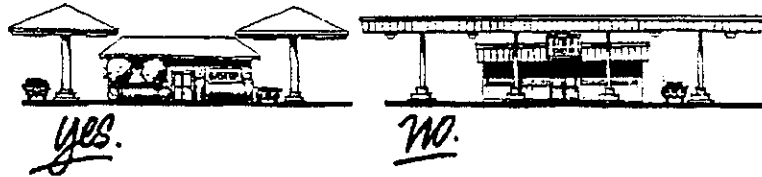


Figure B-1

- b. Any kitsch architecture (such as a building that does not resemble a typical structure) including: structures or elements that resemble an exaggerated plant, fish, edible food, or other such items such as giant oranges, ice cream cones, dinosaurs.
- c. Any architecture having a historical reference that is so different from current design philosophy that such reference is inconsistent and/or incompatible with surrounding structures. Examples of such include: igloos, domes or geodesic domes, Quonset style structures, teepees, log cabins, western "false fronts", medieval castles, caves, and the like.

(2) Architectural/Building Exemptions & Special Requirements

- a. **Industrial and Storage Uses in the CH, IL, and IG Districts:** Compliance shall be required only for those facades fronting on residentially designated areas or public or platted roads. However, industrial buildings shall satisfy the color requirements.
- b. **Residentially Designated Properties:** The following materials are approved for use in residentially designated areas: fiberglass or asphalt shingle-style roofing for sloped roofs and visible roof structures, and textured plywood as a finish product. Rooftop screening devices shall not be required for attic ventilators or plumbing roof vents on residentially designated properties. However, roof ventilators, roof vents, and the like shall be located where they will be least visible from roadways.
- c. **Shopping Centers and Outparcels:** The materials, exterior finishes, signage and colors of shopping centers and structures developed on shopping center outparcels shall be compatible and harmonious with each other as determined by which structures are developed first. This requirement may be waived by the community development department if:

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1. The initial shopping center or outparcel was built prior to the enactment of the SR 60 special regulations. and
 2. It is determined by the community development department that enforcement of this requirement would conflict with the intent of these SR 60 special requirements.
- d. **Electrical Substations and Similar Uses:** Electrical substations and similar uses that prohibit access by the public into the site may be exempted from all architectural/building requirements by the community development director if the exempted building(s) and equipment will be visually screened from adjacent properties and roadways.

(j) **General Design Criteria:**

1. **Buildings with facades fronting on more than one street shall have similar design considerations (e.g. roof treatment, building articulation, entrance features, and window placement) and consistent detailing on all street frontages.**
2. **General Prohibitions & Restrictions:**
 - a. **Flat, blank, unarticulated, or massive facades fronting on a roadway, exclusive access drive or residentially designated area are prohibited. Facades fronting such roads, drives, or areas shall be designed to incorporate architectural elements providing breaks in the planes of exterior walls and/or roofs to articulate the building and to lessen the appearance of excessive mass. Facades should incorporate elements relating to human scale, and can be divided by use of: proportional expression of structure, openings, arcades, canopies, fenestration, changes in materials, cornice details, molding details, changes in the heights of different sections of the building, and the like (stepping or sloping of a parapet wall in conjunction with a low sloped roof is prohibited). Flat, blank, unarticulated, or massive facades will be permitted on the sides and rear of a building where "blank facade foundation plantings" are provided for such building facade faces (see foundation plantings section for requirements).**
 - b. **The following materials or systems are prohibited as a finish and/or exposed product: corrugated or ribbed metal panels, smooth finish concrete block (standard concrete masonry units), precast concrete tee systems, plywood or textured plywood. Plywood shall be allowed for soffit material.**

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- c. Any canopy (such as for a gas station, car wash, or drive through facility) that is wholly or partially within 75 feet of a Thoroughfare Plan road right-of-way shall meet the following requirements concerning maximum facia height (this pertains to all facia on the above described canopy, including any canopy facia that continues beyond the 75 foot limit):

ROOF SLOPE DISTANCE	MAXIMUM FACIA HEIGHT
less than 10 feet	8 inches
10 to 20 feet	12 inches
greater than 20 feet	16 inches

(See Figure F-11 at the end of this plan)

- d. Plastic or metal is prohibited as a finish material for walls or trim. Plastic is prohibited as a finish material for slope roofs, visible roof structures, and facias. Although prohibited in general, certain metal and plastic construction products may be approved by the Planning and Zoning Commission, upon a written request and product sample submitted by the applicant. The Planning and Zoning Commission may approve use of the material if the following criteria are satisfied:
- i. The product shall appear authentic from the closest distance that it will be viewed by the general public.
 - ii. The product shall be substantial. Thin and flimsy imitations are unacceptable.
 - iii. The product shall hold up as well as the product it is imitating. That is, it must be fabricated in such a way that it will retain its original shape, appearance, and color, as well as the product it is imitating.
 - iv. The product's color shall resemble the color of the product it is imitating.
- e. Any exposed masonry in a stack bond is prohibited.
- f. Lighting structures or strip lighting that follows the form of the building, parts of the building, or building elements is prohibited.

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- g. Neon and similar tube and fiber optic lighting and similar linear lighting systems, where the neon or lighting tube or fiber is visible, is prohibited (this restriction includes site signage).
- h. Backlit transparent or translucent architectural elements, backlit architectural elements, as well as illuminated or backlit awnings and roof mounted elements are prohibited. This does not prohibit the use of glass blocks. This does not prohibit the use of an illuminated sign attached to a building.
- i. Facades that appear to be primarily awnings are prohibited. An awning shall not run continuously for more than 30% of the length of any single facade. Gaps between awning segments shall be at least 24" wide. Placement of awning segments shall relate to building features (e.g. doorways and windows), where possible. Awnings shall not exceed 25% of the area of any single facade.
- j. Drive-up" windows shall not be located on a building facade that faces a residential area or a roadway unless architecturally integrated into the building and screened by landscaping, equivalent to the material in a local road buffer, that runs the length of the drive-through lane. Speakers shall be oriented so as not to project sound toward residential areas.
- k. Accessory structures, including sheds, out buildings, dumpster enclosures, and screening structures, shall match the style, finish, and color of the site's main building. Metal utility sheds and temporary car canopies are prohibited.

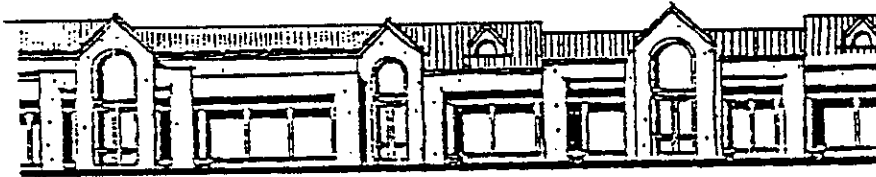
(k) Roofs and Parapets:

1. Sloped Roofs: Gable, hip, and shed style roofs shall have a slope no less than 5:12 (rise:run). Mansard style roofs with a slope greater than 30:12 (rise:run) are prohibited. Generous eaves on sloped roofs are encouraged. Any roof with a slope less than 5:12 (rise:run) ("low sloped roof") shall not be visible from a roadway and/or residentially designated area. Low sloped roofs must be screened with a visible roof structure or parapet wall.
2. Visible roof structures: Visible roof structures shall be of such height, bulk, and mass, so as to appear structural, even where the design is non-structural, and shall have a minimum vertical rise of 6 feet (not including fascia). Visible roof structures shall have a slope no less than 5:12 (rise:run). Mansard style visible roof structures with a slope greater than 30:12 (rise:run) are prohibited. Where visible roof structures are utilized in a building design, they shall be continuous around all sides

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of the structure, except where incorporated with a parapet wall or other architectural element (this does not allow "stuck-on" roofs). Any facade that is not visible from a roadway, exclusive access drive, or residentially designated area, such as facades that are interior to a tightly spaced compound of buildings, will not require a continuous visible roof structure on that facade. Any building with less than 3,500 square feet of ground floor area shall have a visible roof structure on all facades.

3. The following roof styles are prohibited: "A frame", bowstring, dome, gambrel, non-symmetrical gable or hip (different slope on each side of ridge), Quonset, and Polynesian (gable or hip roof with up to a 10:12 (rise:run) maximum pitch with a "skirted" or "flared" lower portion at a 3:12 (rise:run) minimum pitch is allowed).
4. The ridge or plane of a roof (or visible roof structure), that runs parallel (or slightly parallel) with a roadway shall not run continuous for more than 100' without offsetting or jogging (vertically or horizontally) the roof ridge or plane a minimum of 16 inches (see Figure B-2). Low slope roofs and parapet walls are excluded from this requirement.



(Figure B-2)

5. Roofing on sloped roofs and visible roof structures shall be limited to the following systems: architectural standing seam metal, galvanized 5-V crimp, cedar shingles or shakes, slate, clay tile, or cement tile. Architectural standing seam roofs shall be limited to the following systems: flat metal panels with narrow raised seams running 12 to 20 inches apart, which are secured with continuous seam covers or mechanically seamed. Light and natural colors, as well as mill finish metal roofs are encouraged. Mixing colors of metal panels is prohibited.
6. Roofing materials are prohibited for use as a finish material on parapets or any surface with a slope greater than 30:12 (rise:run), up to and including vertical surfaces. This pertains only to those surfaces visible from adjacent property, exclusive access drives or roadways. This does not exclude the use of metal fascia 6 inches or less in height, use of typical metal flashing, wall cap, drip edge, and the like, use of roofing materials as a screening device (as long as it does not function as

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a building's parapet), and use of cedar shingles or shakes as a wall material used below the roof line.

7. Fiberglass or asphalt shingle style roofing (except as allowed in residentially designated areas), plastic or metal roof panels or systems, corrugated or ribbed roof panels, hot mopped systems, built-up, gravel, torched on, foam or fluid applied, roll or membrane roofing, and the like are prohibited on any roof which is visible from any roadway and/or residentially designated area. This does not exclude the use of architectural standing seam metal roofing or galvanized 5-V crimp metal roofing. Use of metal or plastic roofing materials may be approved as specified under the section on finish materials for walls, facia, and trim.
8. "Stuck-on" visible roof structures are not permitted. (see Figure B-3). Partial parapet walls are prohibited. If a parapet wall is used on a building, then a parapet wall of the same style and material is to be continuous around all sides of the structure, except where incorporated with a visible roof structure or other architectural element. Introduction of any visible roof structure shall not appear "fake". Any facade that is not visible from a roadway and/or residentially designated area shall not require a continuous parapet wall on that facade. Stepping or sloping of a parapet wall in conjunction with a low sloped roof is prohibited.

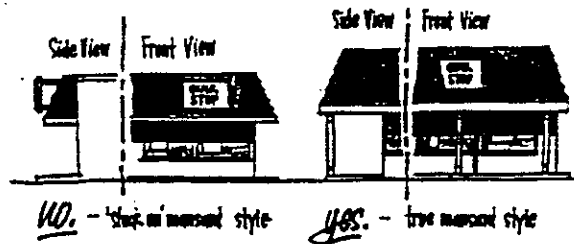


Figure B-3

(1) **Site Elements:**

1. All telephones, vending machines, or any facility dispensing merchandise or a service on private property shall be confined to a space built into the building or buildings, or enclosed in a separate structure compatible with the main building's architecture.

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These areas are to be designed with the safety of the user in mind. Public phones and ATMs should have 24 hour access.

2. No advertising will be allowed on any exposed amenity or facility such as benches or trash containers.
3. When feasible, existing specimen trees should be preserved in place or relocated on site. Use of tree wells, as well as adaptation and variations of siting in order to conserve native vegetation, is encouraged.
4. The use of thematic and decorative site lighting is encouraged. Low lights of a modest scale can be used along with feature lighting that emphasizes plants, trees, entrances, and exits. Light bollards are encouraged along pedestrian paths. The color of the light sources (lamp) should be consistent throughout the project. Color of site lighting luminaries, poles, and the like shall be limited to dark bronze, black, or dark green (decorative fixtures attached to buildings are exempt from fixture color requirement).

Lighting is not to be used as a form of advertising or in a manner that draws considerably more attention to the building or grounds at night than in the day. Site lighting shall be designed to direct light into the property. It is to avoid any annoyance to the neighbors from brightness or glare.

- a. Roadway style luminaries (fixtures) such as cobra heads, Nema heads, and the like are prohibited. Wall pack and flood light luminaries are prohibited where the light source would be visible from a roadway, parking area and/or residentially designated area. High intensity discharge (e.g. high pressure sodium, metal halide, mercury vapor, tungsten halogen) lighting fixtures mounted on buildings and poles higher than 18' above parking lot grade, and under canopies, shall be directed perpendicular to the ground. Other than decorative and low level/low height lighting, no light source or lens shall project above or below a fixture box, shield, or canopy.

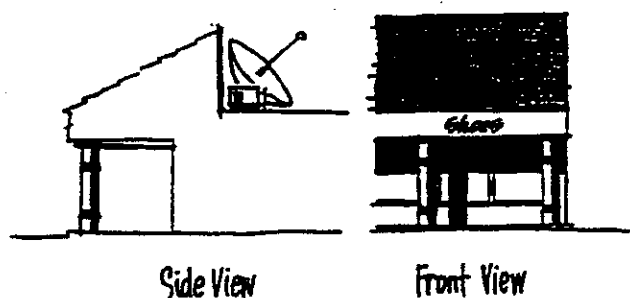
(See Figures F-12 and F-13 at the end of this plan)

(m) Screening Devices:

1. "Visually offensive elements", whether freestanding, mounted on roofs, or located anywhere on a structure, shall be concealed from view on all sides. Individual screens, building elements, or appropriate landscaping, are to be used to completely screen the offensive elements from view from adjacent roads, properties, and parking

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areas. Parapet walls, visible roof structures, individual screens, or building elements, shall be used to completely screen roof mounted, visually offensive elements from view from any point around the entire building perimeter. Screening devices shall relate to the building's style of architecture and materials. All screening devices shall be designed so that no part of the offensive element extends beyond the top of the screen, measured vertically (see Figure B-4). Rooftop screening devices shall not be required for plumbing roof vents which are less than 4" in diameter and less than 12" above roof penetration. These roof vents are to be located where they will be least visible from roadways.



(Figure B-4)

2. "Nuisance elements" shall be visually screened from adjacent roadways and/or residentially designated areas with solid walls in addition to any required landscaping. Loading dock buffering shall meet Chapter 926 standards; all other walls shall be a minimum of 6 feet in height. All dumpster and trash container areas shall be completely screened on all sides. Acoustical material shall be used on the inside face of walls around HVAC equipment.
3. Individual screens and walls shall relate to the building's style of architecture and materials. A durable material such as reinforced concrete masonry units is recommended with an architecturally compatible finish. Wood fences are discouraged.
4. Chain link fencing, with or without slats, is prohibited as a screening device for screening visually offensive elements and nuisance elements.

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Colors & Building Graphics

(a) **The following building graphics are prohibited:** polka dots, circles, vertical stripes, diagonal stripes or lines, plaids, animals, and symbols such as lightning bolts. However, legally registered trademarks which directly relate to the building occupant (not trademarks of products or services sold or displayed) are allowed, subject to applicable sign and color regulations.

(b) **Color Standards**

All buildings and accessory structures within the SR 60 Corridor shall be limited to the following colors:

1. **Base Building Colors:** Base building colors relate to wall and parapet wall areas and shall be limited to the colors listed in the SR 60 Corridor Master Color List. These colors consist of white and light neutral colors in the warm range.
2. **Secondary Building Colors:** Secondary building colors relate to larger trim areas and shall be limited to the colors listed in the SR 60 Corridor Master Color List. Secondary building colors shall not exceed 30% of the surface area of any one building facade elevation. These colors consist of a mid-range intensity of the base building colors and complementary colors, and include all base building colors.
3. **Trim Colors:** Trim colors are used for accent of smaller trim areas, are the brightest group of colors allowed, and include all base building and secondary building colors. Use of metallic colors (i.e.: gold, silver, bronze, chrome, etc...) and use of garish colors, such as fluorescent colors (e.g. hot pink, shocking yellow), is prohibited. Trim colors shall not exceed 10% of the surface area of any one building facade elevation. Where trim colors are used in a building facade sign, the trim color area of the facade sign shall be included in the percentage limitation on the trim color surface area.
4. **Roof Colors (requirements for roofs that are visible from a roadway and/or residentially designated area):** Metal roof colors shall be limited to the colors listed in the SR 60 Corridor Master Color List's "Metal Roof Colors". These colors consist of natural mill finish, white, light neutral colors in the warm range, blue, and a limited number of earth-tone colors. Mixing or alternating colors of metal panels is prohibited. For non-metal roofs, other than natural variations in color or color blends within a tile, the mixing or alternating of roof color in the same roof material is prohibited. Colors and color blends shall not be contrary to the intent of this code.

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Color for roofing which is glazed, slurry coated, or artificially colored on the surface by any other means shall be limited to the same colors as approved for metal roofs.

5. **Natural Finish Materials:** The color requirements listed above shall not apply to the colors of true natural finish materials such as brick, stone, terra cotta, concrete roof tiles, slate, integrally colored concrete masonry units, copper, and wood. Colors commonly found in natural materials are acceptable, unless such material has been artificially colored in a manner which would be contrary to the intent of these requirements. Black, gray, blue, or extremely dark colors for brick, concrete masonry units, roofing, wood or stone is prohibited. (This provision shall not prohibit the use of colors for natural finish roofing materials that match those colors approved for metal roofs.)
6. **Awning Colors:** Awning colors may include base building colors and/or secondary building colors and/or trim colors. However, secondary building colors and trim color area used for awnings shall be included in the percentage limitation on the secondary building color and trim color surface area of a facade.

- (c) **The SR 60 Corridor Master Color List** and approved color board shall be maintained by and made available by planning staff. The list can be mailed or faxed upon request.

Special Sign Regulations

- (a) **Scope:** These special regulations consist of additional requirements above and beyond the county sign ordinance and shall supersede any less restrictive provisions found in the sign ordinance. All signage shall comply with the requirements of the sign ordinance except as modified by these special sign regulations.
- (b) **Approval for Change of Sign Design Required:** Any exterior change to SR 60 Corridor signage which was, originally required to comply with these special sign regulations shall require review and approval by the community development department. Such changes shall include, but not be limited to, changes of: sign area (square footage), sign copy area (square footage), sign copy (this does not apply to "changeable copy" signage), height, shape, style, location, colors, materials, or method of illumination. Routine maintenance and replacement of materials which does not affect the approved design shall be exempt from this review and approval. Changes to signs not originally required to comply with these special sign regulations are addressed in the "nonconforming signs" section of these regulations.
- (c) **Prohibited Signs** (this is in addition to sign ordinance section 956.12 prohibitions): The following are prohibited:

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1. Lights or illuminations that flash, move, rotate, scintillate, blink, flicker, or vary in intensity or color, except for time-temperature-date signs. Public signs permitted pursuant to sign ordinance section 956.11(2)(b) are excluded from this prohibition and are allowed.
2. Electronic message boards and message centers, electronic adjustable alternation displays, or any sign that automatically displays words, numerals, and or characters in a programmed manner. Traffic regulatory and directional signs permitted pursuant to sign ordinance section 956.11(2)(b) are excluded from this prohibition and are allowed.
3. Portable or trailer style changeable copy signs.
4. Signs with the optical illusion of movement by means of a design that presents a pattern capable of giving the illusion of motion or changing of copy.
5. Strings of light bulbs used on non-residential structures for commercial purposes, other than traditional holiday decorations at the appropriate time of the year.
6. Signs that emit audible sound, odor, or visible matter, such as smoke or steam.
7. Plastic or glass sign faces (including but not limited to: acrylic, Lexar^R, or Plexiglas^R). High density polyurethane and PVC are exempt from this prohibition. Portions of a sign which are changeable copy are exempt from this prohibition. When used in conjunction with cut-out or routed metal cabinets, plastic used only for copy or logos is exempt from this prohibition. Plastic used for illuminated individual channel letters or logos is exempt from this prohibition. Although highly discouraged, a plastic sign face will be allowed only when all of the following requirements are met for the plastic portions of a sign:
 - i. Plastic shall be pan formed faced (embossed and/or de-bossed copy and logos are encouraged).
 - ii. Regardless of the opaqueness of a sign, all plastic signage backgrounds shall be a dark color to reduce light transmission from signage background); white background shall not be allowed. All signage background colors shall be limited to those colors with a formula having a minimum black content of 11%, and a maximum white content of 49%. Color formulas will be based on the Pantone Matching System^R.
 - iii. All color must be applied on the "second surface" (inside face of plastic).

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- iv. Nothing shall be applied to the "first surface" (outside face of plastic) (i.e.: paint, vinyl, etc..)
8. Neon and similar tube, fiber optic, and intense linear lighting systems, where the neon or lighting tube or fiber is visible.
9. Plywood used for permanent signs.
10. Any material used in such a manner for a permanent sign that results in a flat sign without dimension, having a semblance to a "plywood or temporary looking sign".
11. Installation of an additional sign (or signs) that does not harmonize with the design or materials of the initial sign, such as:
 - i. Rear illuminated plastic faced sign with a "wood look" front illuminated sign.
 - ii. Combination of signs with cabinets, faces or structure of awkwardly different materials or proportions.
 - iii. Attachment or mounting of signs where mounting hardware is left exposed.
 - iv. Signs with different color cabinets, frames, or structure.
12. Appliqués or letters of vinyl and similar materials for use on any permanent monument, freestanding, or roof signs. They are also prohibited for use on any permanent wall or facade signs that exceed three (3) square feet. Window signs as allowed in this Chapter are excluded from this prohibition. Regardless of size, appliqués or vinyl letters are prohibited for use on plastic sign faces.
13. Individual styrofoam, plastic or wood letters or the like exceeding four (4) inches in height are prohibited for use on any permanent monument, freestanding, roof, wall, or facade signs. This prohibition does not apply to illuminated individual metal channel letters or the plastic letter typically used for changeable copy signs.
14. Changeable copy signs for office, industrial, commercial and residential uses, except theaters, places of assembly, and the posting of gasoline prices.

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(d) Signs That Are Encouraged

1. Shaped and fashioned "wood look" multi level signs (i.e.: sand blasted or carved), and signs having durable sign cabinet material such as high density polyurethane and PVC, rather than actual wood or MDO.
2. Internally illuminated aluminum cabinet with textured finish, and cut-out inset or push through acrylic letters. (Note that color may be applied to the "first surface" on push through acrylic letters for this type of sign.)
3. Backlit reverse pan channel letters (opaque faced) mounted on sign that is harmonious with the project's architecture.
4. Signage that relates to the building's style of architecture and materials.
5. Thematic signage.
6. Where allowed, changeable copy signs that have a dark opaque background with translucent lettering.

(e) Reduction in Sign Sizes and Dimensions

Modifications to Table 1 (freestanding signs) and Table 2 (wall signs), Schedule of Regulations for Permanent Signs Requiring Permits, sign ordinance.

1. Freestanding Signs:
 - i. Maximum cumulative signage: Reduce to 50% of what is allowed in Table 1, except for I-95 signs as described in iii, below.
 - ii. Maximum signage on a single face: Reduce to 50% of what is allowed in Table 1, except for I-95 signs as described in iii, below.
 - iii. Maximum height: Reduce to 30% of what is allowed in Table 1, but no less than six (6) feet and no greater than ten (10) feet. Maximum height and size modifications do not apply to properties located within one thousand (1000) feet of I-95 entrance or exit ramps where an applicant demonstrates that a taller proposed sign is oriented so as to be seen by I-95 motorists approaching the SR 60 interchange. Any pole for such a sign shall be colored dark bronze, black, or dark green. All other special restrictions and prohibitions shall apply.

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- iv. For development involving sites of 40 acres or more the 10' sign height requirement may be waived by the Board of County Commissioners if the development project applicant prepares and the Board of County Commissioners approves a sign package that reduces the total sign area otherwise allowed under the corridor plan and sign ordinance by 10% or more. Outparcels on larger sites shall comply with the 6' to 10' height limitations specified above.
- v. Required setbacks from property lines or right-of-way: 1' subject to satisfaction of sight distance requirements.
- vi. Number of allowable signs per street frontage: No change from Table 1. Footnote #2 of Table 1 shall be modified, requiring a minimum of two hundred (200) feet of separation between signs along the same street frontage.

2. Wall/Facade Signs

- i. Maximum sign area allowed: Reduce to 50% of what is allowed in Table 2.

(f) Colors:

- 1. The following colors are encouraged for signage:
 - i. Use of earth-tone colors and pastels.
 - ii. Darker backgrounds with light color sign copy .
 - iii. Use of colors that match or are compatible with the project's architecture.
- 2. The following colors are prohibited for signage:
 - i. The use of shiny or bright metallic or mill finish colors (i.e.: gold, silver, bronze, chrome, aluminum, stainless steel, etc...). Colors such as medium or dark bronze are acceptable and encouraged. Polished or weathered true bronze, brass, or copper metal finishes are acceptable and encouraged. Precious metal colors are allowed on sand blasted or carved "wood look" style signs.
 - ii. The use of garish colors, such as fluorescent colors, is prohibited.

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- iii. The use of black for signage background. Changeable copy signage is excluded from this prohibition.
- (g) **Multi-tenant spaces:** Applicants of proposed multi-tenant projects, such as shopping centers, out parcels, industrial complexes and parks, and office complexes and parks, shall submit a sign program for review and approval. This sign program shall communicate the coordination and consistency of design, colors, materials, illumination, and locations of signage. In a multi-tenant project where no established pattern exists as described above, the owner of the multi-tenant project shall be required to submit a sign program for approval prior to issuance of any new sign permit for a tenant space.
- (h) **Design Criteria & Additional Restrictions**
- 1. **Freestanding Signage:**
 - i. All freestanding signs shall be of a wide-based monument style. Pole signs are discouraged, but may be permitted when the supporting structures are completely screened from view with landscaping or berm features. Said landscaping and/or berming shall cover and screen the entire area beneath the sign at time of certificate of occupancy (C.O.) issuance.
 - ii. Any freestanding signs constructed from flat panel material, such as high density polyurethane, MDO, sheet metal, or the like, shall have a distance of no less than 8" from face to face, and shall be enclosed on all sides to cover internal frame.
 - 2. **Freestanding Changeable Copy Signs**
 - i. Where allowed, a freestanding changeable copy sign shall not comprise more than eighty (80) percent of the total area of the actual sign.
 - 3. **Wall/Facade Signage:**
 - i. The maximum vertical dimension of a facade or wall sign shall not exceed twenty-five (25) percent of the building height.
 - ii. Awnings with lettering shall be considered wall signs. Where lettering is used on an awning, the area of lettering shall be included in the percentage limitation of a project's sign area.

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- iii. Lettering, logos, and trim colors on canopy facia shall be considered a wall sign and shall be limited to 33% of the facia area of any one elevation. Internally illuminated signs shall not be placed on a canopy structure, and no sign shall be placed above the facia on a canopy structure.
 - iv. Wall signs (facade signs) are prohibited on roofs with a slope less than 20:12 (rise:run) pitch. Wall signs mounted on a roof shall be enclosed on all sides to cover the internal frame and its connection to the roof. Also see IRC LDR's Section 956.12(1)(o).
4. Changeable Copy Wall Signs for Theaters
- i. Theaters may utilize up to eighty (80) percent of actual sign area for display of names of films, plays or other performances currently showing.
5. Illumination:
- i. All external flood sign illumination shall be mounted at grade, directly in front of the sign area. Light source shall be completely shielded from oncoming motorist's view.
6. Window signs. "Window signs" shall include permanently affixed window signs, temporary window signs, and any signs or displays located within three (3) feet of the window, door, or storefront. Window signs are prohibited, except as follows: a cumulative total of six (6) square feet of window area per building or tenant space face may be used for display of business name, business hours, entrance or exit information, credit card or membership signs, restaurants menus, or flyers or posters related to not for profit organizations and special events.
- (I) **Nonconforming signs:** It is the intent of these regulations to allow nonconforming signs to continue until they are no longer used or become hazardous, and to encourage conformance to these special sign regulations. A "compatible freestanding sign" shall be defined as any freestanding sign permitted prior to the adoption of these special regulations, and conforming to the SR 60 maximum height requirements for a freestanding sign, and wide-based monument style mounting for a freestanding sign.
- 1. Nonconforming signs are subject to the following:
 - i. Nonconforming signs or nonconforming sign structures on sites abandoned for 12 or more consecutive months shall not be permitted for reuse.

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- ii. Except as otherwise provided herein, there may be a change of tenancy or ownership of a nonconforming sign, without the loss of nonconforming status, if the site is not abandoned for 12 or more consecutive months.
 - iii. Colors of a nonconforming sign shall not be changed from those existing at the time of the adoption of this Code, unless new colors comply with the SR 60 Corridor special color requirements.
 - iv. A nonconforming sign shall not be enlarged or increased in any way from its lawful size at the time of the adoption of these special regulations.
 - v. Except as specified below, nonconforming freestanding signs shall be brought into conformity with the requirements of a "compatible freestanding sign" on or before June 1, 2003. If a property owner documents to the community development director that the cost of lowering a non-conformity sign to a conforming height would exceed 50% of the cost to replace the sign, and the building official verifies the appropriateness of the estimated replacement cost, then the sign shall not need to be made a "compatible freestanding sign". However, when such an exemption applies, the property owner shall provide landscaping around the base or support structures of such a sign to visually screen the pole, subject to sight distance requirements, as approved by the community development director.
2. **Repairs and Maintenance:** Normal repairs and maintenance may be made; however, the cost of such repairs and/or maintenance made during any two (2) year period shall not exceed fifty (50) percent of the replacement cost of the sign at the end of the two (2) year period.
 3. **Reconstruction After Catastrophe:** If any nonconforming sign is damaged by fire, flood, explosion, collapse, wind, war, or other catastrophe, to such an extent that the cost of repair and reconstruction will exceed fifty (50) percent of the replacement cost at the time of damage, it shall not be used or reconstructed except in full conformity with the provisions of these special regulations.

Screening of Accessory Features

(a) Screening of Chain Link Fencing

Where chain link or similar fencing is allowed to be used (e.g. around stormwater ponds), such fencing shall be green or black and shall be located and landscaped so as to visually screen the fencing from public view.

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Project-related Median Alterations

Where alterations to medians of SR 60 or any Thoroughfare Plan road within the corridor area are proposed in conjunction with a development project, said median improvements shall include installation of stamped/colored concrete or brick pavers and landscaping improvements consistent with the guidelines for improvements within the SR 60 right-of-way contained in the adopted corridor plan.

Underground Utilities Services Required

Where new utilities services (e.g. electrical, phone, cable) are provided to project sites, such service shall be installed underground.

Review of Development Projects by Task Force Members

Persons who served on the SR 60 Corridor Plan Task Force or other Board-appointed citizens and volunteering design professionals shall be given the opportunity to provide input into the normal site plan review and approval process that will be followed by applicants of projects within the corridor. To ensure that proper input is given, the following steps will be taken:

- (a) The Board of County Commissioners shall appoint a group of Task Force members and design professionals (up to 4 persons known as the "SR 60 on-going review task force") to serve as volunteers for reviewing and commenting upon plans for projects within the corridor plan area.
- (b) Planning staff shall notify group members of pre-application conferences and Technical Review Committee meetings at which projects within the corridor plan area are scheduled for review.
- (c) Group members shall have the opportunity to attend the meeting and provide comments to the applicant along with staff comments. Group members' comments shall pertain to site plan compliance with corridor plan requirements.
- (d) Planning staff shall notify group members of developer responses to any comments from group members. Group members may provide staff with follow-up comments that will be presented, along with staff's recommendation, to the Planning and Zoning Commission.

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Major, Minor, Administrative Site Plan Approval

In the SR 60 Corridor Plan area, development and redevelopment requiring major site plan approval shall comply with the corridor plan requirements. Within the area of development of projects requiring minor site plan approval or administrative approval, the previously described special regulations for new major development shall apply. The area of development for such projects shall be the area of the site containing buildings, additions, structures, facilities or improvements proposed by the applicant or required to serve those items proposed by the applicant. As an example, a small building addition that requires additional parking spaces would result in a project area of development/redevelopment that includes the addition AND the parking lot addition and adjacent required landscape areas.

Non-Conformities

Within the SR 60 Corridor Plan area, legally established existing development and uses that do not comply with these special regulations are grandfathered-in under the countywide nonconformities regulations of LDR Chapter 904. All nonconforming uses and structures are governed by the LDR Chapter 904 regulations.

In addition, within the SR 60 corridor plan area the following non-conformities regulations shall apply:

- (a) **Nonconforming Property:** It is the intent of this chapter to allow nonconforming properties to continue, but also to encourage their conformity to what shall be referred to as a "compatible property". A "compatible property" shall be considered in compliance with the intent of the SR 60 Corridor special regulations.
- (b) **Continuance of Nonconforming Property:** A nonconforming property may be continued, subject to the following provisions:
 1. Use of nonconforming structures abandoned for a period of 12 or more consecutive months (cross-reference LDR section 904.08) located on a nonconforming property shall not be permitted until the property is brought into compliance with the requirements of a compatible property.
 2. Except as otherwise provided herein, there may be a change of tenancy or ownership of a nonconforming property, without the loss of nonconforming status, if use of the nonconforming structures is not abandoned for a period of 12 or more consecutive months.

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3. Colors of a structure located on a nonconforming property shall not be changed from those existing at the time of the adoption of these special regulations, unless the new, to-be-painted colors comply with the SR 60 special color regulations.
4. Projects on nonconforming properties requiring a building permit (excluding permits for roofs or minor repairs) shall be required to bring the property into compliance as a "compatible property".
5. A structure located on a nonconforming property shall not be enlarged or increased in any way from its lawful size at the time of the adoption of these special regulations. Where such changes are made, a building permit and compliance with the requirements of a "compatible property" are required for the enlargement or addition.

Variances

- (a) **Process.** Variances from these special corridor regulations shall be processed pursuant to the procedures and timeframes of Section 70.001, Florida Statutes. The Planning and Zoning Commission shall recommend variances to the Board of County Commissioners for final action.
- (b) **Reviewing Body.** The Planning and Zoning Commission is authorized to propose settlements of claims under Chapter 70, Florida Statutes, through any means set out in Section 70.001(4)(c).
- (c) **Criteria.** The Planning and Zoning Commission shall not approve a variance or other proposal for relief unless it finds the following:
 1. The corridor regulation directly restricts or limits the use of real property such that the property owner is permanently unable to attain the reasonable, investment-backed expectation for the existing use of the real property or a vested right to a specific use of the real property with respect to the real property as a whole; or
 2. That the property owner is left with existing or vested uses that are unreasonable such that the property owner bears permanently a disproportionate share of a burden imposed for the good of the public, which in fairness should be borne by the public at large; and
 3. The relief granted protects the public interest served by the regulations at issue and is the appropriate relief necessary to prevent the corridor regulations from inordinately burdening the real property.

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S.R. 60: SCHEDULED ROADWAY IMPROVEMENTS

