



Oslo Corridor Recommendation Report



**INDIAN RIVER COUNTY
PLANNING &
DEVELOPMENT
SERVICES DEPARTMENT**

TABLE OF CONTENTS

Introduction	6
Urban Service Boundary	9
Demographics & Socioeconomic Data for the Study Area	10
Population	12
Population Projections	13
Employment	14
Employment Projections	15
Land Use	17
Existing Land Use Patterns	17
Vacant Parcels	17
Future Land Use	19
Zoning	21
Environmental Constraints	24
Wetlands	24
Floodplains	26
Transportation System	28
Roadways System	29
Public Transportation	35
Pedestrian and Bike System	37
Air/Water Port System	46
Adjacent Municipalities & Counties	48
Fellsmere	48
Vero Beach	50
St. Lucie County	52

Public Engagement	53
Summary and Recommendations	54
Appendix A	i

TABLE OF FIGURES

Figure 1. Oslo Study Area	8
Figure 2. Map of Current USB Surrounding Oslo Study Area	10
Figure 3. Oslo Study Area Traffic Analysis Zones	11
Figure 4. Oslo Study Area 2020 Population Estimates	12
Figure 5. Oslo Study Area 2050 Projected Population	13
Figure 6. 2020 Employment Estimates	14
Figure 7. 2020 Employment Estimates by Sector	15
Figure 8. 2050 Employment Projections	16
Figure 9. Vacant Land Map	18
Figure 10. Oslo Study Area Existing Future Land Use Map	20
Figure 11. Existing Oslo Study Area Zoning Map	23
Figure 12. Oslo Study Area Wetland Inventory Map	25
Figure 13. Oslo Study Area Flood Zone Map	27
Figure 14. South County Roadway System Map	29
Figure 15. Indian River County Truck Routes and Restrictions	31
Figure 16. Truck Routing Plan Map	32
Figure 17. Roadway Improvements for Truck Routes	33
Figure 18. FDOT Oslo / I-95 Construction Plans	35
Figure 19. Existing Public Transit Routes Map	36
Figure 20. Existing and Proposed Sidewalk Network	38
Figure 21. Existing and Proposed Bicycle Network	40
Figure 22. Bicyclist Level of Traffic Stress	42
Figure 23. Priority Bicycle Projects	44

Figure 24. Percent of Households Walking or Biking to Work Map	45
Figure 25. FDOT SIS System Map	46
Figure 26. Adjacent Intermodal System Map	47
Figure 27. City of Fellsmere Future Land Use Map	50
Figure 28. City of Vero Beach Future Land Use Map	52
Figure 29. St. Lucie County Future Land Use Map	53
Figure 30. Online Types of Centers by Type	vii
Figure 31. Online Types of Centers by Preference	vii
Figure 32. Online Corridor Theme	viii
Figure 33. Online Wants and Don't Wants	ix
Figure 34. BCC Types of Centers by Type	xi
Figure 35. BCC Types of Centers by Preference	xi
Figure 36. BCC Corridor Theme	xii
Figure 37. BCC Wants and Don't Wants	xiii
Figure 38. BCC Proposed Zoning	xiv
Figure 39. IRSC Types of Centers by Type	xvi
Figure 40. IRSC Types of Centers by Preference	xvi
Figure 41. IRSC Corridor Theme	xvii
Figure 42. IRSC Wants and Don't Wants	xviii
Figure 43. IRSC Proposed Zoning	xx
Figure 44. IG Center Types of Centers by Type	xxi
Figure 45. IG Center Types of Centers by Preference	xxi
Figure 46. IG Center Corridor Theme	xxii
Figure 47. IG Center Wants and Don't Wants	xxiii
Figure 48. IG Center Morning Proposed Zoning	xxv
Figure 49. IG Center Evening Proposed Zoning	xxvi
Figure 50. North County Library Types of Centers by Type	xxviii
Figure 51. North County Library Types of Centers by Preference	xxviii

Figure 52. North County Library Corridor Theme	xxix
Figure 53. North County Library Wants and Don't Wants	xxx
Figure 54. North County Library Proposed Zoning	xxxi
Figure 55. Combined Types of Centers by Type	xxxiii
Figure 56. Combined Types of Centers by Preference	xxxiii
Figure 57. Combined Corridor Theme	xxxiv
Figure 58. Combined Wants and Don't Wants	xxxvi
Figure 59. IG Center Workshop Photograph 1 & 2	xlv
Figure 60. IG Center Workshop Photograph 3 & 4	xlvi
Figure 61. IG Center Workshop Photograph 5 & 6	xlvi
Figure 62. North County Library Workshop Photograph 1 & 2	xlvii

LIST OF TABLES

Table 1. Oslo Study Area Existing Land Use	17
Table 2. Oslo Study Area Future Land Use	21
Table 3. Current Oslo Study Area Zoning	24
Table 4. Online Types of Centers	viii
Table 5. Online Corridor Theme	ix
Table 6. Online Wants and Don't Wants	x
Table 7. BCC Types of Centers	xi
Table 8. BCC Corridor Theme	xii
Table 9. BCC Wants and Don't Wants	xiii
Table 10. BCC Proposed Zoning	xv
Table 11. IRSC Types of Centers	xvi
Table 12. IRSC Corridor Theme	xvii
Table 13. IRSC Wants and Don't Wants	xix
Table 14. IRSC Proposed Zoning	xx
Table 15. IG Center Types of Centers	xxii

Table 16. IG Center Corridor Theme	xxiii
Table 17. IG Center Wants and Don't Wants	xxiv
Table 18. IG Center Proposed Zoning	xxvi
Table 19. North County Library Types of Centers	xxviii
Table 20. North County Library Corridor Theme	xxix
Table 21. North County Library Wants and Don't Wants	xxx
Table 22. North County Library Proposed Zoning	xxxii
Table 23. Combined Types of Centers	xxxiv
Table 24. Combined Corridor Theme	xxxv
Table 25. Combined Wants and Don't Wants	xxxvi
Table 26. Combined Zoning	xxxvii

INTRODUCTION

In 2000, Indian River County expressed a need for a new I-95 interchange at Oslo Road. Since then, the Oslo / I-95 interchange has remained a priority for the Florida Department of Transportation (FDOT). Nearly 25 years later, FDOT has begun construction on the long-anticipated I-95 interchange.

The new interchange will have partial cloverleaf ramps at I-95 and Oslo Road. Along with the interchange, Oslo Road will have capacity improvements from 2 to 4 lanes from west of I-95 to 58th Avenue. Additional improvements include installing interchange ramp lighting, replacing the existing Oslo Road Bridge over I-95, installing a new signalized intersection at Oslo Road and 66th Avenue SW, installing intersection lighting at 74th Avenue, 66th Avenue and 58th Avenue, realigning 82nd Avenue at Oslo Road, eliminating the 86th Avenue SW connection to Oslo Road, constructing 13th Street SW to connect 86th Avenue SW and 90th Avenue, extending the south limit of the noise wall of I-95, replacing the Indian River County sanitary, water and raw water mains, upgrading signing, signalization, intersection lighting, bicycle lanes, and sidewalks, installing a closed drainage system and constructing 3 drainage ponds.

The Oslo / I-95 interchange has long been recognized in the County's planning efforts. Indian River County's 2030 Comprehensive Plan, adopted in 2010, discusses the interchange in Chapter 2, Future Land Use Element, noting that its construction would drive the need for commercial node expansion around Oslo Road and 74th Avenue. The Plan anticipated that the interchange would convert developable land into road right-of-way and increase demand for additional commercial and industrial development, thus justifying a potential future node expansion to support economic growth and employment in the south County.

At the time of the Comprehensive Plan's adoption, construction had not yet begun; however, the County's Planning Department included the anticipated development impacts to establish a framework for future decision making.

More recently, in February 2024, Indian River County engaged Inspire Placemaking Collective to conduct an Urban Service Boundary (USB) Study to evaluate a need to expand the current USB. Using estimates from the University of Florida's Bureau of Business and Economic Research (BEBR), historical trends, and seasonal population figures, Inspire analyzed land use, vacant parcels, zoning, environmental constraints, transportation networks, traffic volumes, and infrastructure capacity. Their study anticipates an increase of

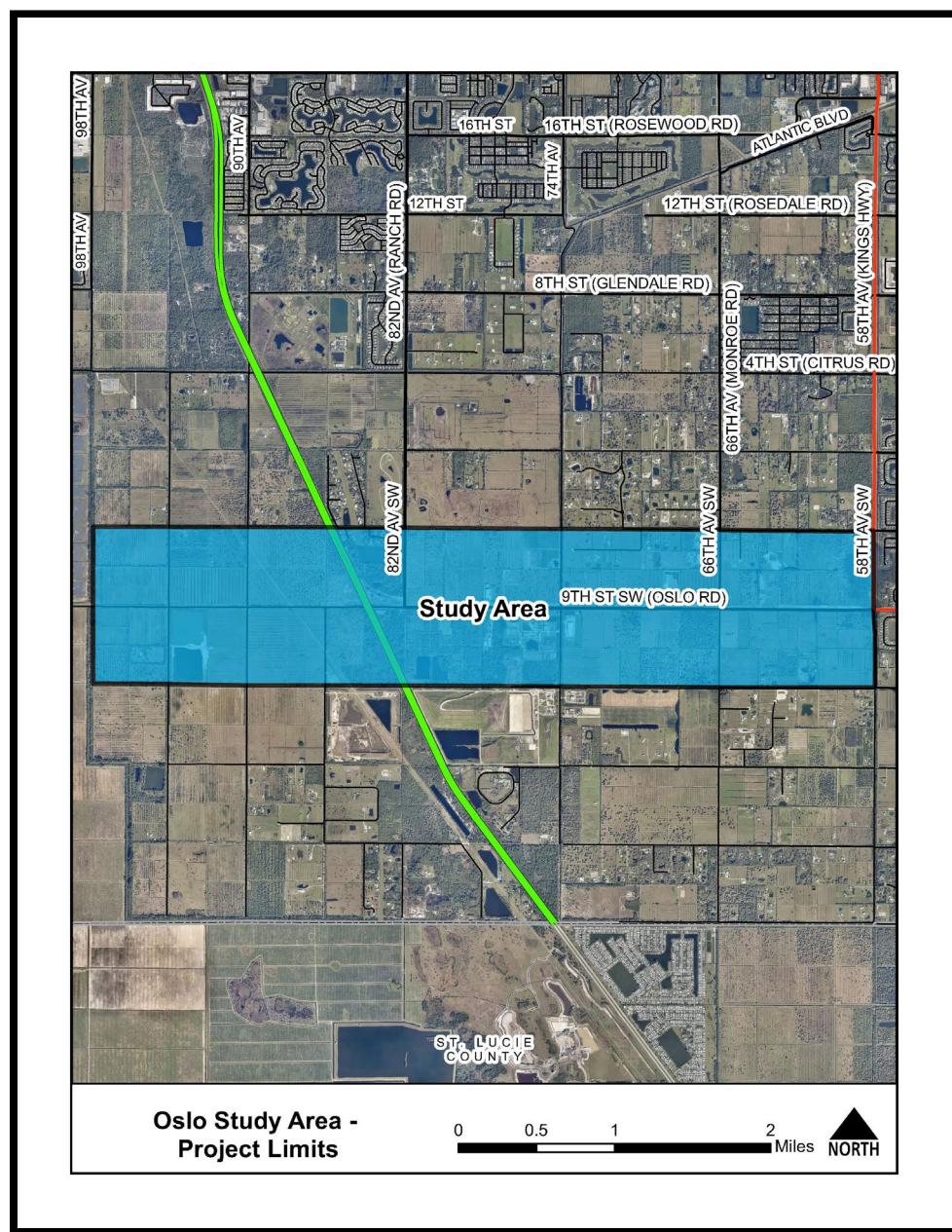
42,698 residents by 2050, with the County's carrying capacity able to accommodate up to 51,049 new residents.

Through Inspire's public engagement, the community expressed a preference for focusing future growth within the existing USB area, specifically Downtown Vero Beach and the 85th Street Corridor. However, the area surrounding the new Oslo Road / I-95 interchange was the only location identified for potential expansion outside of the current USB.

Given the anticipated development pressure west of I-95 and along the Oslo Road Corridor following completion of the interchange, the Board of County Commissioners directed the Planning and Development Services Department to conduct the Oslo Corridor Study. This study aims to evaluate the potential for USB expansion in association with the new interchange and to develop a comprehensive recommendation.

The Study Area boundaries were defined through internal departmental meetings, considering existing infrastructure, physical barriers such as solar farms west of 98th Avenue, and the goal of creating a controlled and centralized corridor. The Study Area is bounded by 5th Street SW to the north, 13th Street SW to the south, 58th Avenue SW to the east, and 98th Avenue SW to the west. Please refer to **Figure 1**.

Figure 1. Oslo Study Area



Source: Indian River County, 2025

URBAN SERVICE BOUNDARY

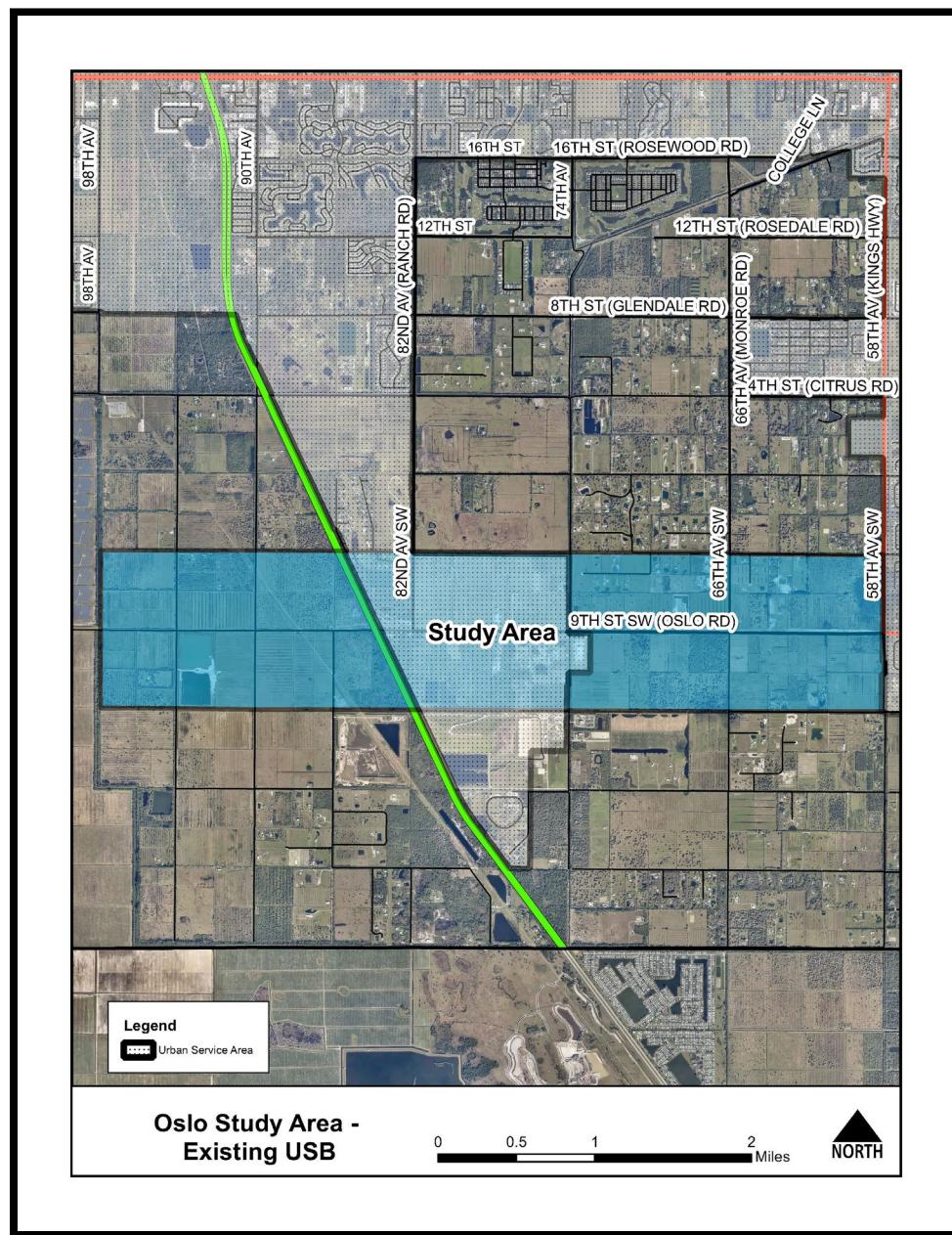
The Indian River County's Urban Service Boundary (USB), also referred to as Urban Service Area (USA), was established in 1990. The principal purpose of the USB is to establish where urban facilities (water, sewer, etc.) are constructed and where these urban services may be provided. Additionally, the USB serves as an urban growth boundary. The USB identifies where urban growth is encouraged, while it is prohibited outside of the boundary.

As the USB currently exists, there is a clear delineation between urban and rural areas. Since the uses allowed outside the USB are limited to extremely low-density residential uses or clustered development, as well as agricultural and natural uses, the USB serves to maintain the rural character of the land outside the Urban Service Boundary.

Indian River County's Comprehensive plan and Future Land Use map directs residential, commercial, and industrial growth to property inside that USB. The plan ensures that infrastructure investments are made in an efficient and cost-effective manner, while urban development occurs in a generally compact pattern.

Within the Oslo Study area, the USB ends at 58th Avenue SW; however, it resumes at 74th Avenue SW. This results in a roughly 1.9-mile gap for urban services. After 74th Avenue SW, the USB continues until reaching I-95. There is approximately 1.8 miles from the USB terminating at I-95 to the west limits of the Oslo study area. Please refer to **Figure 2** for a visual of the above-mentioned USB.

Figure 2. Current USB Surrounding Oslo Study Area



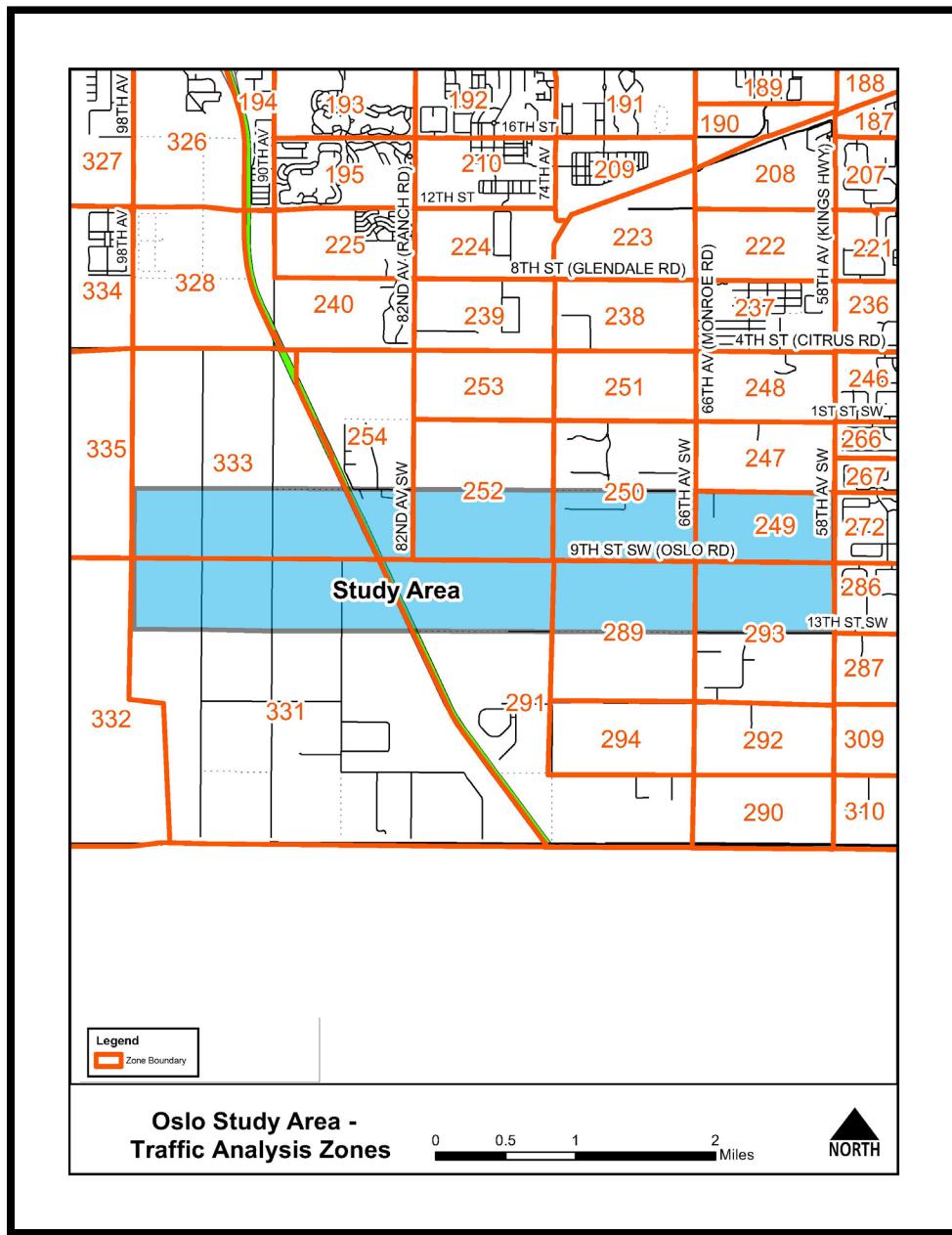
Source: Indian River County, 2025

DEMOGRAPHICS & SOCIOECONOMIC DATA

The population and employment data were derived from the surrounding Traffic Analysis Zones (TAZ). TAZ boundaries are defined based on Census geographies (block, block group, and tract). **Figure 3** depicts the individual zones within the

Oslo Study Area. As the map shows, the Study Area consists of 9 zones and several zones extend outside of the Study limits. Using the data from TAZ, an estimated distribution of 2020 population, estimated 2050 population, 2020 employment, 2020 employment by sector, and expected 2050 employment was developed.

Figure 3. Oslo Study Area Traffic Analysis Zones

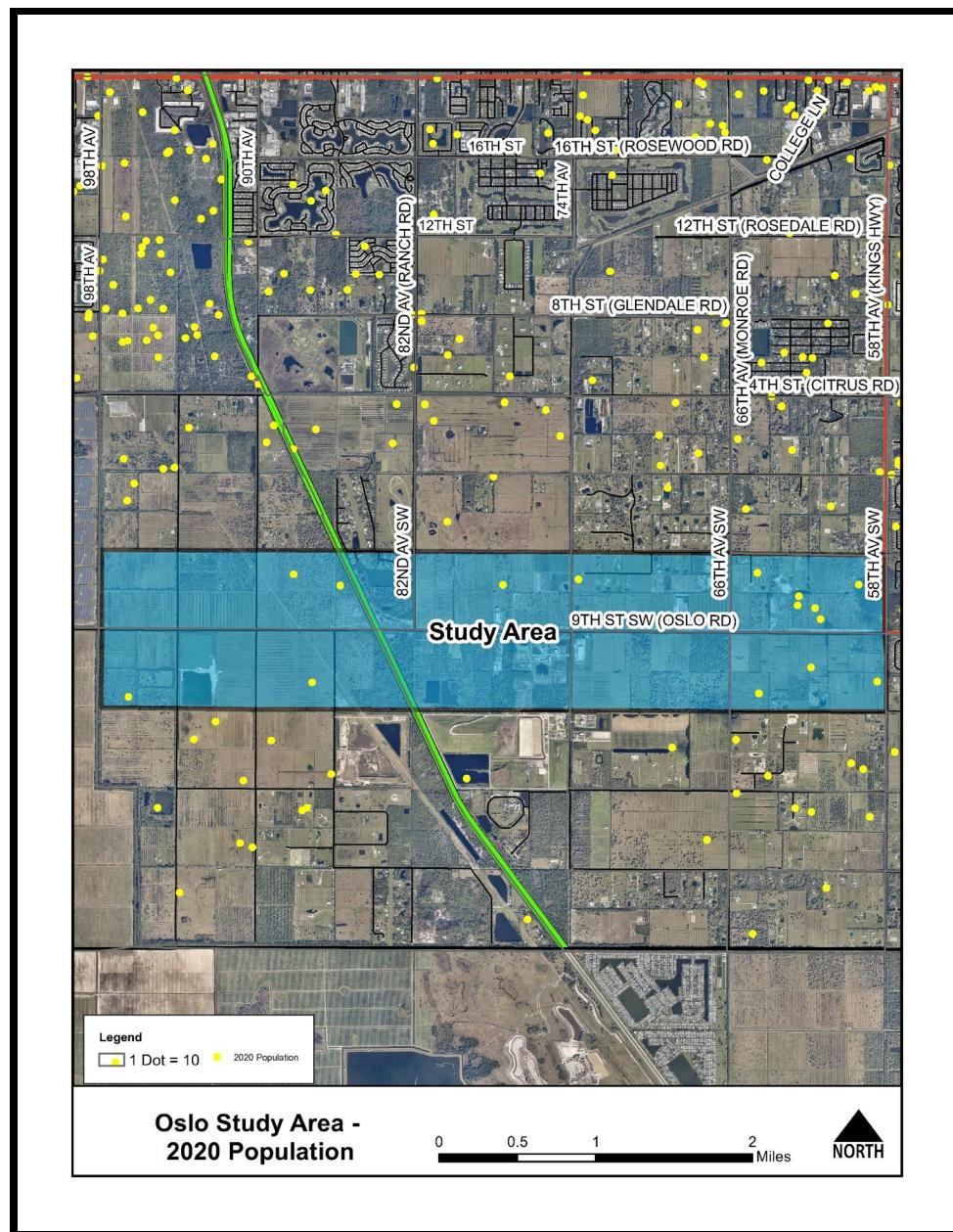


Source: IRC MPO, 2025

POPULATION

Figure 4 shows the estimated 2020 population for the Study Area based upon TAZ data. Please note, the dots are representative of the population distribution within each TAZ; however, they are not intended to indicate a precise location of people.

Figure 4. Oslo Study Area 2020 Population Estimates

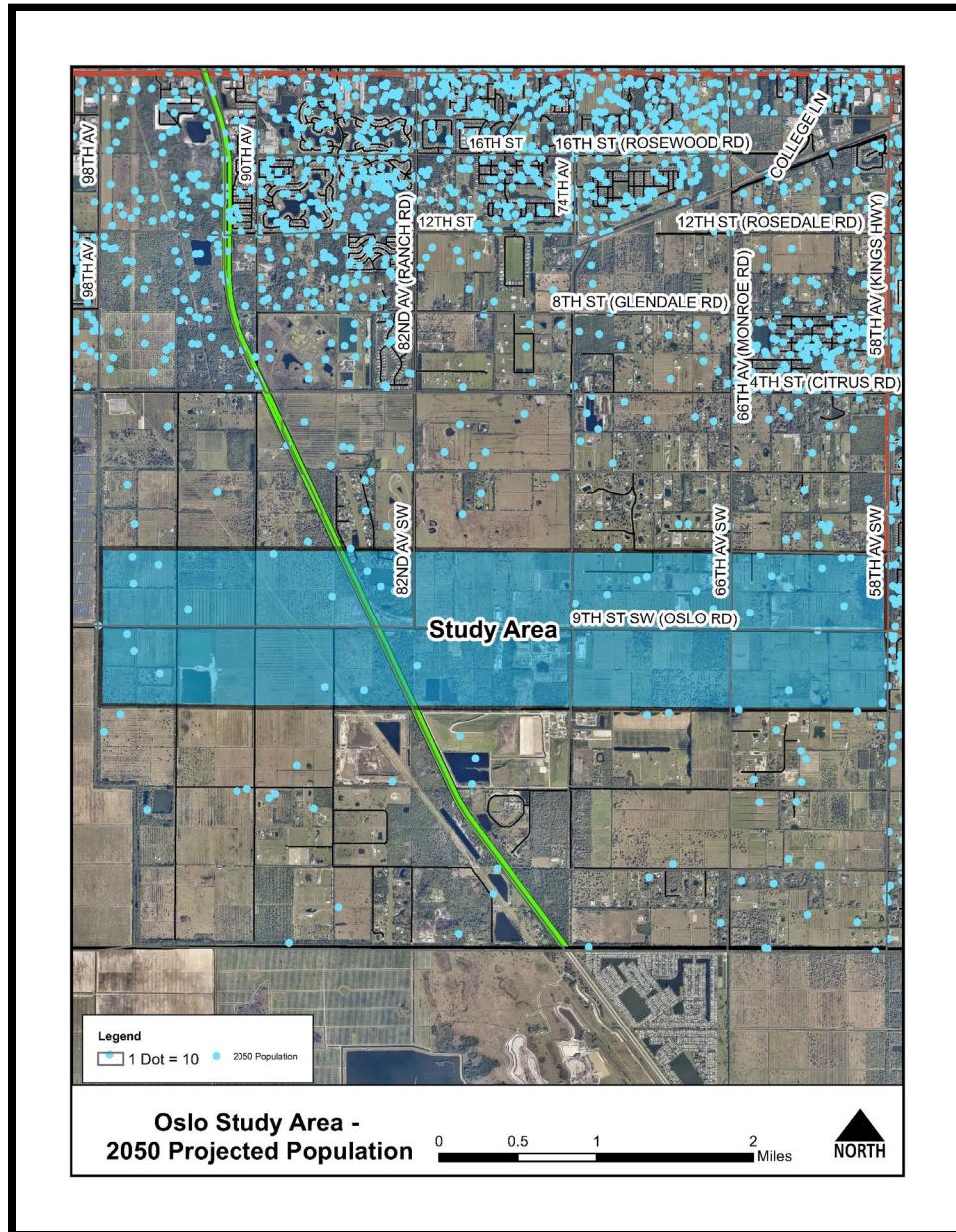


Source: FDOT 2024 & Census, 2022

POPULATION PROJECTIONS

As part of the Corridor Study, population projections for the Oslo Study Area were developed through the year 2050. These projections are based on estimates from TAZ. **Figure 5** shows the estimated 2050 population for the Study Area based upon the individual zone estimates. Similar to the 2020 population map, the dots are not indicative of precise living locations.

Figure 5. Oslo Study Area 2050 Projected Population

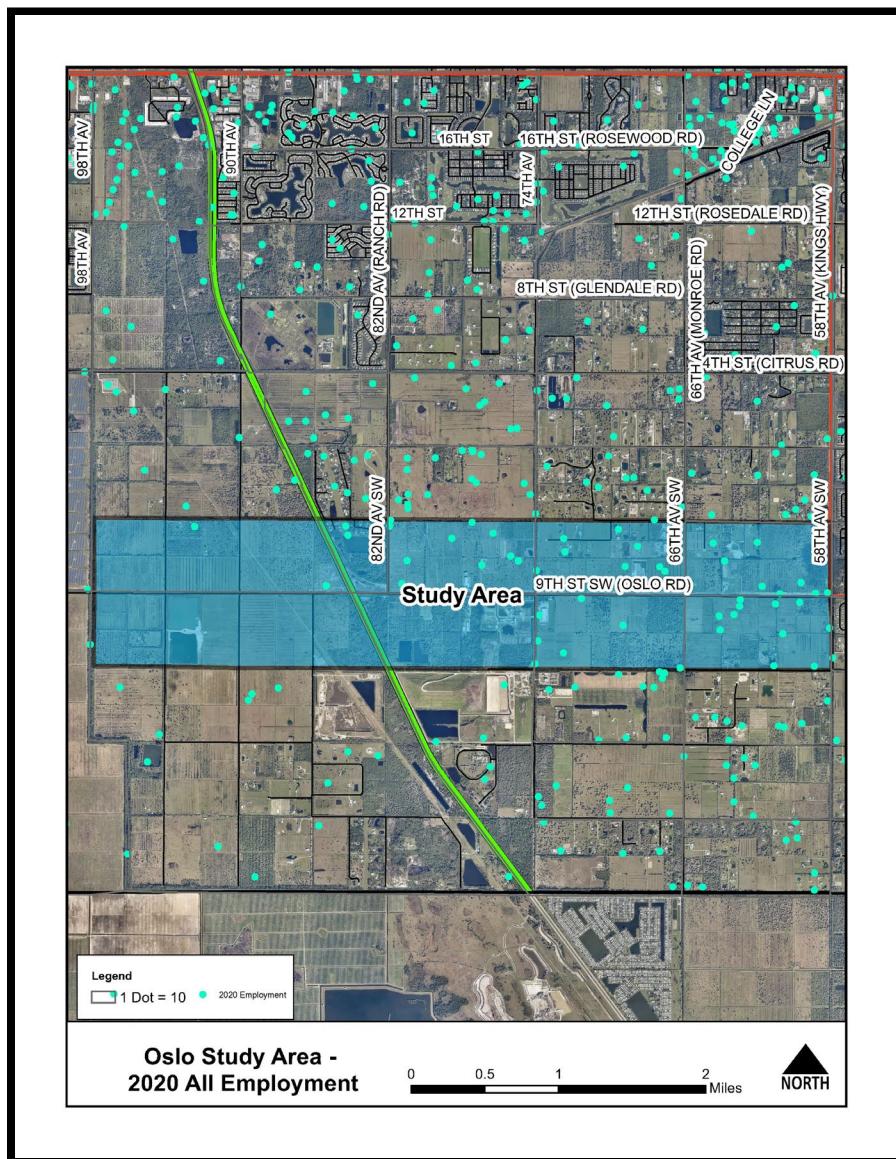


Source: FDOT, 2024

EMPLOYMENT

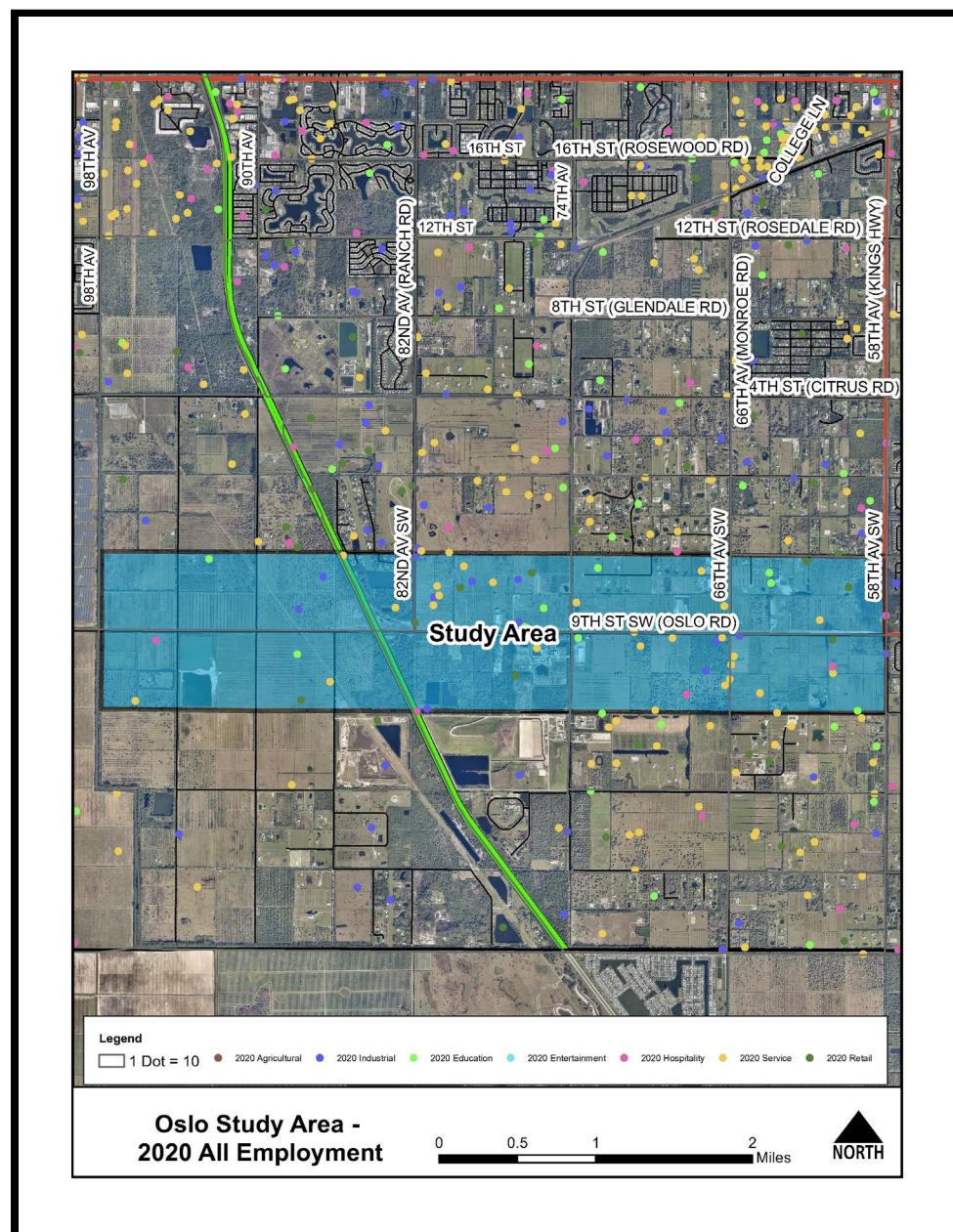
To further understand the attributes of the Oslo Study Area, the Traffic Analysis Zones were utilized to create a distribution of employment estimates for 2020 and 2020 employment estimates by sector. As mentioned in the previous subsections, the dots are not indicative of precise locations. The dots are representative of employment distribution within the specific zone. Please refer to **Figure 6** for a map of the 2020 employment estimates and **Figure 7** for a map of 2020 employment estimates by sector.

Figure 6. 2020 Employment Estimates



Source: FDOT, 2024 & Census, 2022

Figure 7. 2020 Employment Estimates by Sector



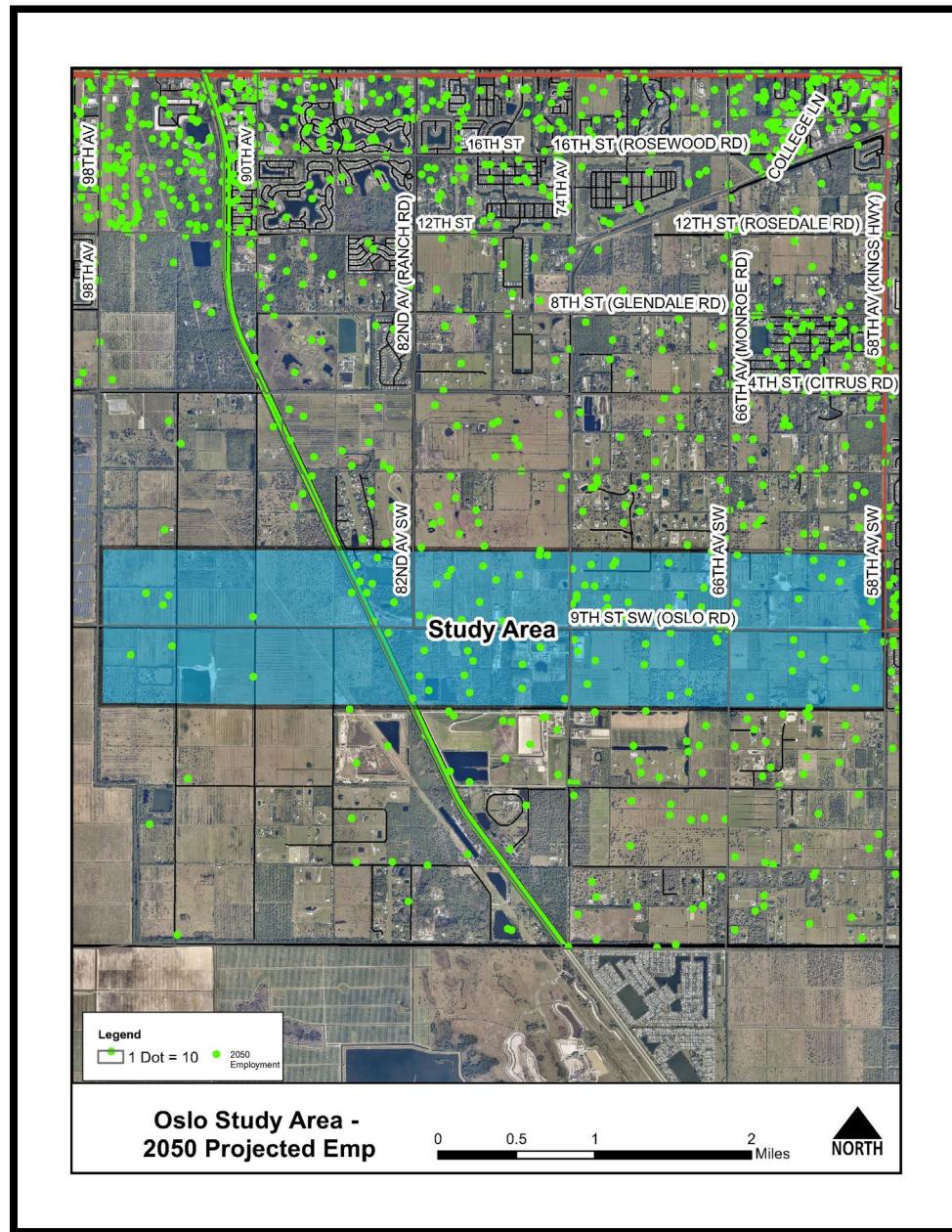
Source: FDOT, 2024 & Census, 2022

EMPLOYMENT PROJECTIONS

Continuing with the effort to understand the current and possible future conditions of the Oslo Study Area, 2050 employment projections were developed

using TAZ data, and the employment numbers were distributed across the zones. **Figure 8** depicts the 2050 employment estimates. Please note, the dots are not representative of exact locations; instead, they are intended to provide a general location of employment within each zone.

Figure 8. 2050 Employment Projections



Source: FDOT, 2024 & Census 2022

LAND USE

The latter subsections discuss the existing land use, vacant parcels, future land use, and zoning of the Oslo Study Area. Please note, the analysis only focuses on the subject study area, and the data is not consistent with the characteristics of the entire Indian River County.

EXISTING LAND USE PATTERNS

Existing land use patterns show how parcels are currently being used. The listed use does not necessarily reflect the property's current zoning. These uses consist of, but are not limited to, vacant, single family residential, commercial, industrial, or agricultural. The land use categories are derived from the most recent data from the Indian River County Property Appraiser. Please note, vacant land is determined by analyzing current aerial imagery and will be deemed vacant if it lacks any impervious area.

Table 1 provides a breakdown of the acreages and proportions of each land use within the Oslo Study Area. The most prominent land uses in the Oslo Study Area are Vacant (83.8%), Agriculture (6.6%), Industrial (4.0%), and Single Family Residential (3.1%).

Table 1. Existing Land Use

Existing Land Use	Acres	Percent (%)
Agriculture	189.46	6.6%
Commercial	53.75	1.9%
Industrial	116.2	4.0%
Mixed Use	18.18	0.6%
Single Family Residential	89.81	3.1%
Vacant	2414.49	83.8%
Total	2881.89	100.0%

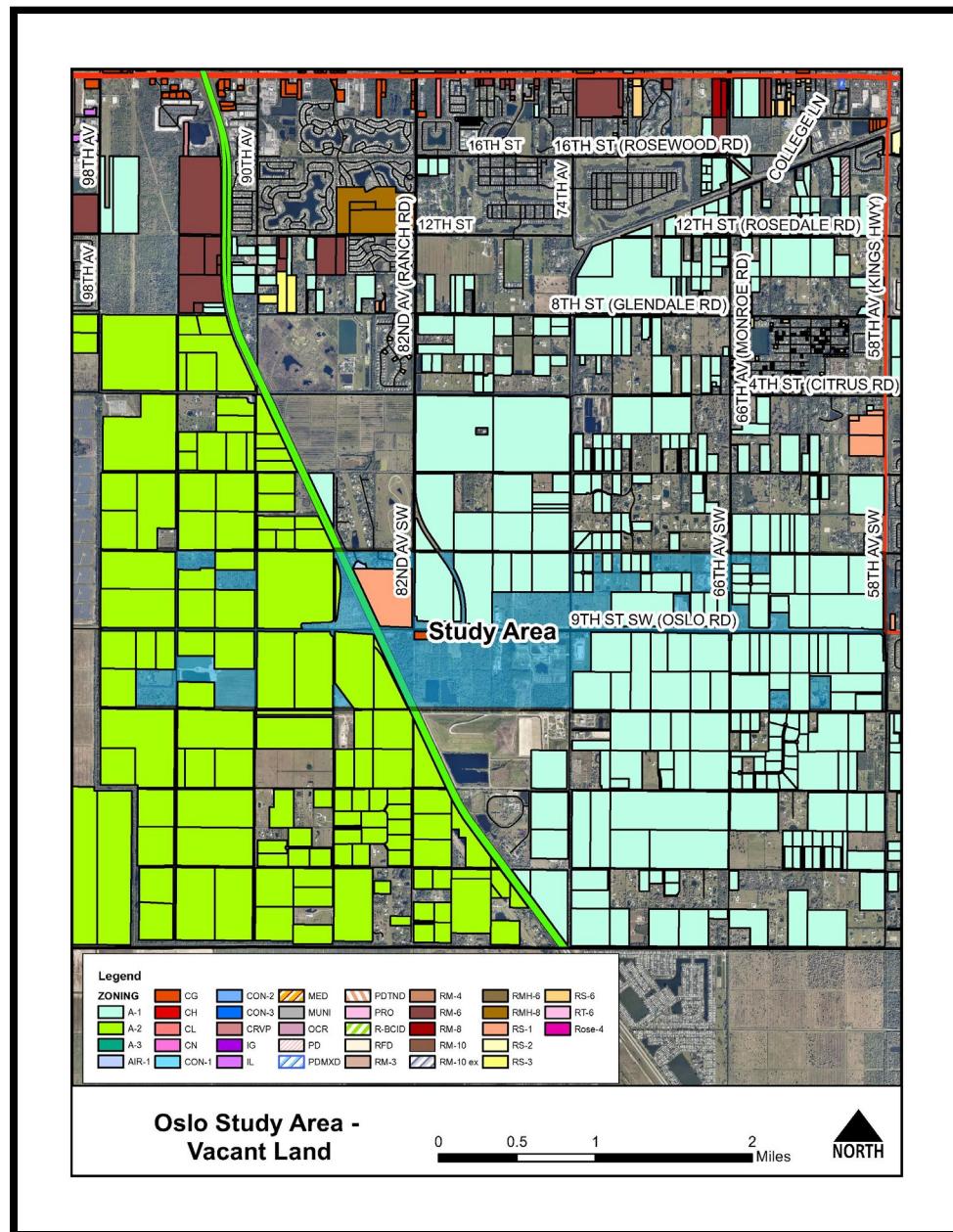
Sources: Indian River County Property Appraiser, 2025

VACANT PARCELS

Through aerial analysis of the subject Study Area, a map of the existing vacant parcels was created. Similar to the previous subsection, a parcel is considered

vacant if it lacks imperious area and is not built upon. Please refer to **Figure 9** for a visual of vacant land within the Oslo Study Area.

Figure 9. Vacant Land Map



Source: Indian River County, 2025

FUTURE LAND USE

The Indian River County Comprehensive Plan establishes Future Land Use (FLU) designation within the County to guide future growth toward a shared community vision.

This element designates the appropriate location for Future Land Uses and sets forth the policies regulating growth and development. These policies are not just limited to the density and intensity of appropriate land uses, but they also address other land use development factors, including timing and location of future development.

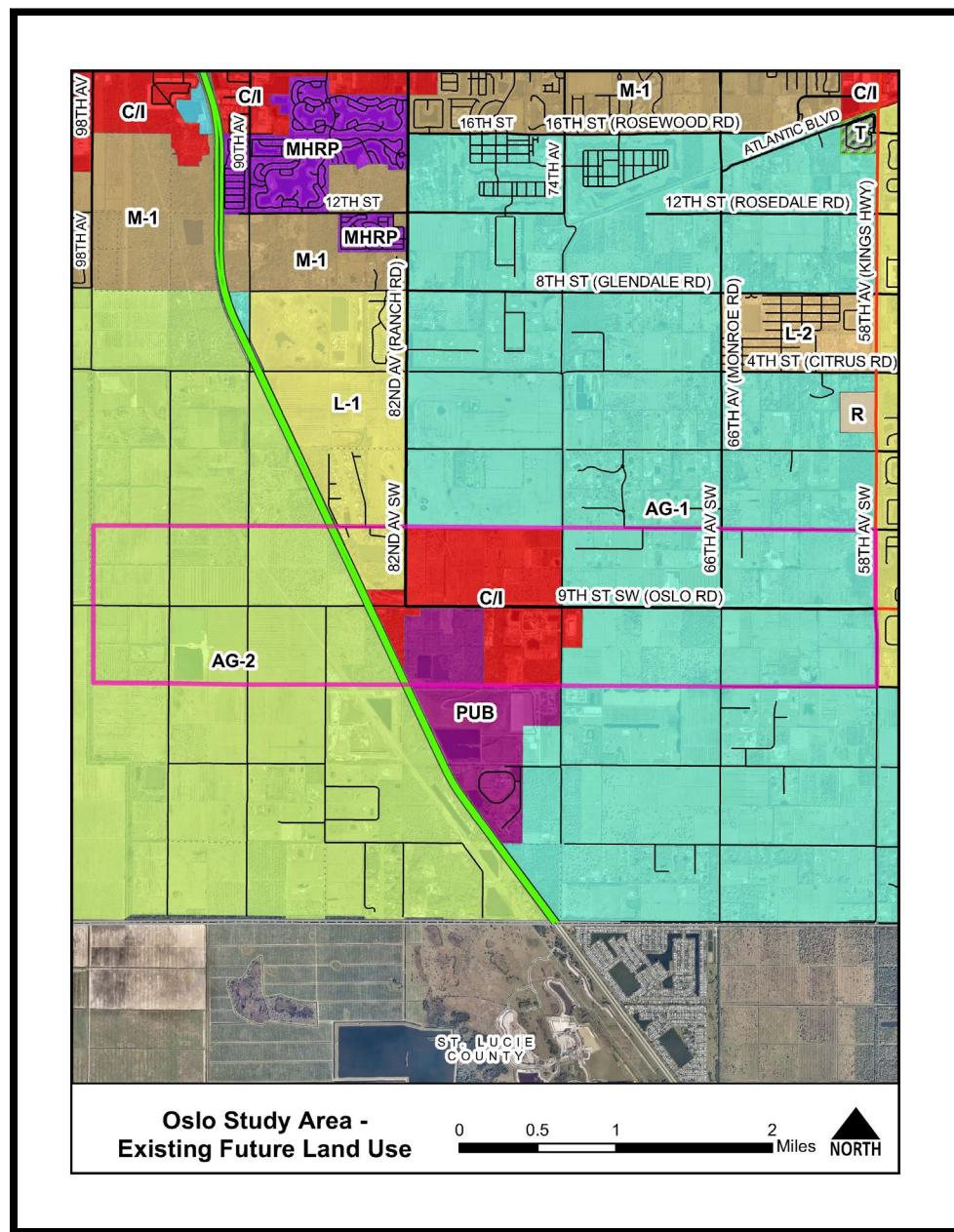
Historically, expansion of urban uses has followed development of the transportation system. As such, commercial and industrial uses that require high visibility and access to both markets and suppliers are located along major transportation routes and centers. On the contrary, residential uses are located in areas that offer natural and recreational opportunities and access to employment, education facilities, and commercial centers. Agricultural uses typically form a transition from natural to urban uses in more remote but easily accessible areas.

A parcel's Future Land Use will fall within 1 of the 18 categories:

- 1) AG-1: Agricultural-1 (1 Unit/5 Acres)
- 2) AG-2: Agricultural-2 (1 Unit/10 Acres)
- 3) AG-3: Agricultural-3 (1 Unit/20 Acres)
- 4) BCID: Blue Cypress Improvement District (10 Units/Acre)
- 5) C-1: Conservation-1 (0 Units/Acre)
- 6) C:2: Conservation-2 (1 Unit/40 Acres)
- 7) C-3: Conservation-3 (1 Unit/2.5 Acres)
- 8) C/I: Commercial/Industrial
- 9) L-1: Low-Density Residential-1 (3 Units/Acre)
- 10) L-2: Low-Density Residential-2 (6 Units/Acre)
- 11) M-1: Medium-Density Residential-1 (8 Units/Acre)
- 12) M-2: Medium-Density Residential-2 (10 Units/Acre)
- 13) PUB: Public Facilities
- 14) R: Rural Residential (1 Units/Acre)
- 15) RC: Regional Commercial
- 16) REC: Recreation
- 17) T: Transitional Residential (1 Unit/Acre)
- 18) MHRP: Mobile Home Rental Park (8 Units/Acre)

Figure 10 shows a Future Land Use map of the Oslo study area.

Figure 10. Oslo Study Area Existing Future Land Use Map



Source: Indian River County, 2025

Table 2 provides a breakdown of the Future Land Use by acreage within the Oslo Corridor Study Area. The most represented Future Land Uses in the Oslo Study Area are AG-1 (40.5%), AG-2 (35.1%), and C/I (16.4%).

Table 2. Future Land Use

Future Land Use	Acres	Percent (%)
AG-1	1167.41	40.5%
AG-2	1012.89	35.1%
C/I	472.19	16.4%
L-1	76.15	2.6%
PUB	153.25	5.3%
Total	2881.89	100.0%

Sources: Indian River County Property Appraiser, 2025

ZONING

The Indian River County Land Development Regulations outline the County's zoning districts and assist with implementing the Comprehensive Plan through the establishment of development standards for each of the districts.

Within the district use chart provided in each zoning district section of the Land Development Regulations, it is outlined which uses are prohibited, permitted, administrative permit use, and a special exception use.

Administrative permit approval is required for certain activities which, because of their scale, duration, or nature, would not generally have an adverse impact on their surrounding when regulated in accordance with the standards set forth in Chapter 971 of the County's Land Development Regulations.

Certain administrative permit uses may be reviewed and approved at a staff level. Such uses may be approved by the Planning and Development Services Director or his designee when accompanied by an administrative approval site plan request. When a request is reviewed as a minor site plan, such uses may be approved by the technical review committee.

Special exception uses are those types of uses that would not generally be appropriate throughout a particular zoning district; however, when special exception uses are carefully controlled as to number, area, location, and/or relationship to the vicinity, such uses would not adversely impact the public health, safety, comfort, good order, appearance, convenience, morals and general welfare and as such would be compatible with permitted uses within the particular zoning district.

Those uses which are designated as special exception uses shall be permitted only after being approved pursuant to the procedures established in Chapter 971 of

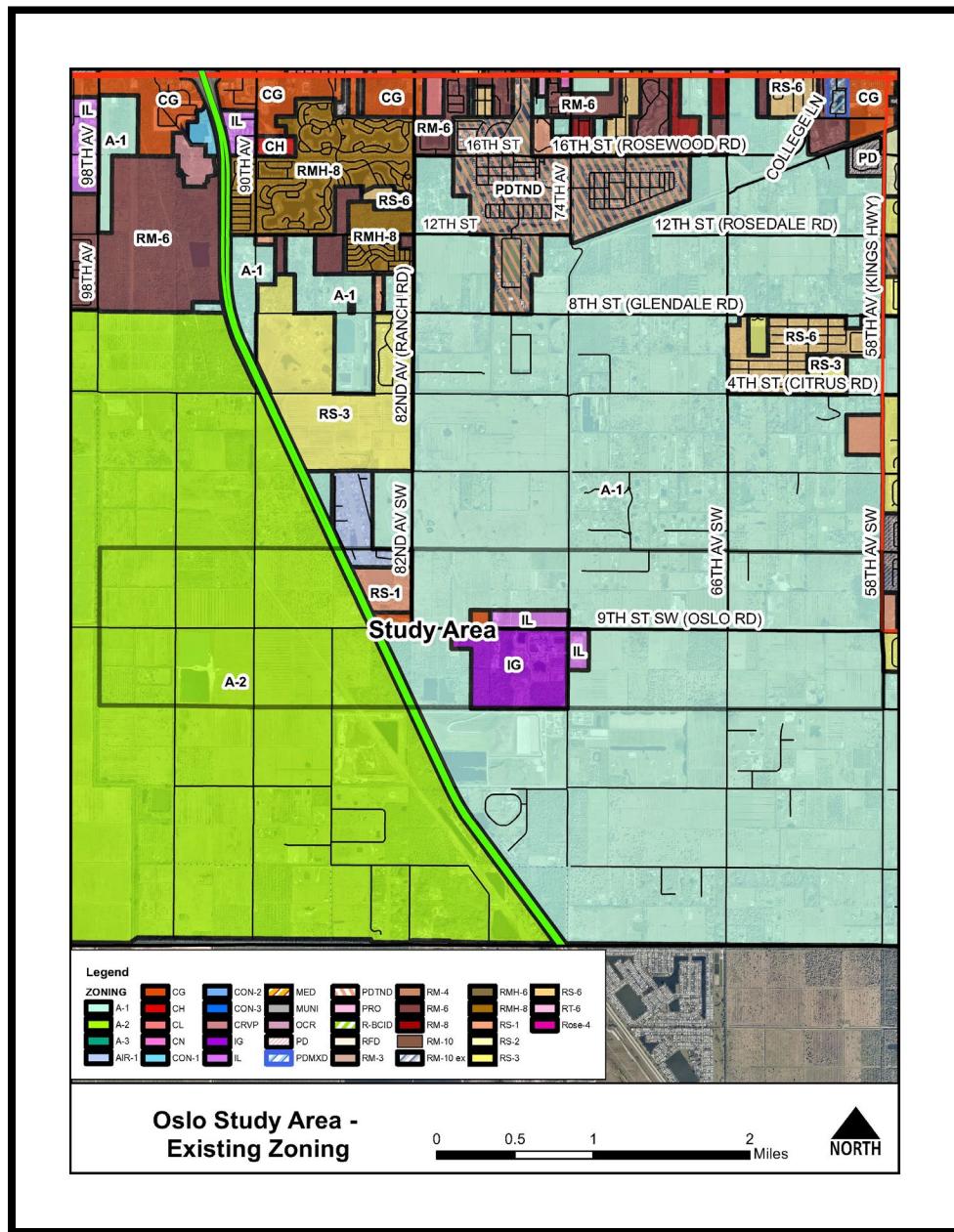
the County's Land Development Regulations and further satisfy the specific use criteria established in Chapter 971.

All proposed uses require development to adhere to site plan criteria, building footprint maximums, open space minimums, and public realm aspects (signage, landscaping, design, etc.). The 34 zoning districts are listed below:

- 1) A-1: Agricultural-1 (1 Unit/5 Acres)
- 2) A-2: Agricultural-2 (1 Unit/10 Acres)
- 3) A-3: Agricultural-3 (1 Unit/20 Acres)
- 4) RFD: Rural Fringe Development (1 Unit/2.5 Acres)
- 5) RS-1: Single-Family Residential-1 (1 Unit/Acre)
- 6) RS-2: Single-Family Residential-2 (2 Units/Acre)
- 7) RS-3: Single-Family Residential-3 (3 Units/Acre)
- 8) RS-6: Single-Family Residential-6 (6 Units/Acre)
- 9) RT-6: Two-Family Residential-6 (6 Units/Acre)
- 10) RM-3: Multiple-Family Residential-3 (3 Units/Acre)
- 11) RM-4: Multiple-Family Residential-4 (4 Units/Acre)
- 12) RM-6: Multiple-Family Residential-6 (6 Units/Acre)
- 13) RM-8: Multiple-Family Residential-8 (8 Units/Acre)
- 14) RM-10: Multiple-Family Residential-10 (10 Units/Acre)
- 15) RMH-6: Mobile Home Residential-6 (6 Units/Acre)
- 16) RMH-8: Mobile Home Residential-8 (8 Units/Acre)
- 17) PRO: Professional Office
- 18) OCR: Office, Commercial, & Residential
- 19) MED: Medical
- 20) CN: Neighborhood Commercial
- 21) CL: Limited Commercial
- 22) CG: General Commercial
- 23) CH: Heavy Commercial
- 24) IL: Light Industrial
- 25) IG: General Industrial
- 26) Con-1: Public Lands Conservation-1 (0 Units/Acre)
- 27) Con-2: Estuarine Wetlands Conservation-2 (1 Unit/40 Acres)
- 28) Con-3: St. Sebastian River Xeric Scrub Conservation-3 (1 Unit/2.5 Acres)
- 29) CRVP: Commercial Recreational Vehicle Park (14 Units/Acre)
- 30) R-BCID: Blue Cypress Improvement (10 Units/Acre)
- 31) Rose-4: Roseland Residential (4 Units/Acre)
- 32) AIR-1: Airfield/Residential
- 33) PD: Planned Development
- 34) PDTND: Planned Development Traditional Neighborhood

Figure 11 provides a map of the current zoning surrounding the Oslo Study Area.

Figure 11. Existing Oslo Study Area Zoning Map



Source: Indian River County, 2025

Table 3 shows the current zoning within the Oslo study area and the corresponding acreage.

Table 3. Oslo Study Area Current Zoning

Zoning	Acres	Percent (%)
A-1	1574.3	54.6%
A-2	1012.89	35.1%
AIR-1	20.29	0.7%
CG	2.3	0.1%
IG	198.07	6.9%
IL	18.18	0.6%
RS-1	55.86	1.9%
Total	2881.89	100.0%

Sources: *Indian River County Property Appraiser, 2025*

ENVIRONMENTAL CONSTRAINTS

An additional factor to consider when determining an expansion of the Urban Service Boundary and the development feasibility of an area is environmental constraints. Although data exists to make informed decisions about the presence of wetlands or floodplains, an accurate determination usually only occurs during the development review process. During this review process, an environmental impact study will be required, especially for areas that are likely to have environmentally sensitive lands and species.

One of Indian River County's criteria for expansion of the Urban Service Boundary is deciding whether an area is environmentally suitable for urbanization. If an area has significant environmental constraints, it is unlikely to be developed and included within the Urban Service Boundary. The following sections present wetland and floodplain data of the Study Area.

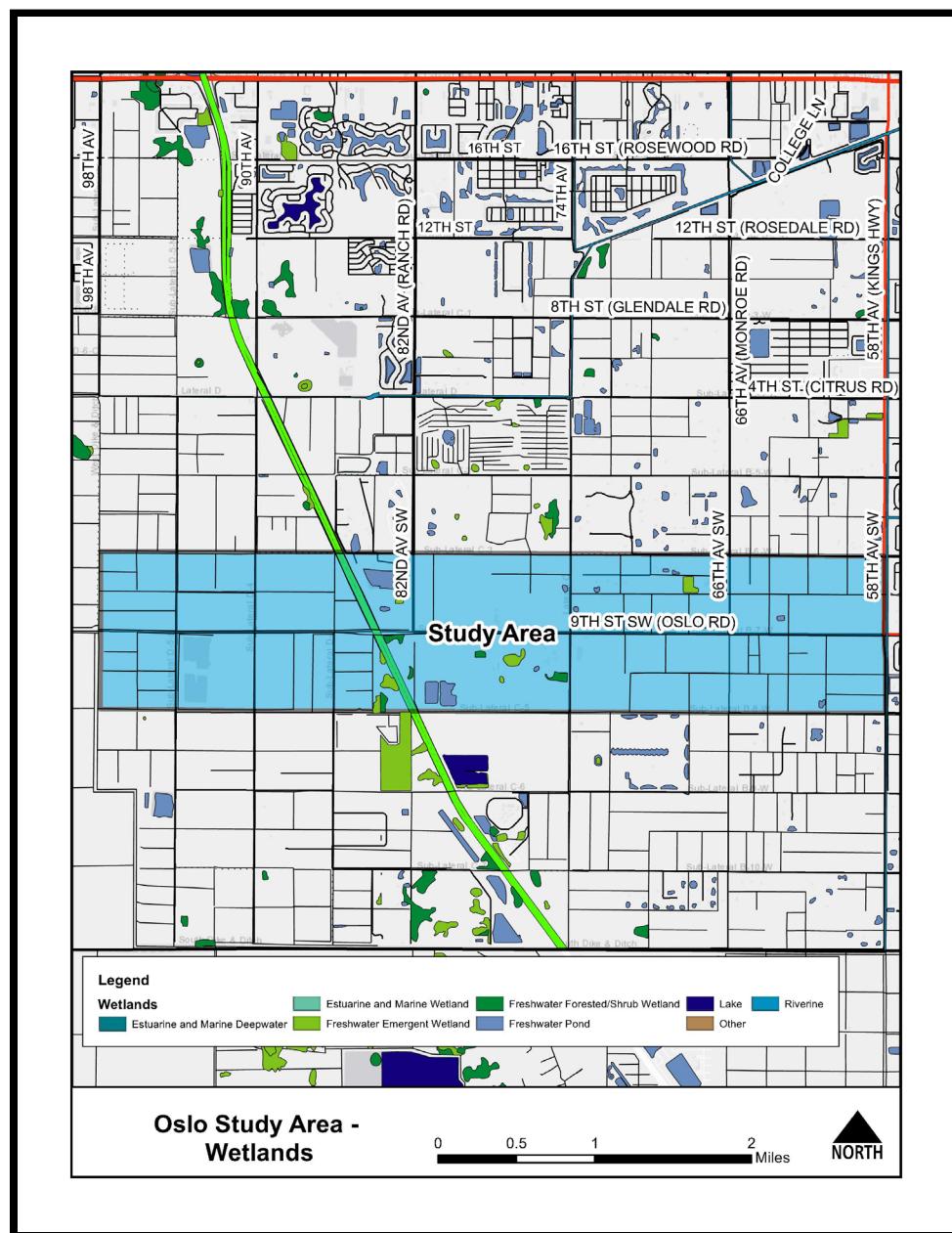
WETLANDS

Wetlands provide many ecological, economic, and social benefits within Indian River County. Of the many benefits, wetlands provide a habitat for fish, wildlife, and plants. Additionally, they recharge groundwater, reduce flooding, provide clean drinking water, offer food and fiber, and support cultural and recreational activities.

The data used to map wetlands in the Oslo Study Area comes from the U.S. Fish and Wildlife Service's National Wetlands Inventory. The U.S. Fish and Wildlife

Service rely on image analysts to identify and classify wetlands and deepwater habitats from aerial imagery. **Figure 12** provides a wetland map of the Oslo Study Area.

Figure 12. Oslo Study Area Wetland Inventory Map



Source: U.S Fish and Wildlife Service National Wetlands Inventory, 2025

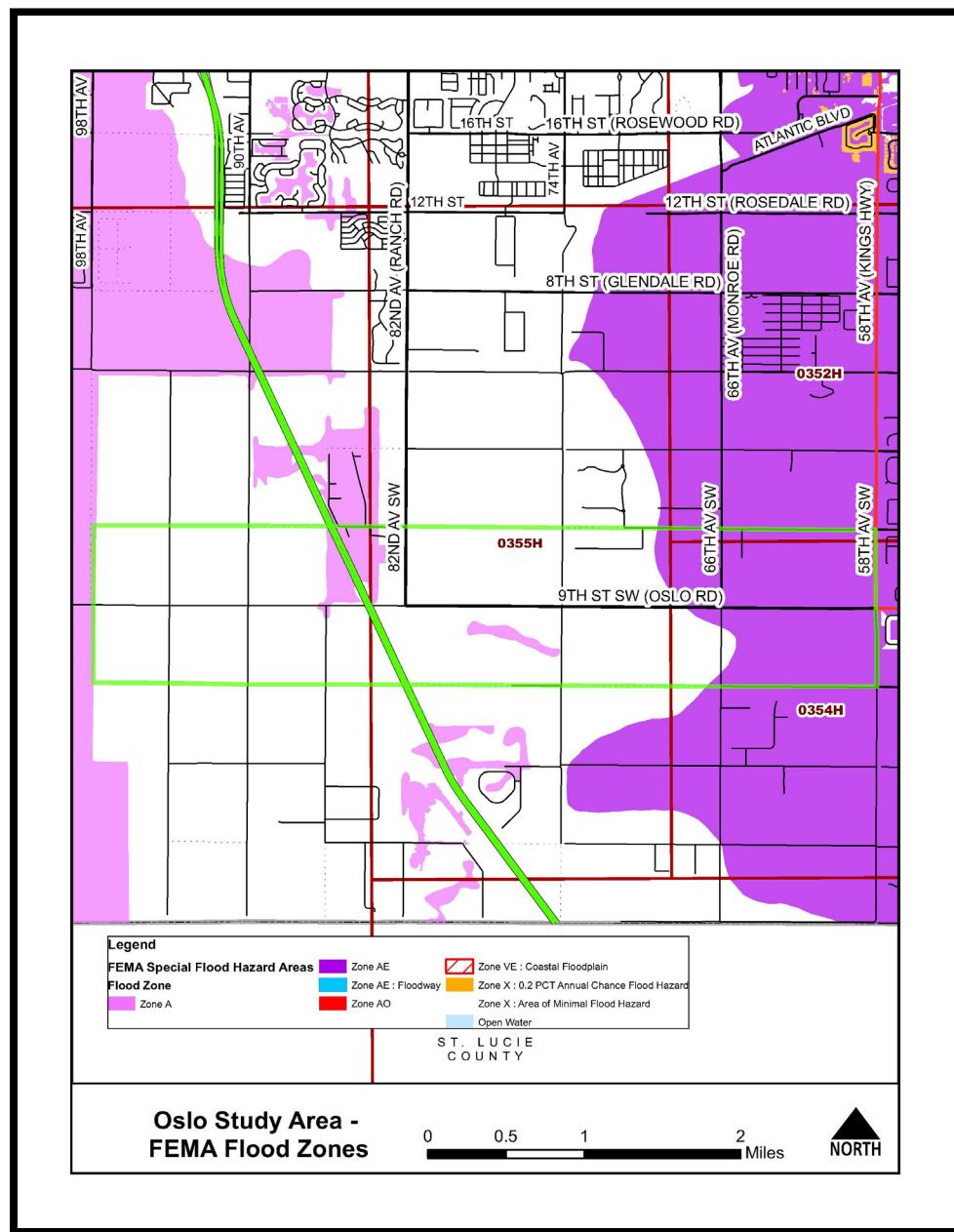
FLOODPLAIN

Flooding can unfortunately happen anywhere and is the most common type of disaster; therefore, it is important to determine the flood risk of any area before proposing any expansion of development. The Federal Emergency Management Agency (FEMA) flood maps are one tool that may be used to determine flood risk in a given area.

Flood hazard areas Special Flood Hazard Area (SFHA) are defined as the areas that have a 1% annual chance of flooding, also known as the 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30.

Moderate flood hazard areas are areas with a 0.2% chance of an annual flood, also known as the 500-year flood. These zones are labeled Zone B or Zone X (shaded). Moreover, the areas of minimal flood hazard are labeled Zone C or Zone X (unshaded). **Figure 13** provides a flood zone map of the Oslo Study Area.

Figure 13. Oslo Study Area Flood Zone Map



Source: FEMA Flood Map Service Center, 2025

TRANSPORTATION SYSTEM

Transportation is a key component of every community's infrastructure. While a community's transportation system connects land uses within the community, it also connects the community to other areas in the state, country, and world.

The transportation system consists of 4 components: the roadway or traffic circulation system, the transit system, the pedestrian/bicycle system, and the air/water port system.

Within Indian River County, the Indian River County Metropolitan Planning Organization (MPO) is the organization responsible for regional transportation planning. Although the MPO is a separate organization, the MPO shares staff members and other resources with the County. As a result, coordination between the County and the MPO in the preparation and implementation of this element and other plans is cooperative.

In carrying out its role as the regional transportation planning agency in the County, the MPO has used County staff and resources to produce many plans. These plans include a 2040 Long Range Transportation Plan (adopted December 2015), a Congestion Management System Plan (adopted October 2009), a Bicycle-Pedestrian Plan (adopted February 2015), and a Transit Development Plan (adopted August 2017 and revised annually). The MPO has also developed and calibrated a countywide transportation planning model.

The I-95 Interchange at Oslo Road will provide a critical connection of a primary rural route in Indian River County to the National Highway Freights Network, the National Highway System, and Florida's Strategic Intermodal System (SIS).

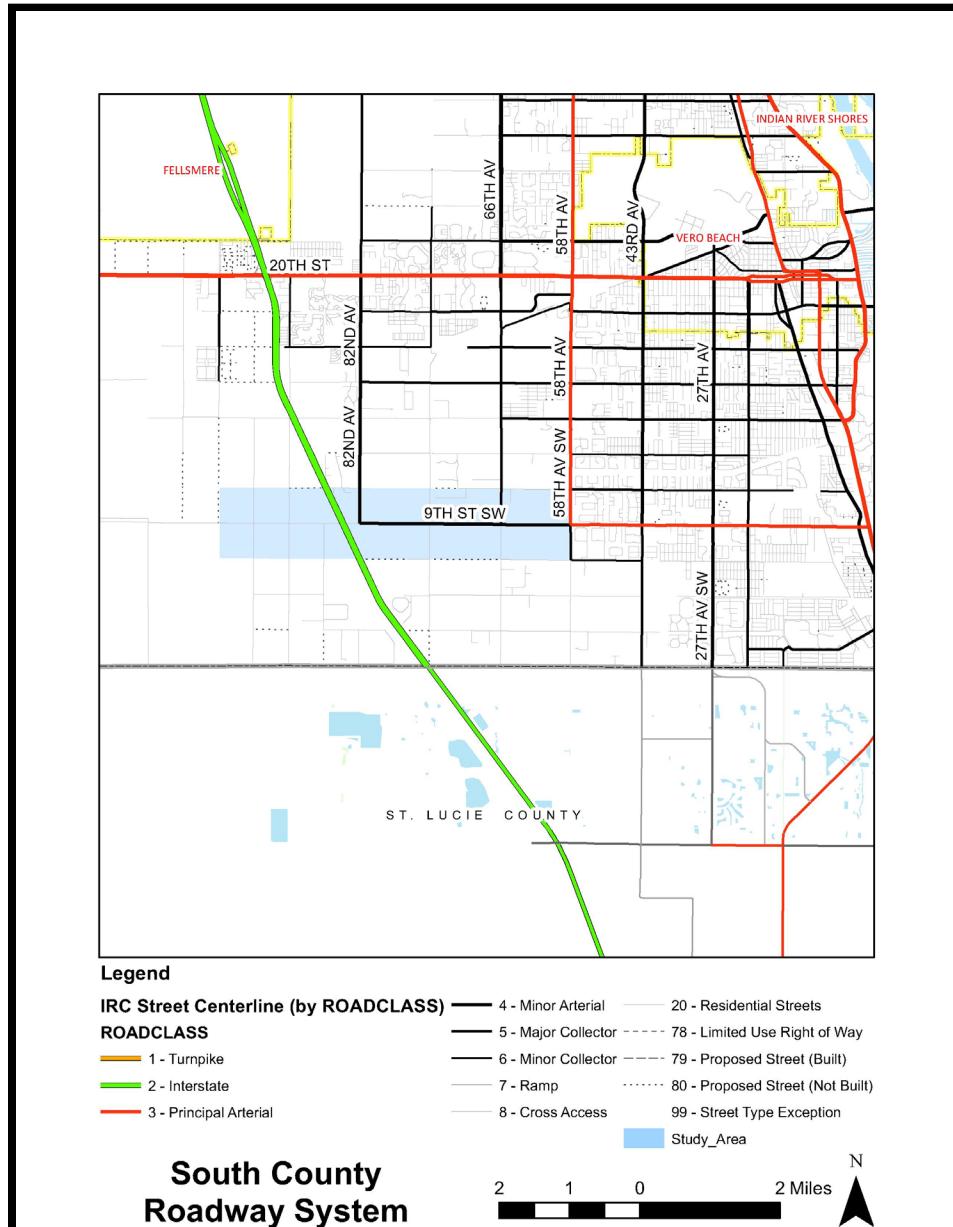
The SIS was established in 2003 to enhance Florida's economic competitiveness by focusing state resources on the transportation facilities most critical for statewide and interregional travel. The SIS facilities include commercial service airports, spaceports, seaports, intermodal freight rail terminals, passenger rail terminals, state highway systems, active rail lines, and intracoastal and inland waterways.

I-95 is the only limited access, Interstate Principal Arterial roadway serving Indian River County's population. This new access will support the appropriate development of industrial land use adopted for decades in the Indian River County Comprehensive Plan and aligns with the newly adopted opportunity zones.

ROADWAY

The current roadway system for the south county area is shown in **Figure 14** below. Overall, the County has several major roads, including I-95, US Highway 1, State Highway A1A, SR 60, and Old Dixie Highway. Although roadways within the existing USB form a partial grid, many residential subdivisions are built without substantial connections to the surrounding grid.

Figure 14. South County Roadway System



Source: Indian River County, 2025

When new residential developments are built, developers are assessed an impact fee which provide revenue for capital improvements. These impact fees assist in offsetting increased demand of roadways and public infrastructure. Areas outside of the USB have limited roadway connectivity; however, the new I-95 interchange at Oslo Road will improve connectivity for land outside of the existing USB. A change in the USB and permitted development within the Study Area would result in further capital improvement revenue to further improve the roadway network.

The FDOT project will replace and expand the existing bridge, realign and improve safety and drainage of the local road which intersects with the eastern portion of the interchange influence area, and use the recycled asphalt to improve 13th Street SW within the western portion of the interchange influence area.

Additionally, this project will reduce emergency response times for the rural population, improve drainage on 82nd Avenue, reconstruct three miles of the current two-lane Oslo Road into a four-lane divided facility, improve signage, pavement markings and lights, and modify the grade of the existing Oslo Road Bridge to provide better line of sight and braking distance.

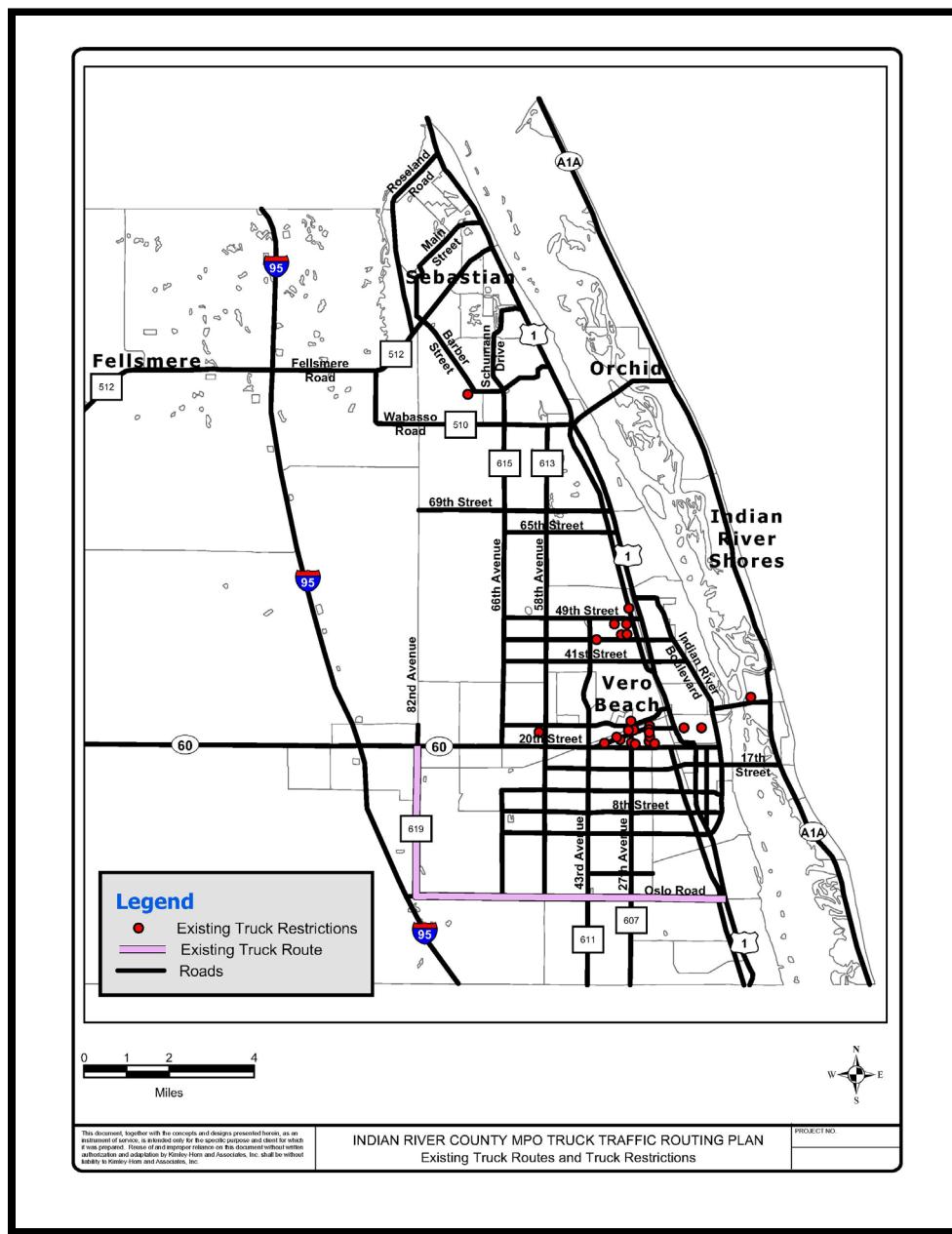
Moreover, this project will promote regional connectivity as it is located 5.5 miles north of the existing Indrio Road/SR 614 interchange and 3.8 miles south of the existing SR 60 interchange providing rural populations and businesses located on industrial lands with direct access to the only limited access facility in IRC. This access will also enhance emergency evacuation and response by improving connectivity to the I-95 emergency evacuation route.

In partnership with the IRC Public Works Department, commercial shippers, citizens, law enforcement, local industry, and other transportation planning professionals, the IRC MPO developed an Indian River County Truck Routing Plan directing truck traffic to more efficient and appropriate facilities serving commercial and industrial land uses, while minimizing impact to residential neighborhoods.

Oslo Road serves a variety of freight clusters. Additionally, between I-95 and the coast, Oslo Road directly connects to US 1, a designated truck route and a primary north/south principal arterial facility serving the urbanized areas of Indian River County.

Currently, there is only one designated truck route in Indian River County: 82nd Avenue from S.R. 60 to Oslo Road and Oslo Road from 82nd Avenue to U.S. 1. This route provides a pathway for eastbound trucks along S.R. 60 to access southbound U.S. 1 while bypassing the City of Vero Beach. Furthermore, truck restrictions are found in several neighborhoods in Indian River County. **Figure 15** depicts the current truck route and restrictions.

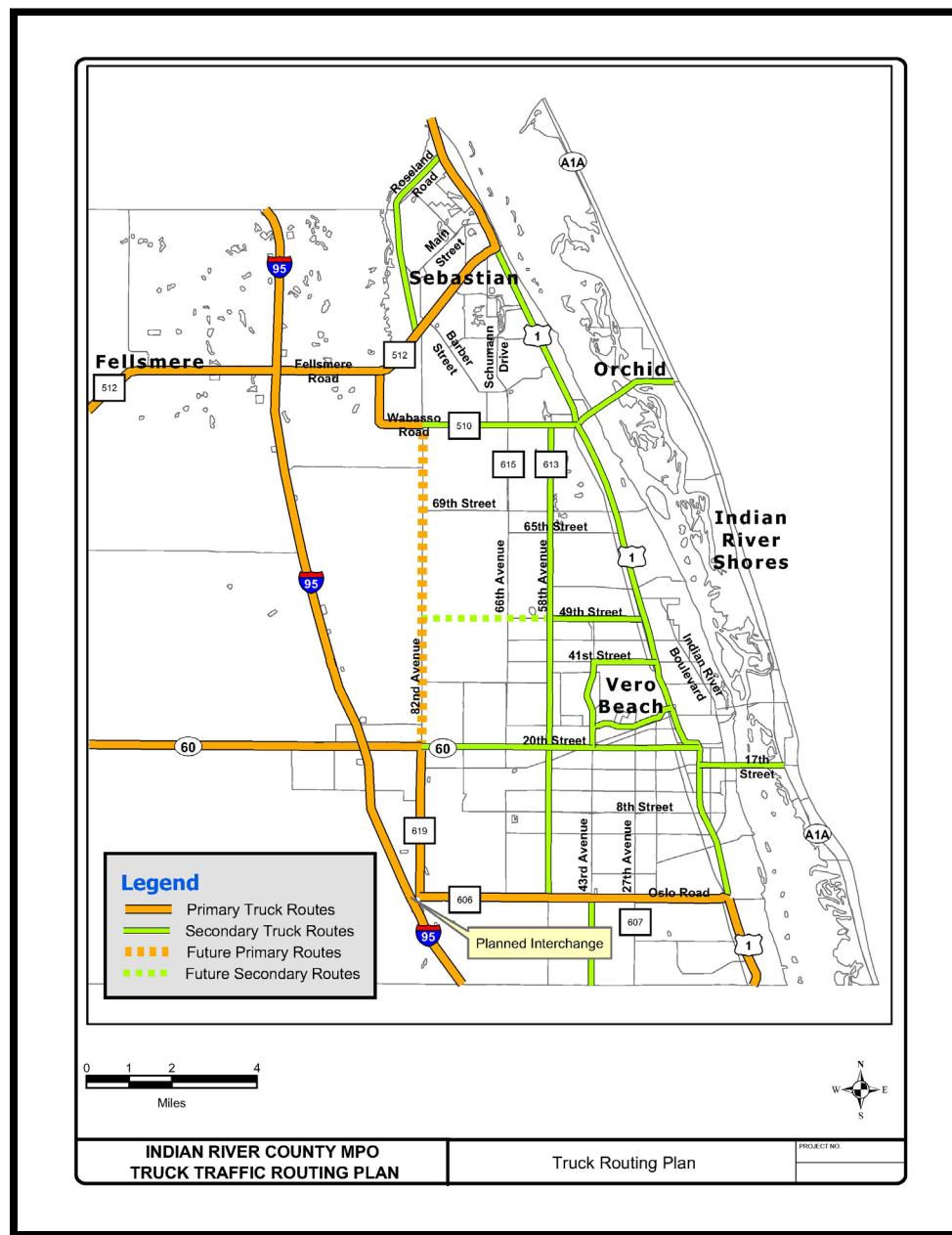
Figure 15. Indian River County Truck Routes and Restrictions



Source: Indian River County MPO, 2003

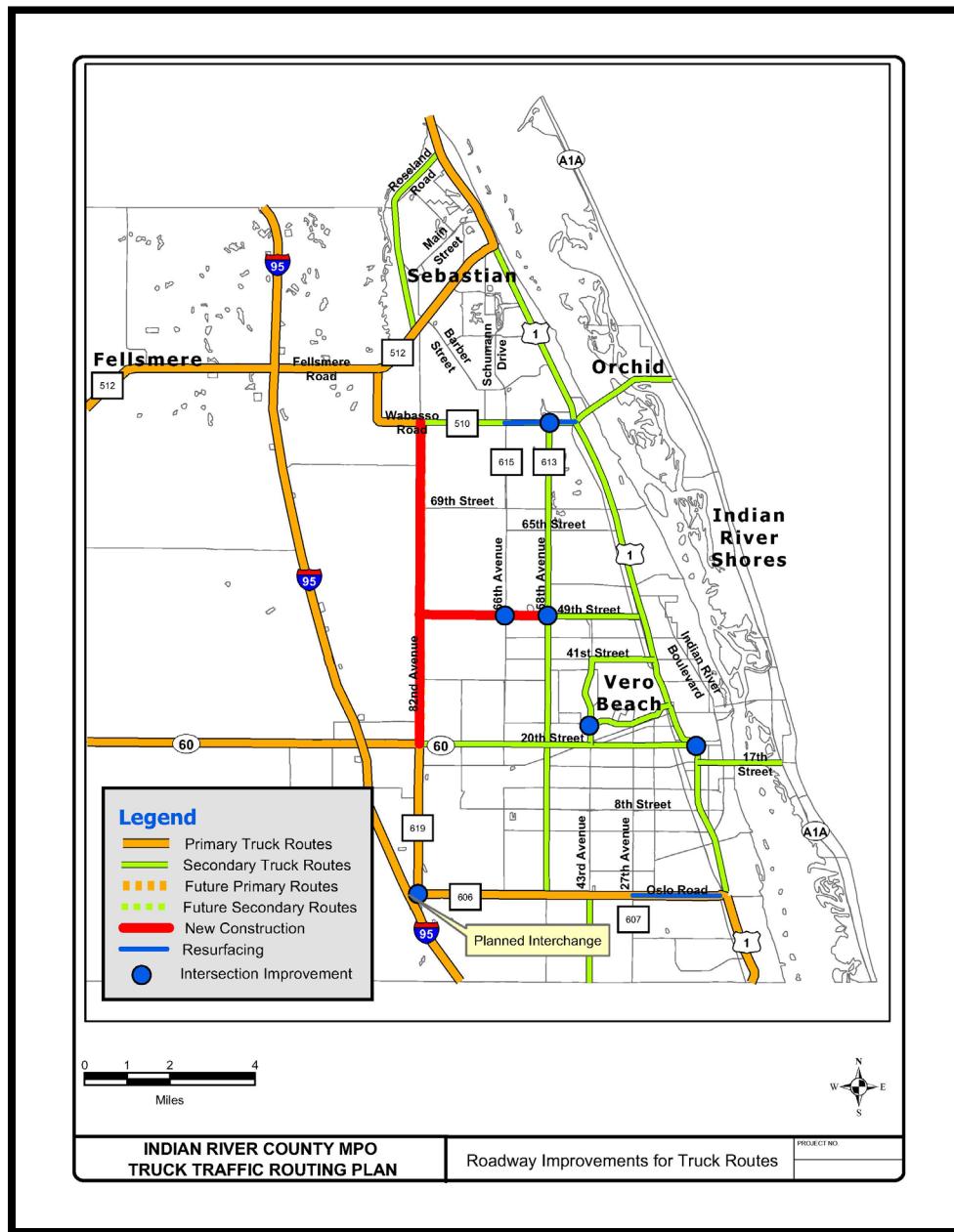
Continuing with the MPO's Truck Traffic Plan, **Figure 16** outlines the adopted truck routing plan, and **Figure 17** depicts the adopted roadway improvements to support the truck routes.

Figure 16. Truck Routing Plan



Source: *Truck Traffic Routing Plan for the Indian River County MPO, 2003*

Figure 17. Roadway Improvements for Truck Routes



Source: *Truck Traffic Routing Plan for the Indian River County MPO, 2003*

The completion of the Oslo / I-95 interchange with the future improvements of 82nd Avenue and 43rd Avenue will further connect the south County to the local and statewide trade routes.

West of the interchange, a cul-de-sac will be constructed at the current intersection of 86th Avenue SW and Oslo Road to ensure Limited Access requirements of the new interchange. Traffic will be redirected west along 13th

Street SW and north on 90th Avenue SW. This will ultimately reduce the number of conflict points along Oslo Road.

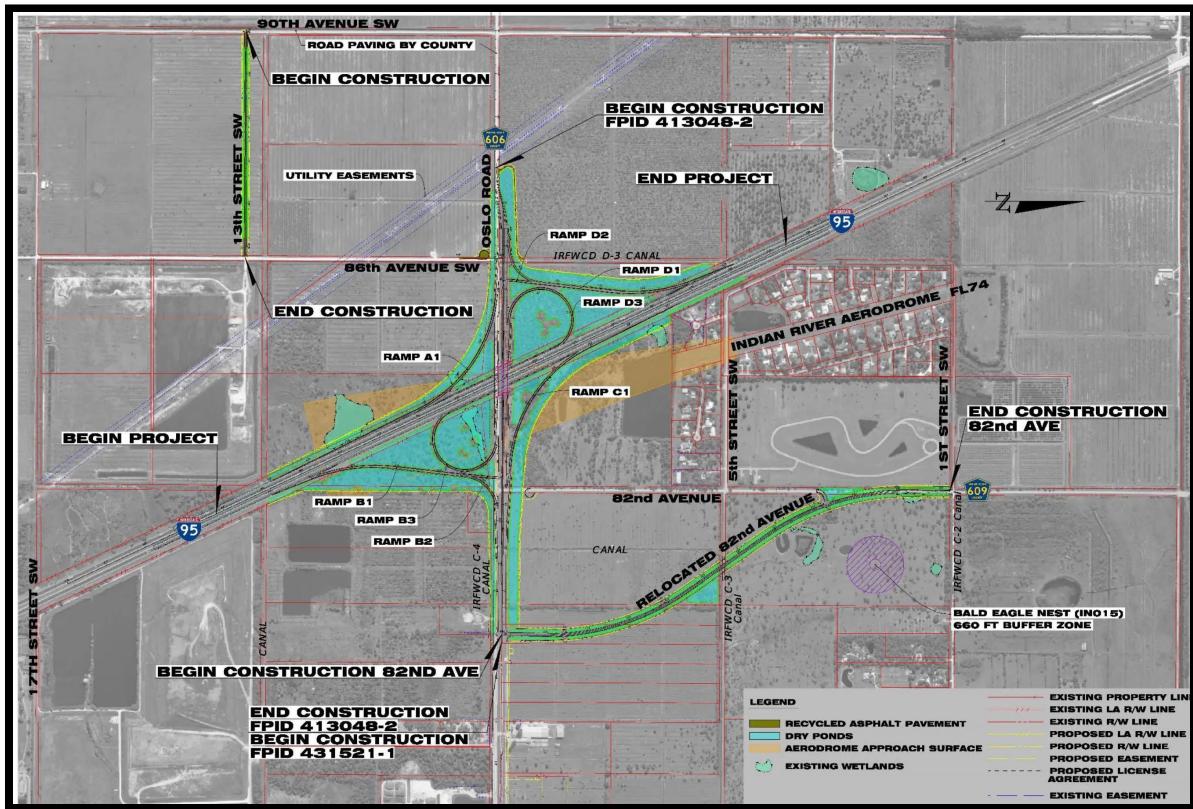
East of the interchange, 82nd Avenue will be realigned between 1st Street SW and Oslo Road. This will relocate the current intersection further east. Traffic approaching this intersection from Oslo Road will benefit from improved lines of sight, increased braking distance, and improved truck turning radii as the intersections will be further away from the end of the bridge and the newly constructed interchange ramps. This distance will allow for better management of traffic operations if future volumes cause either of these intersections to be signalized.

The project will widen the existing 2 lanes of Oslo Road to a 4-lane divided facility. The realignment of 82nd Avenue will include raising the elevation of the roadway, providing better drainage and resiliency. Improving the pavement conditions to FDOT Standards will ensure the longevity of this roadway, in comparison to its current condition.

The bridge replacement is designed to have a more gradual grade appropriate for heavy trucks associated with the industries that serve the region. This feature extends through the ramp design. Furthermore, the bridge replacement will be constructed to improve load bearing capacity.

Figure 18 shows the work being completed by FDOT.

Figure 18. FDOT Oslo / I-95 Construction Plans



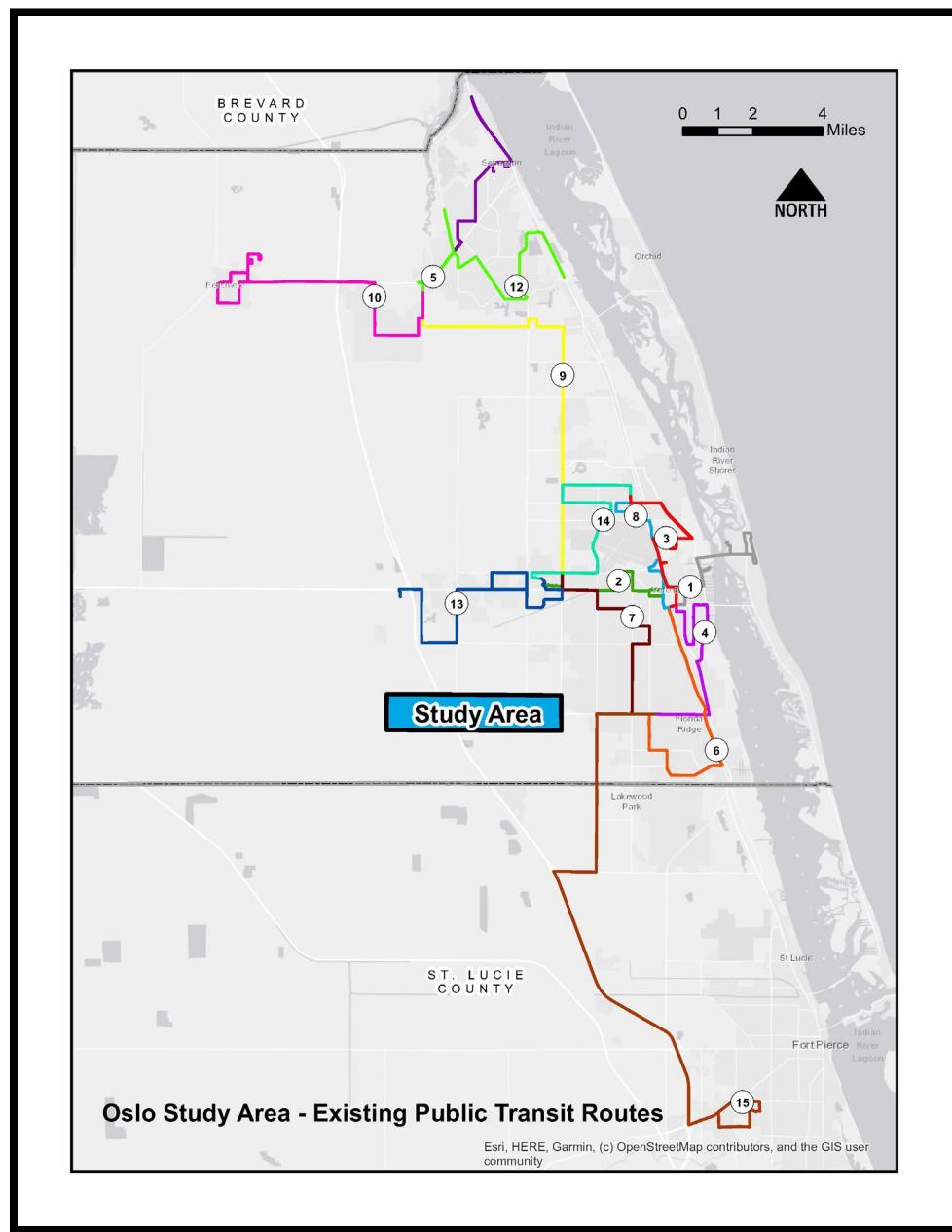
Source: FDOT, 2022

PUBLIC TRANSPORTATION

GoLine is the Indian River County public transportation system with bus service on 14 fixed routes throughout Indian River County. Riders rely on GoLine buses to go to work, school, medical appointments, grocery stores, the mall, beach, and to dozens of other locations throughout the area.

GoLine is free for passengers and operates weekdays from 6:00 a.m. through 9:00 p.m., and it provides service on Saturdays from 7:00 a.m. to 7:00 p.m. **Figure 19** depicts the current GoLine route map.

Figure 19. Existing Public Transit Routes Map



Source: *Metropolitan Planning Organization, 2025*

GoLine owes its success to many factors and departments working together, though a part of GoLine's success derives from a community need. The transit routes have been strategically planned and adopted to support the greatest need within Indian River County. The MPO continues to assess the community's needs and determine adding routes or expanding operating hours. With the current conditions of the Oslo Study Area, a need does not exist for public transportation

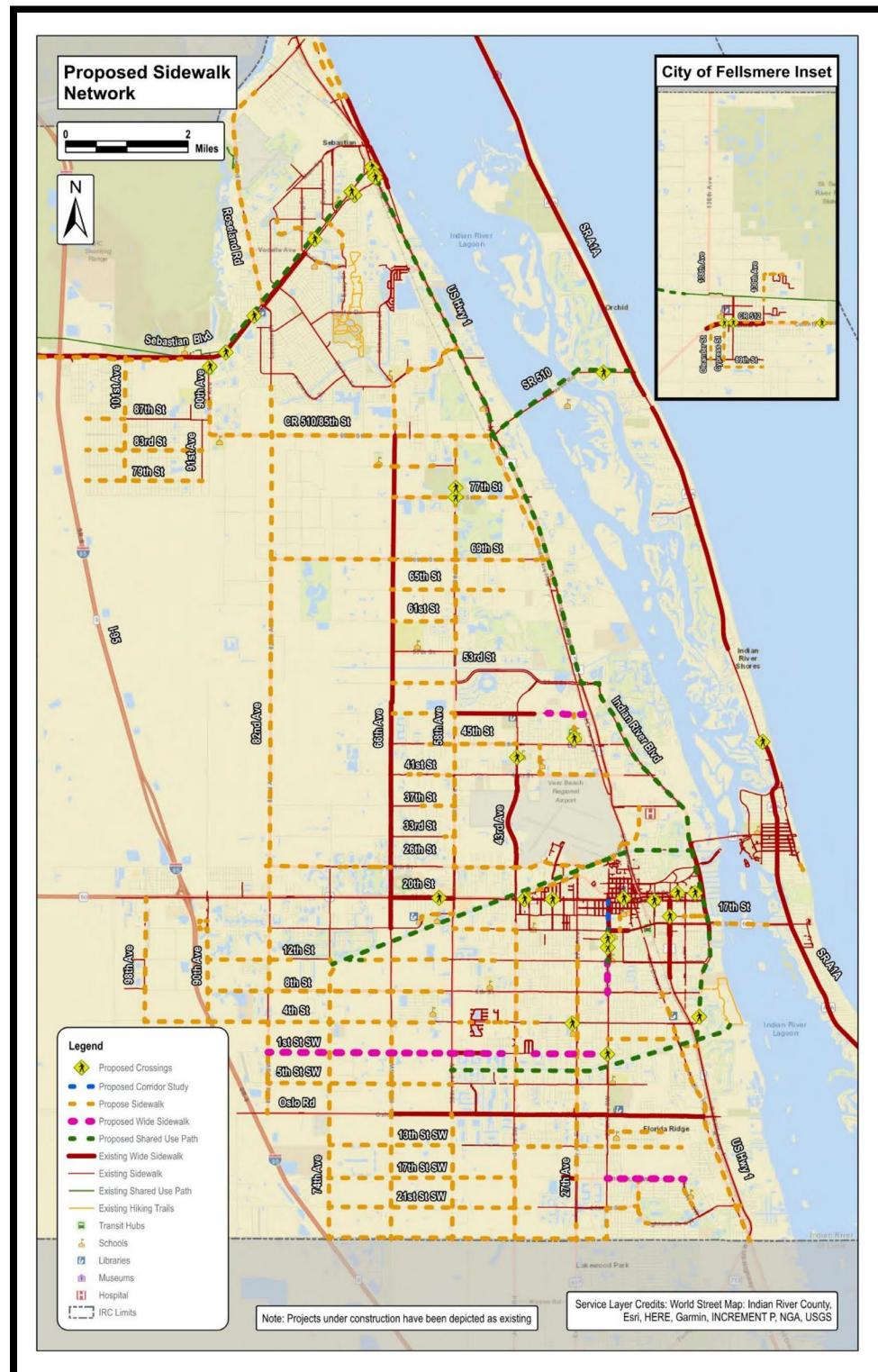
to and from the area. However, if the needs of the Oslo Study Area changes, the MPO will re-examine additional GoLine routes.

PEDESTRIAN AND BIKE SYSTEM

The Indian River County Bicycle and Pedestrian Master Plan, performed by the MPO, is a strategic approach to investing in a robust bicycle and pedestrian transportation network to serve Indian River County residents and visitors. A list of future projects was developed based on an analysis of gaps within the existing network, feedback from the community, and input from MPO staff. Right-of-way and drainage concerns were also taken into account during the project development process as they relate to the feasibility of project delivery.

Within the 2024 Bicycle and Pedestrian Master Plan, a map of the existing and proposed sidewalk network was provided. Refer to **Figure 20** for the referenced map.

Figure 20. Existing and Proposed Sidewalk Network



Source: Indian River County 2024 Bicycle & Pedestrian Master Plan, 2024

The map shows an existing wide sidewalk at the east boundary of the study area and continues until 66th Avenue. From 66th Avenue until west of I-95, there is an existing sidewalk along Oslo Road. Additionally, the map shows proposed sidewalks connecting to Oslo Road from 82nd Avenue, 74th Avenue, 66th Avenue, and 58th Avenue.

Furthermore, **Figure 21** depicts the current and proposed bicycle network for the County.

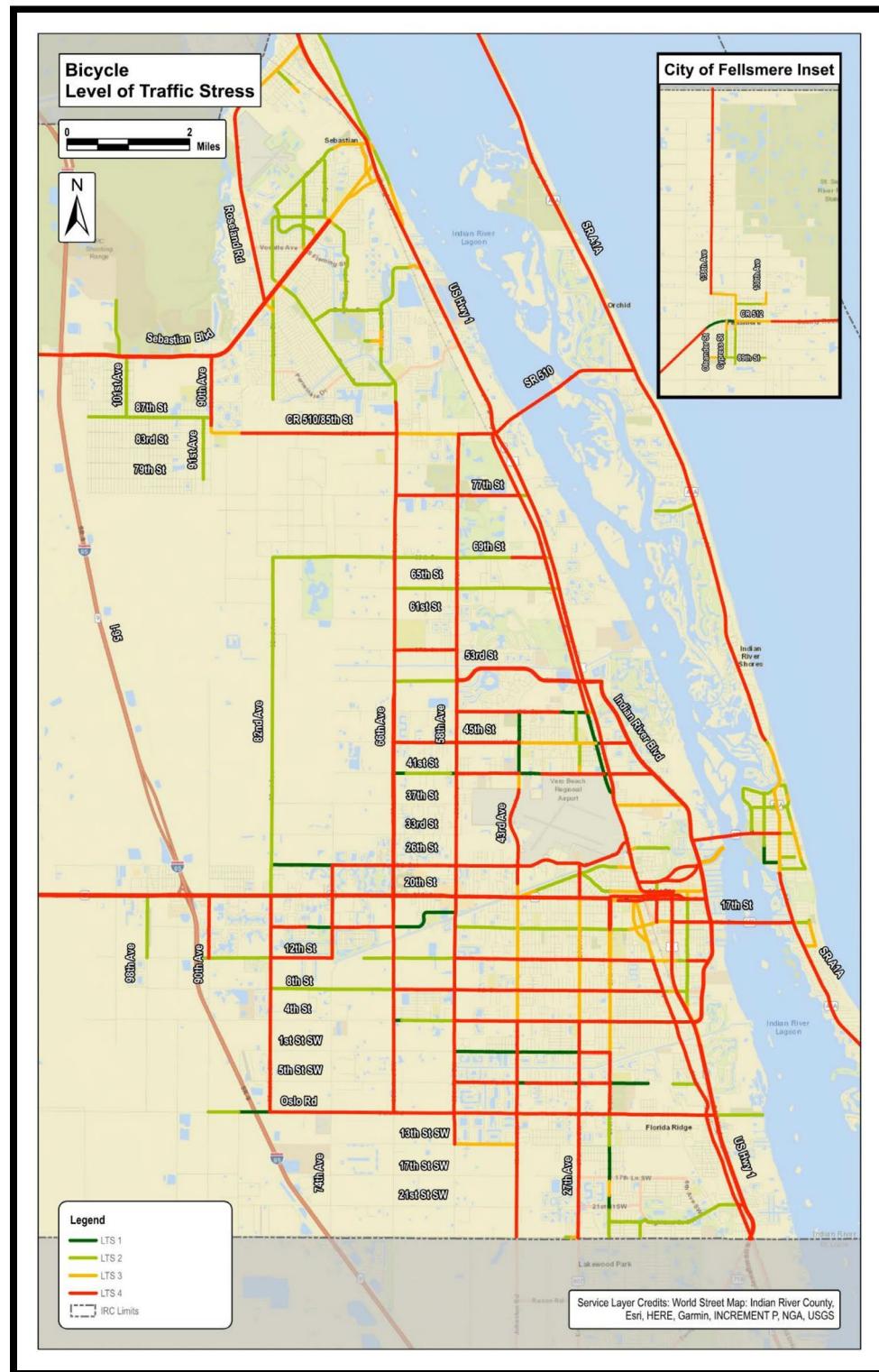
Figure 21. Existing and Proposed Bicycle Network



Source: Indian River County 2024 Bicycle & Pedestrian Master Plan, 2024

The Oslo Road improvement project will construct buffered bike lanes from the east boundary of 58th Avenue and continuing west of I-95. Different bicycle users have different tolerance levels for roadway conditions. Connectivity for bicyclists is more dependent on personal experience and the relative comfort of the environment provided. The bicycle level of traffic stress has four levels: LTS 1, LTS 2, LTS 3, and LTS 4. LTS 1 is the level that most children can use confidently, LTS 2 is the level that will be tolerated by most adults, LTS 3 is tolerated by confident cyclists who still prefer having their own dedicated space or riding, and LTS level 4 is tolerated only by those with limited route or mode choice or cycling enthusiasts that choose to ride under stressful conditions. **Figure 22** shows a map of the bicycle level of traffic stress within the County.

Figure 22. Bicyclist Level of Traffic Stress

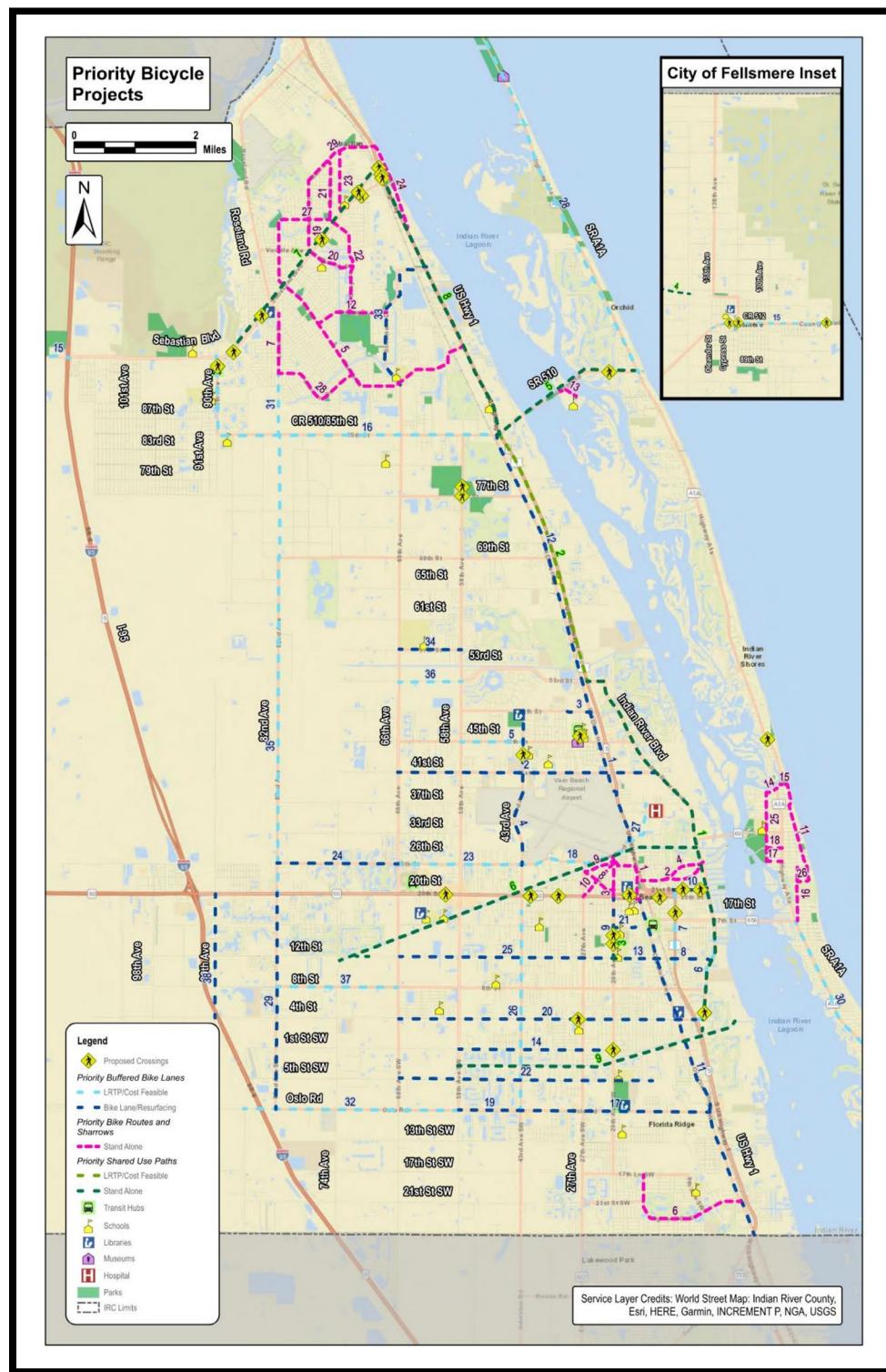


Source: Indian River County 2024 Bicycle & Pedestrian Master Plan, 2024

As shown in the above map product, the majority of the Oslo Study Area is an LTS 4, which indicates a high bicyclist stress level. While the addition of a buffered bike lane along Oslo Road will likely improve the overall comfort level along the Corridor, the Corridor will remain designated LTS 4 because of the posted speed being above 35 mph.

The 2024 Bicycle and Pedestrian Master Plan also provides a map showing the priority list of bicycle projects. The improvement of Oslo Road within the study area and 82nd Avenue connecting to Oslo Road is among the list of priority projects. Refer to **Figure 23** for the map of priority projects.

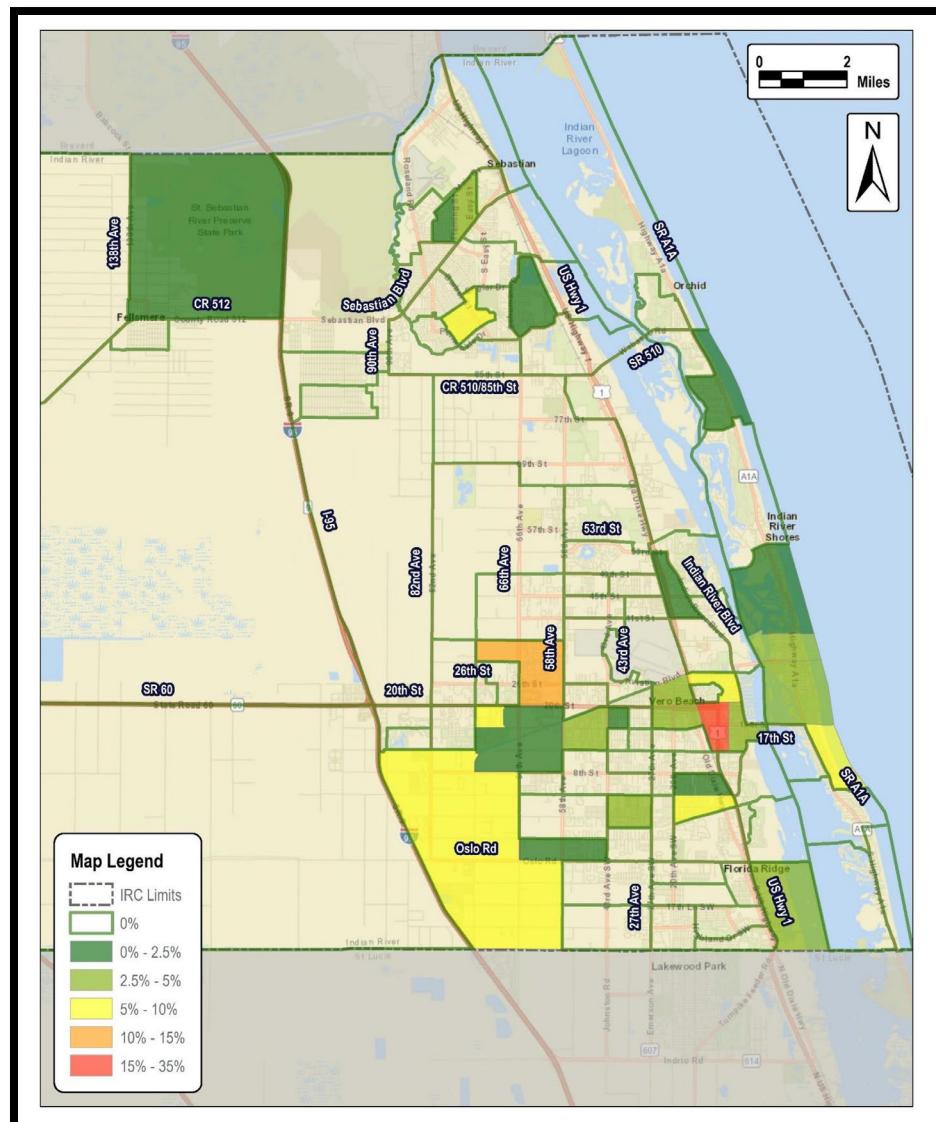
Figure 23. Priority Bicycle Projects



Source: Indian River County 2024 Bicycle & Pedestrian Master Plan, 2024

The need for additional connectivity and safety in the Oslo Study Area may be further attributed to the percent of households walking and biking to work. The area surrounding Oslo Road has approximately 5-10% of households biking or walking to work, and there are only two areas within the County that see a higher percentage of households biking or walking to work. With the improvements being made to Oslo Road, 82nd Avenue, 43rd Avenue, and future proposed improvements along 74th Avenue and 58th Avenue, the County may see an increase in households walking or biking to work rather than commuting by car. Please refer to **Figure 24** for a map of the percent of households walking or biking to work.

Figure 24. Percent of Households Walking or Biking to Work



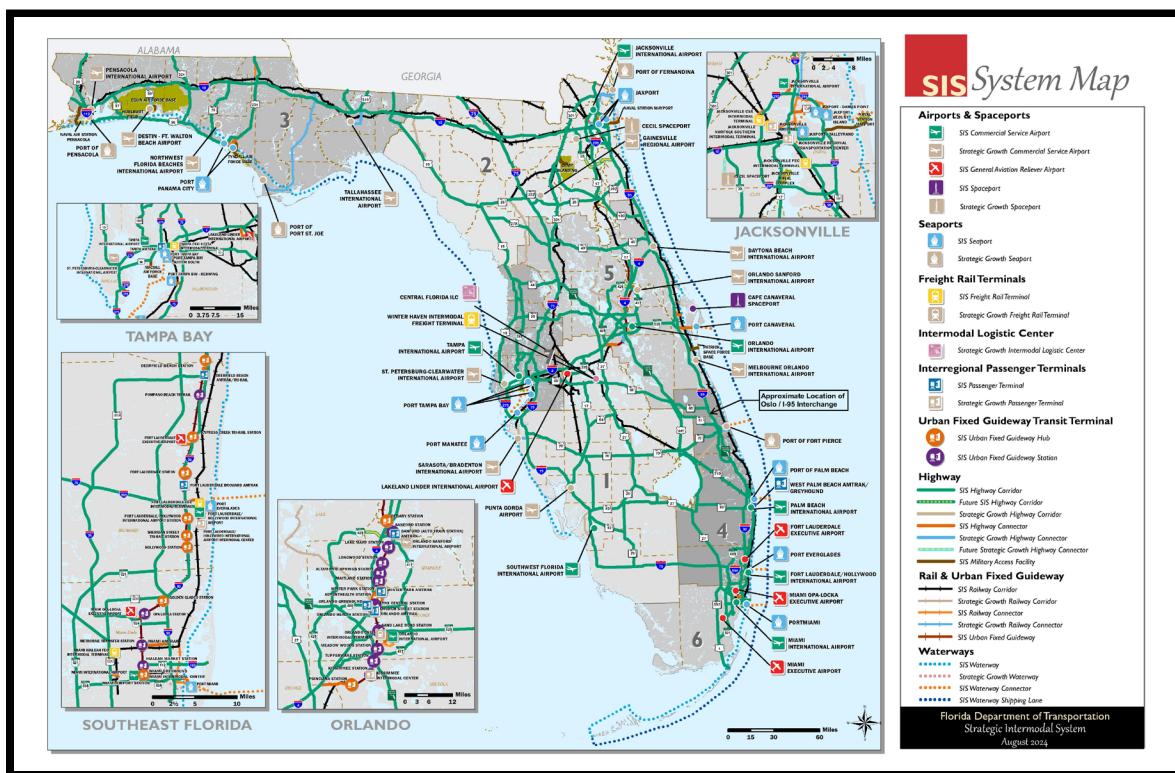
Source: Indian River County 2024 Bicycle & Pedestrian Master Plan, 2024

AIR/WATER PORT SYSTEM

In an earlier section, the Oslo Study Area was examined from a truck route perspective, and the new Oslo / I-95 interchange was mapped in relation to regional and statewide truck networks.

Continuing with the idea of trade and transportation, it is important to look at the Oslo study area in relation to airports and seaports. The Florida Department of Transportation Strategic 2024 Intermodal System provides a visual of all major airports, spaceports, seaports, freight rail terminals, intermodal logistic center, interregional passenger terminals, and urban fixed guideway transit terminal. A map of the state is provided below in **Figure 25**. Please note, the map has been edited to provide an approximate location of the Oslo / I-95 interchange.

Figure 25. FDOT SIS System Map

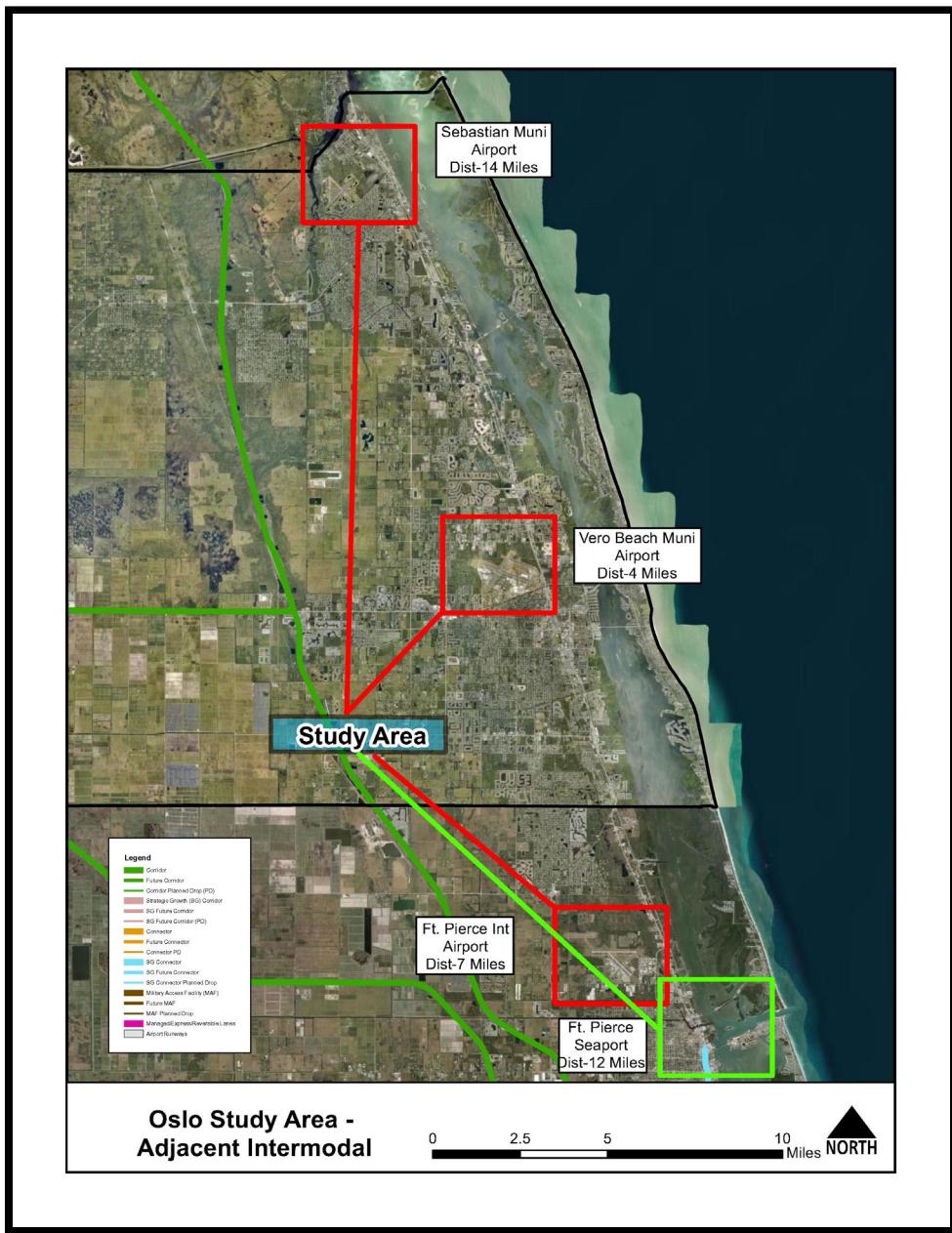


Source: FDOT SIS Atlas, 2024

In regard to airports, spaceports, and seaports, the SIS map shows the new Oslo interchange being located approximately 4 miles from the Vero Beach Municipal Airport, 7 miles from the Ft. Pierce International Airport, 12 Miles from the Ft. Pierce Seaport, 14 miles from the Sebastian Municipal Airport, 35 miles from the

Melbourne International Airport, 55 miles from Port Canaveral, 60 miles from Port of Palm Beach, 64 miles from Palm Beach International Airport, 66 miles from Cape Canaveral Spaceport, and 73 miles from Orlando International Airport. **Figure 26** provides a map showing the nearest intermodal connections to the Oslo Study Area.

Figure 26. Adjacent Intermodal System



Source: Indian River County, 2025

As the previous maps suggest, the addition of the Oslo / I-95 interchange will provide direct access to I-95 to connect the south County to regional, national, and international trade networks.

ADJACENT MUNICIPALITIES AND COUNTIES

FELLSMERE

The City of Fellsmere is located northwest of the Oslo Study Area. In 2000, the City of Fellsmere and Indian River County entered into an agreement for the provision of emergency water supply services. Because the City did not have an emergency backup water supply source during a possible City water treatment or supply failure, this agreement was likely encouraged by Fellsmere.

The agreement outlined the purpose and terms for the construction of a one-way transmission of water from the County's system to the City during times of emergencies. The cost for the interconnection and maintenance of the associated infrastructure was to be borne by The City.

The Future Land Use Map of Fellsmere (**Figure 27**) shows 6 prominent land use designations along I-95: Low Density Mixed Use Neighborhood (LDMXN), Regional Employment Activity Center (REAC), Conservation (CON), L-1 (Low Density with 3 units per 1 acre), AG-1 (Agriculture with 1 unit per 5 acres), and Recreation (REC).

As defined in City of Fellsmere's Comprehensive Plan, Low Density Mixed Use Neighborhoods (LDMXN) are master planned communities that will have a mix of residential and commercial uses. The mixed-use developments may contain a maximum of 85% residential, and the non-residential portions must be a minimum of 15% and a maximum of 40%.

Moreover, Regional Employment Activity Centers (REAC) are designed to capture and accommodate large scale regional uses such as large commercial shopping plazas, office or business parks, industrial complexes, hotels/motels, restaurants, gas stations, and other uses which will serve both residents and I-95 travelers.

The Conservation (CON) areas of the Future Land Use Map delineates conservation land resources defined as wetland, vegetative communities, and the 100-year flood plain. All conservation land shall either remain undeveloped or shall be developed in strict adherence to permit conditions of the applicable state and/or federal agency.

The Recreation (REC) land use designation is intended to accommodate existing public and private recreation areas and facilities.

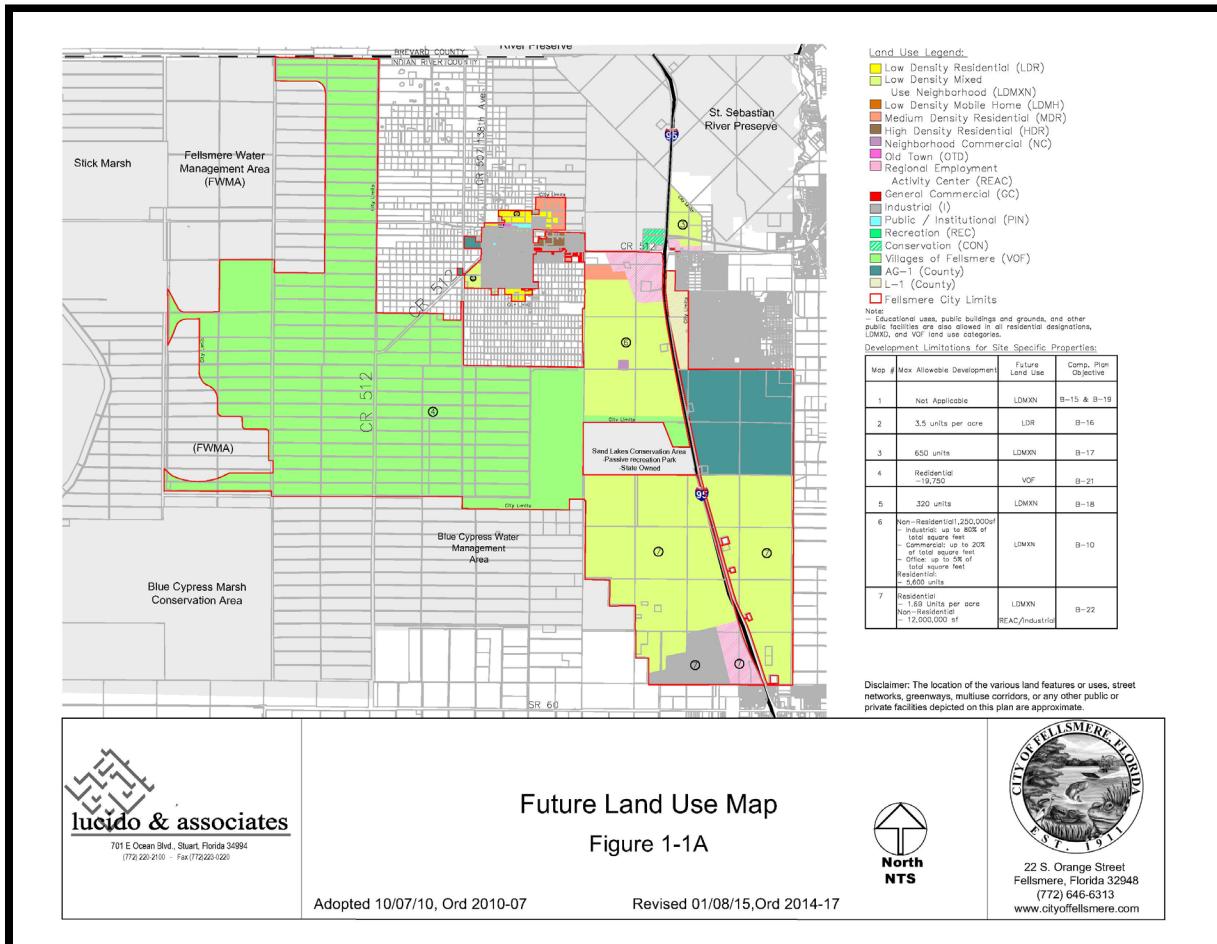
The City of Fellsmere retains its historic County Land Use designations of Low-Density Residential-1 (L-1) and Agricultural-1 (AG-1).

The L-1 designated area is intended for single-family residential development; however, it is also suitable for nonresidential uses which support residential uses. These may include schools, churches, recreation facilities, and communication and utility uses.

For AG-1, the density assigned to agricultural land provides an underlying value to the property as well as specific development rights. There is little likelihood of substantial development in an agricultural land use area.

The City of Fellsmere has land either within or near two I-95 interchanges. Surrounding the CR 512 / I-95 interchange and nearing the SR 60 / I-95 interchange, Fellsmere's Future Land Use is primarily Regional Employment, residential, and industrial.

Figure 27. City of Fellsmere Future Land Use



Source: City of Fellsmere, 2025

CITY OF VERO BEACH

The City of Vero Beach is located northeast of the Oslo Study Area. The Future Land Use Map is provided below (Figure 28). The City of Vero Beach has 12 Land Use designations: Commercial (C), Conservation (CV), Environmentally Significant (ES), Government/Institutional/Public Use (GU), Industrial (I), Mobile Home Park (MHP), Mixed Residential (MR), Mixed Use (MX), Park (P), Residential Low (RL), Residential Medium (RM), Residential High (RH).

Although The City of Vero Beach does not have land within or abutting I-95, it does have several corridors. These corridors, comparatively to the I-95 interchange, provide entry points into The City of Vero Beach. Additionally, they are high trafficked areas that the community is consistently exposed to.

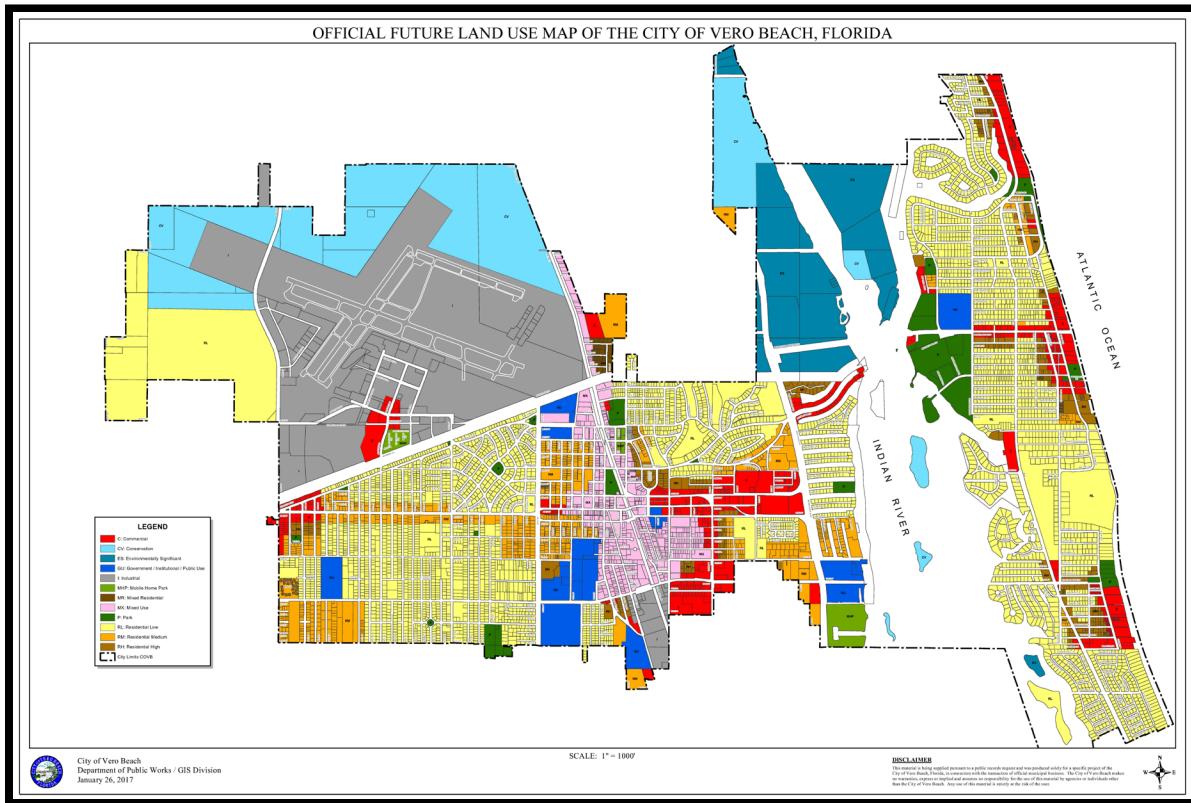
The Beachland Boulevard Corridor is maintained from Mockingbird Drive to Eagle Drive as a premier office corridor particularly for professional services, banking, and financial activities.

Miracle Mile Corridor generally refers to properties centered on 21st Street between U.S. Highway 1 and Indian River Boulevard. The City's Comprehensive Plan suggests the need to support a new mixed-use zoning district or special district under the current Commercial (C) Future Land Use designation to promote mixed-use development.

Additionally, the U.S. Highway 1 Corridor focuses on development and strategies to create well designed mixed-use projects and cross-connections for vehicles, pedestrians, and bicycle traffic, and it is the intention of this corridor to enhance landscaping along the right-of-way.

Figure 28 will provide a visual of the Future Land Use within the City of Vero Beach, and it will show predominantly Commercial and Mixed Use Land Use designations along the corridors.

Figure 28. City of Vero Beach Future Land Use



Source: *City of Vero Beach, 2025*

ST. LUCIE COUNTY

St. Lucie County is located south of the Oslo Study Area, and its Indrio Rd / I-95 interchange provides access to I-95 for Indian River County residents located in south County.

St. Lucie County has 17 Future Land Use designations: Agriculture-5 (AG-5), Agriculture-2.5 (AG-2.5), Residential Estate (RE), Residential Suburban (RS), Residential Urban (RU), Residential Medium (RM), Residential High (RH), Residential/Conservation (R/C), Conservation-Public (Cpub), Commercial (COM), Industrial (IND), Public Facilities (P/F), Transportation/Utilities (T/U), Mixed Use Development (MXD), Historic (H), Special District (SD), and Towns, Villages, and Countryside (TVC).

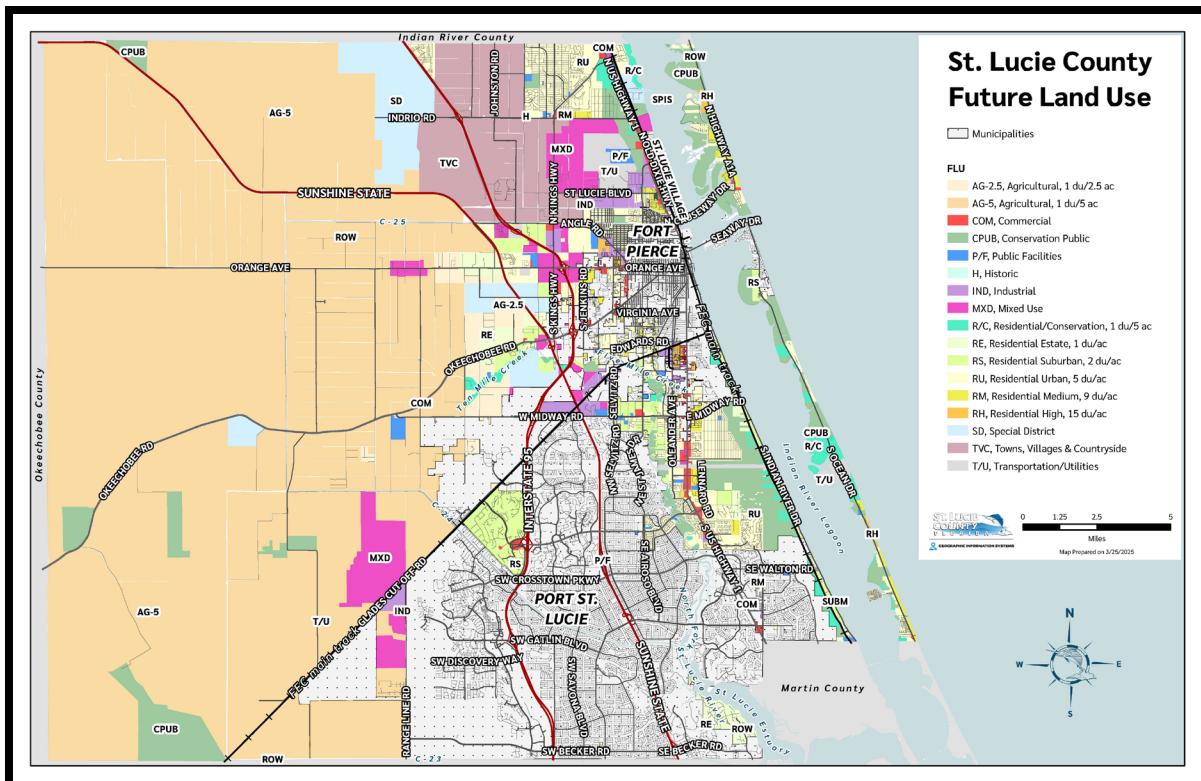
The primary Future Land Use designation surrounding St. Lucie County's Indrio Rd / I-95 interchange is Towns, Villages, and Countryside (TVC). St. Lucie's Comprehensive Plan defines the TVC Land Use as a designation to accommodate future growth within the Special Area Plan for North St. Lucie County in the existing, undeveloped rural areas with a planning strategy that will ensure a

settlement pattern that is sustainable, predictable, protects and enhances the rural environment, and improves the citizen's quality of life.

Zoning Districts within the TVC Land Use consist of residential, commercial, industrial, utilities, institutional, subdivisions, retail/workplace, planned towns/village, and conservation.

A map of St. Lucie County's Future Land Use is provided below in **Figure 29**.

Figure 29. St. Lucie County Future Land Use Map



Source: St. Lucie County, 2025

PUBLIC ENGAGEMENT

As part of the Oslo Corridor Study, Indian River County conducted public engagement sessions with county residents and stakeholders. The public engagement was designed to reach a broad audience by offering in-person and online workshops. The intent of the public workshops was to understand the public's preferences about the type and intensity of development within the Oslo Study Area. A full summary of each workshop and a combined summary of all workshops may be found in **Appendix A**.

Through these workshops, it became clear that the community's concern about future growth along Oslo Road primarily centered around environmental impact, traffic congestion, depleting active agriculture operations, and a worry of losing the small-town character that appealed to many residents.

When asked to propose specific zoning within the Oslo Corridor, the results showed a preference for agriculture, industrial, and commercial west of I-95. Alternatively, there was a want for public spaces/parks, agricultural, single-family residential, and medical facilities east of I-95.

Within both the in-person workshops and online questionnaire, a common preference was a walkable, old Florida corridor that provided plenty of public spaces and landscaping while preserving agriculture operations.

Ultimately, when asked for a center type to serve as a foundation for the Oslo Corridor, there was significant support for a town center. Arguably, the town center provided an agreeable mix of characteristics the community would like within the Oslo Corridor. This center often has public parks and squares with regularly held events, local grocery stores, farmer's markets near farmland, and mixed-use and single-family housing.

Thus, Indian River County residents expressed a preference for an old Florida, walkable town center with an emphasis on public spaces, landscaping, and preserving agricultural operations. The community is committed to preserving all that makes Indian River County unique and not sacrificing their quality of life or natural resources.

SUMMARY AND RECOMMENDATIONS

The Oslo Corridor Study began following the County's Urban Service Boundary Study. Inspire Placemaking Collective was contracted to consult on the USB Study to examine the County's housing characteristics, current land use, vacant parcels, future land use, zoning, environmental constraints, transportation system, traffic volume, and infrastructure to predict the County's carrying capacity by 2050.

With the prediction of 42,698 new residents by 2050, Inspire concluded that we were able to accommodate 51,049 new residents without a change to the USB.

However, within Inspire's formal recommendation, it was suggested for Indian River County to examine the need of increasing the Urban Service Boundary around the new Oslo / I-95 interchange.

Since Indian River County determined a need for a new I-95 interchange at Oslo Road, it has been a part of FDOT's priority list. After nearly 25 years, the FDOT began construction on the new I-95 interchange.

In 2010, the County adopted the Indian River County 2030 Comprehensive Plan. Within the adopted plan, it was stated that a need to expand the USB around the new Oslo / I-95 interchange will likely exist. The construction of the new interchange would result in an increase demand for commercial and industrial development, and it would allow for additional employment opportunities in south county.

During the Oslo Corridor Study, the Planning and Development Services Department consulted County departments to determine infrastructure concerns, examined existing land uses within the study area, gathered public feedback, analyzed current and proposed roadway improvements in and surrounding the area, and reviewed the Corridor's location relative to nearby airports and seaports.

Based on the compiled quantitative data, analysis of the Urban Serve Boundary, and collecting responses from the community, the Indian River County Planning and Development Services Department recommends the following approach be integrated into the overall Indian River County Comprehensive Plan update:

- **Oslo USB Expansion:** It is recommended that the current USB along Oslo Road / 9th Street SW be strategically expanded to encompass the area from 58th Avenue SW to 74th Avenue SW, bounded by 5th Street SW to the north and 13th Street SW to the south. Additionally, the USB should further extend westward along Oslo Road / 9th Street SW to 98th Avenue SW within the same northern and southern limits. This proposed expansion will incorporate approximately 2,180.3 acres into the USB, effectively addressing increasing development pressures and fostering enhanced economic vitality in southern Indian River County. Furthermore, this expanded USB aligns with the future interchange, facilitating improved accessibility and integration with regional and national transportation and trade networks.
- **Temporary Moratorium:** The Department recommends implementing a temporary moratorium on rezoning requests within the proposed Oslo Corridor for an initial period of six (6) months, with the option to extend the moratorium by an additional six (6) months if deemed necessary. This moratorium will allow the Planning Department sufficient time to comprehensively restructure the Future Land Use designations, as well as finalize cohesive development guidelines and architectural standards specific to the Oslo Corridor.

Such action will ensure alignment with the long-term vision and prevent potential future nonconforming developments.

- **Corridor Overlay District:** An Overlay District is recommended for establishment within the Oslo Corridor, clearly defined with boundaries extending from 58th Avenue SW eastward to 98th Avenue SW westward, with 5th Street SW to the north and 13th Street SW to the south. This overlay district will outline precise regulations concerning zoning classifications, permitted land uses, architectural and landscaping standards, and appropriate building setbacks. The primary objective of this Overlay District is to create an attractive, coherent gateway that represents the core values of Indian River County's new focal point, ensuring consistency, quality of life, and visual appeal in future developments along this vital corridor.

An alternative option has been provided below:

- **No Oslo USB Expansion:** The Board of County Commissioners may choose to not increase the current Urban Service Boundary surrounding the new Oslo / I-95 interchange. The existing zoning conditions and Future Land Use will remain, and there will not be a need to create an Overlay District.



Appendix A

Public Engagement Summary

TABLE OF CONTENTS

Introduction	iii
Online Survey Results	vi
In-Person Workshop Results.....	xi
Indian River County Commissioner Chambers Workshop	xi
Indian River State College Workshop	xv
Intergenerational Recreation Center Workshop	xxi
North Indian River County Library Workshop	xxvii
Combined Workshop Results	xxxii
Types of Centers	xxxii
Corridor Theme	xxxiv
Wants & Don't Wants	XXXV
Proposed Zoning	xxxvii
Questions, Comments, Suggestions	xxxvii
Workshop Photographs	xlv
Analysis/Key Takeaways	xlviii

PUBLIC ENGAGEMENT SUMMARY

INTRODUCTION

During the evaluation process, Indian River County hosted public engagement workshops with County residents and stakeholders. By providing the public with in-person and online workshops, the County encouraged engagement and gained insights about the community's preferences regarding the Oslo area. The methods for public outreach are provided below:

- 1) Online Questionnaire: A website questionnaire was created to offer similar experiences and information to those unable to attend an in-person workshop. The online workshop included information about the I-95 interchange and the Oslo study area. Moreover, there were 9 questions and short answer responses to further understand the community's preference. The questionnaire was open from April 2, 2025, through April 9, 2025, and it received 170 submissions.
- 2) Public Workshops: The County hosted 7 workshops over a four-day period to encourage residents to participate in the in-person, interactive workshop sessions. The following workshops were conducted:
 - March 19, 2025: Indian River County Board of County Commissioners Chambers, Vero Beach, FL (11 a.m. and 6 p.m.)
 - March 25, 2025: Indian River State College, Vero Beach, FL (6 p.m.)
 - March 26, 2025: Intergenerational Recreation Center, Vero Beach, FL (11 a.m. and 6 p.m.)
 - March 31, 2025: North County Library, Sebastian, FL (11 a.m. and 6 p.m.)

The in-person and online workshops began by discussing the FDOT I-95 interchange work, the current Urban Service Boundary and its history, final recommendations by Inspire consultants, the Oslo Study Area, current zoning, Future Land Use, and directions for the interactive workshop stations.

The interactive portion of the workshop consisted of the following exercises:

- a) Types of Centers: This station was designed to explore an individual's preference for center design. Each participant was provided three stickers consisting of a green sticker, a yellow sticker, and a red sticker. The center that was most appealing for the individual received a green sticker. The center

that was slightly less appealing received a yellow sticker. Finally, the least desirable center received a red sticker.

To further quantify the rankings, the star rating was applied to the types of centers. For the participants most preferred, the center received three stars, the second preferred received two stars, and the least preferred center received one star. An average rating was calculated for the individual workshops and a cumulative average rating was generated following all in-person and online workshops. The three centers are detailed below:

- 1) City Center (Regional): This center is described as having high quality public parks and squares with regularly held event, and there are networks of trails for biking and pedestrian commuters. There is a high level of pedestrian activity and economic vitality, a wide mix of uses in a compact format, and most daily needs (work, shopping, and recreation) are offered just a short walk away. The housing consists mostly of multi-family housing with ground floor retail or office. There are regional shopping destinations with national chains and brands as well as local shops. Moreover, there are regional event spaces for shows, concerts, and other events. One can expect a large number and variety of sidewalk cafes, restaurants, bars, and a movie theater. A city center is a regional employment center that attracts employees from the greater area with short commutes. There are high quality schools and more school choices than less dense areas, and it is a job incubator and less expensive spaces for rent. Finally, there are many large grocery stores and pharmacies within the city center.
- 2) Town Center (Community): This center features public parks and squares with regularly held events, a vibrant mix of retail, office, and residential uses, and a higher percentage of residential. The town center serves local residents and those from the surrounding area, and the majority of daily needs (work, shopping, recreation) can be met within the station area. The housing types is primarily multi-family housing with ground floor retail or office near the station. As one moves further from the heart of the center, single-family homes are more common. There are a large number and variety of sidewalk cafes, restaurants, bars, and shopping including a mix of local and national brands. The town center will have small grocery stores and farmer's markets at major intersections near farmland. Additionally, it will be a local employment center with short commutes for employees, and there will be some high-quality schools with less school choices compared to the city center.

3) Neighborhood Center: The final center type is the neighborhood center. This center consists of mostly single-family housing with some multi-family housing units close to transportation stations. There is some ground floor retail and office, and a few monthly needs (like shopping) can be met within the area. This center primarily serves local residents, but it can be a destination for people aware of the place. Moreover, there are some local jobs; however, they are primarily in the service sector. Corner stores will serve grocery needs and farmer's markets will likely be located at major intersections near farmland. It is common within neighborhood centers to have large scale green spaces with a wide variety of uses, but there are fewer events.

b) Wants and Don't Wants:

At this station, participants received five stickers. The stickers consisted of three green and two red. The green represented something the participant wanted and/or prioritized in the Corridor, while the red represented something that the participant did not want to see within the Corridor. There were 20 options to choose from: regional competitiveness, affordable housing, mixed use, architectural standards, detached single-family, multi-family, walkability, public transportation, open spaces/public squares, workforce housing, increased building height, job opportunities, preserve farmland, live-work units, large-lot single-family, small-lot single-family, industrial, commercial, multi-tenant office buildings, and entertainment/events.

c) Corridor Theme:

This station focuses on the overall theme the community wanted to see within the Oslo Corridor. Participants received two green stickers and one red sticker. As with previous stations, the green represented something the individual preferred, and the red represented something the individual least preferred. There were six themes presented to the community: old Florida, walkability, agritourism, art deco, industrial edge, and public spaces/landscaping.

d) Proposed Zoning:

At this station, the public was presented with a map of the proposed corridor and given eight stickers: commercial, medical, industrial, single-family, multi-family, mixed use, agriculture, and public recreation. The participant was asked to place the provided stickers on the map where they would like to see the before-mentioned zoning. Please note, participants were not limited

to a certain number of stickers, nor were they required to place all of the stickers on the zoning map.

e) Questions, Comments, and Suggestions:

The last station provided an opportunity for the public to write any additional questions, comments, or suggestions they had and place them in an anonymous envelope. For those that wanted their questions answered, they provided their name and preferred contact information.

Please note, except for the proposed zoning station, all of the above-mentioned stations were offered on the online questionnaire workshop.

ONLINE SURVEY RESULTS

The nine-question online workshop was opened for participation April 2, 2024, and closed at 4:59 p.m. on April 9, 2025. The questionnaire was promoted by County staff and was sent to each registered voter within the County via email.

The online workshop was developed to provide a similar experience as the in-person workshop. The online form provided information on the participant's center preference, priorities, desired theme, and the ability to offer any input that was not included in the questionnaire.

Five of the questions included imagery and different characteristics with the intent on gauging the respondent's preferences. As mentioned in the previous subsection, the online workshop offered the same workshop questions as the in-person workshops except for the proposed zoning station. The online questionnaire had 170 responses. The results are as follows.

What is your preferred center type?

Figure 30. Online Types of Centers by Type

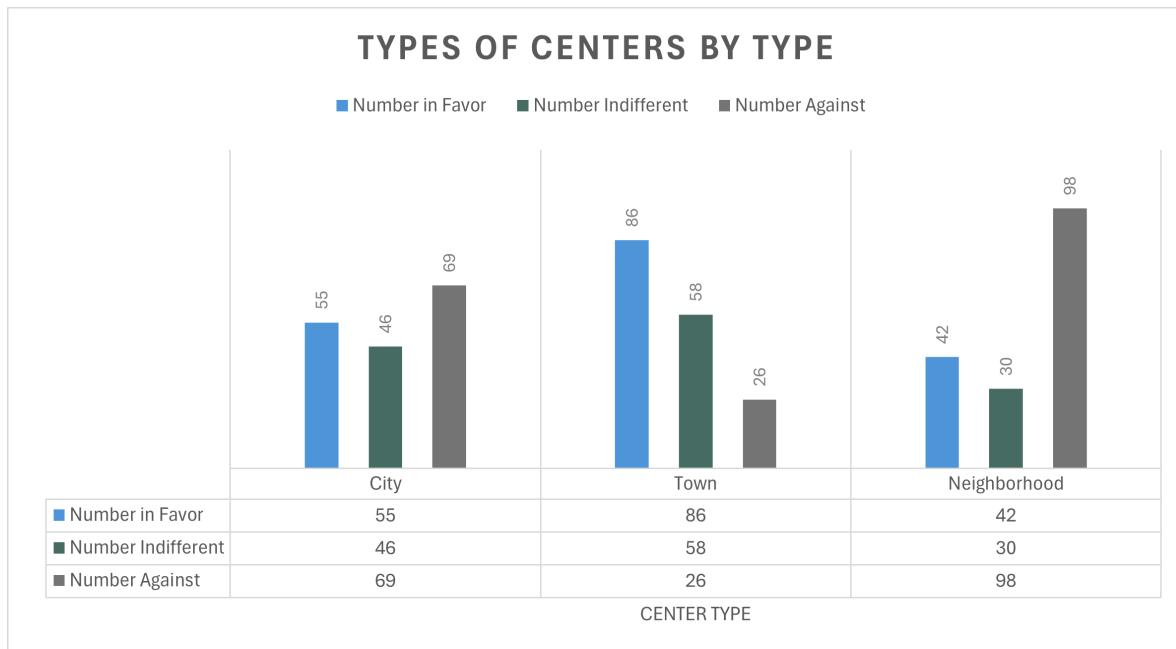


Figure 31. Online Types of Centers by Preference

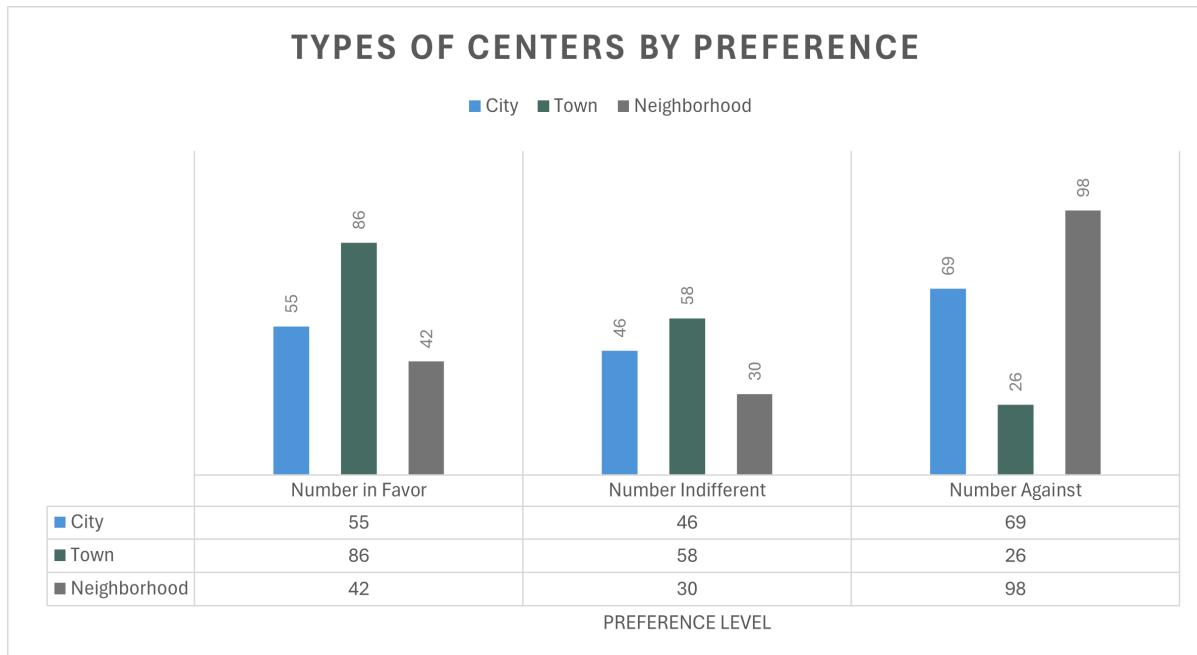


Table 4. Online Types of Centers

Type	Number in Favor	Percent in Favor	Number Indifferent	Percent Indifferent	Number Against	Percent Against
City	55	30%	46	34%	69	36%
Town	86	47%	58	43%	26	13%
Neighborhood	42	23%	30	22%	98	51%
Total	183	100%	134	100%	193	100%

The town center was most preferred with 47% of participants choosing it as their first choice. The city center was second with 30%. Finally, the neighborhood center was the third favorable center with 23%.

Within the indifferent category, the town center scored the highest with 43%, the city center second with 34%, and the neighborhood center last with 22%.

Finally, for the opposed category, the neighborhood center was the highest with 51% against, the city center second with 36%, and the town center third with 13%.

The online workshop identified the town center as the leading center with an average rating of 2.35 stars. The city center was second with 1.92 stars, and the neighborhood center was third with 1.67 stars.

What is your preferred corridor theme?

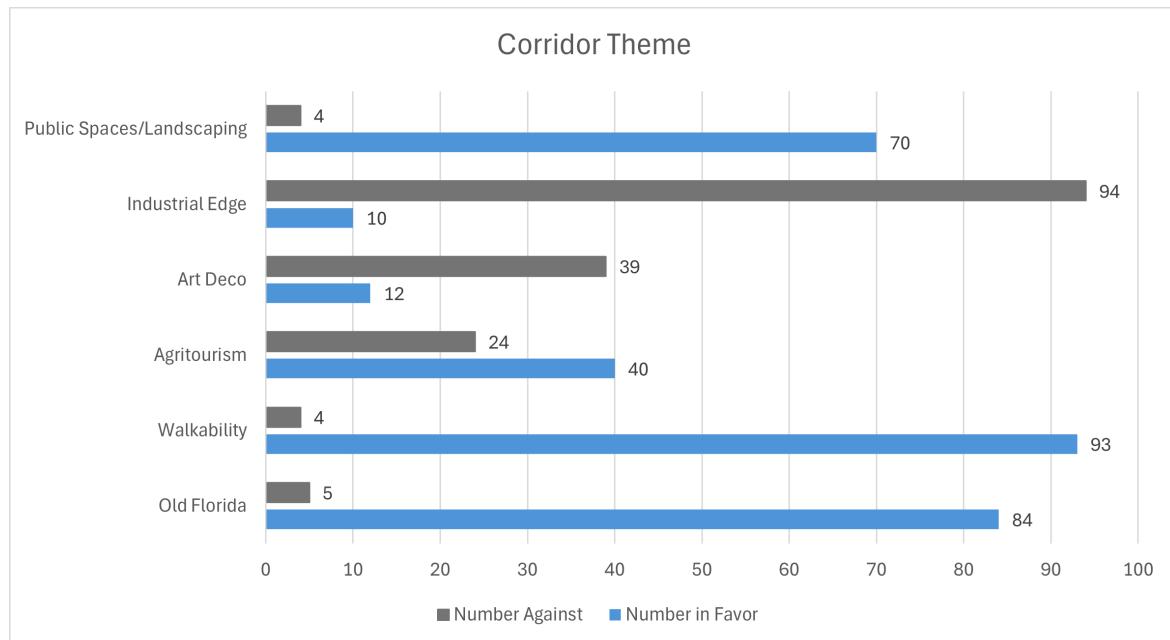
Figure 32. Online Corridor Theme

Table 5. Online Corridor Theme

Theme	Number in Favor	Percent in Favor	Number Against	Percent Against
Old Florida	84	27%	5	3%
Walkability	93	30%	4	2%
Agritourism	40	13%	24	14%
Art Deco	12	4%	39	23%
Industrial Edge	10	3%	94	55%
Public Spaces/Landscaping	70	23%	4	2%
Total	309	100%	170	100%

The most preferred corridor theme was walkability with 30% of participants in favor. This was followed by old Florida with 27% in favor, and public spaces/landscaping with 23%.

Within the opposed category, industrial edge was the least preferred with 55%, followed by art deco with 23%, and agritourism with 14%.

What features would you like to see within the Corridor? What feature would you not like to see within the Corridor?

Figure 33. Online Wants and Don't Wants

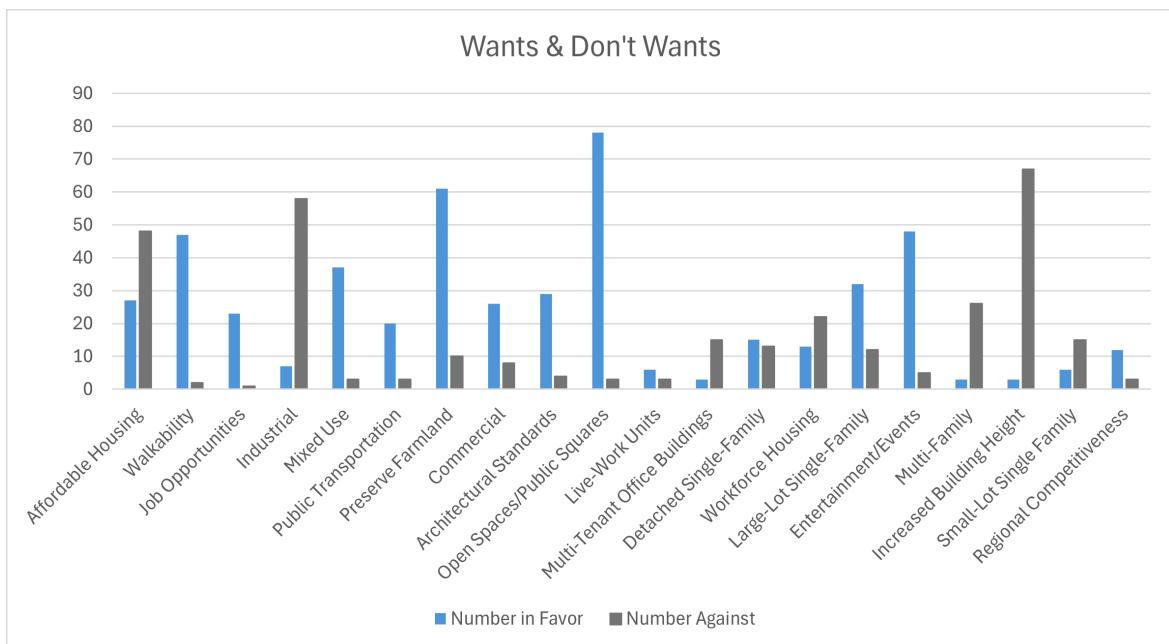


Table 6. Online Wants and Don't Wants

Item	Number in Favor	Percent in Favor	Number Against	Percent Against
Affordable Housing	27	5%	48	15%
Walkability	47	9%	2	1%
Job Opportunities	23	5%	1	0%
Industrial	7	1%	58	18%
Mixed Use	37	7%	3	1%
Public Transportation	20	4%	3	1%
Preserve Farmland	61	12%	10	3%
Commercial	26	5%	8	2%
Architectural Standards	29	6%	4	1%
Open Spaces/Public Squares	78	16%	3	1%
Live-Work Units	6	1%	3	1%
Multi-Tenant Office Buildings	3	1%	15	5%
Detached Single-Family	15	3%	13	4%
Workforce Housing	13	3%	22	7%
Large-Lot Single-Family	32	6%	12	4%
Entertainment/Events	48	10%	5	2%
Multi-Family	3	1%	26	8%
Increased Building Height	3	1%	67	21%
Small-Lot Single Family	6	1%	15	5%
Regional Competitiveness	12	2%	3	1%
Total	496	100%	321	100%

The most desired feature was the preservation of open spaces/public squares (16%). The next highest preference was preservation of farmland (12%), and the third was entertainment/events (10%).

The least desired feature was increasing the building height (21%). Industrial was second for least preferred (18%), and the third least preferred was affordable housing (15%).

Do you have any additional questions, comments, or suggestions?

The online workshop received 101 written responses. In an effort to organize the responses, they have been separated into categories. Please note, for responses that mentioned multiple aspects, they were placed into a category that most defined the written topic. A list of all responses may be found on **Page xxxvii**.

34 responses provided feedback for this workshop or suggestions for future workshops. 21 responses focused on growth management. 17 addressed economic development, nine commented on traffic and roadway, five on preserving rural character, five on natural resource management and environmental compliance, five on equitable access to services, three on affordable housing, and two on walkability and bikeability.

BOARD OF COUNTY COMMISSIONERS CHAMBERS RESULTS

What is your preferred center type?

Figure 34. BCC Types of Centers by Type

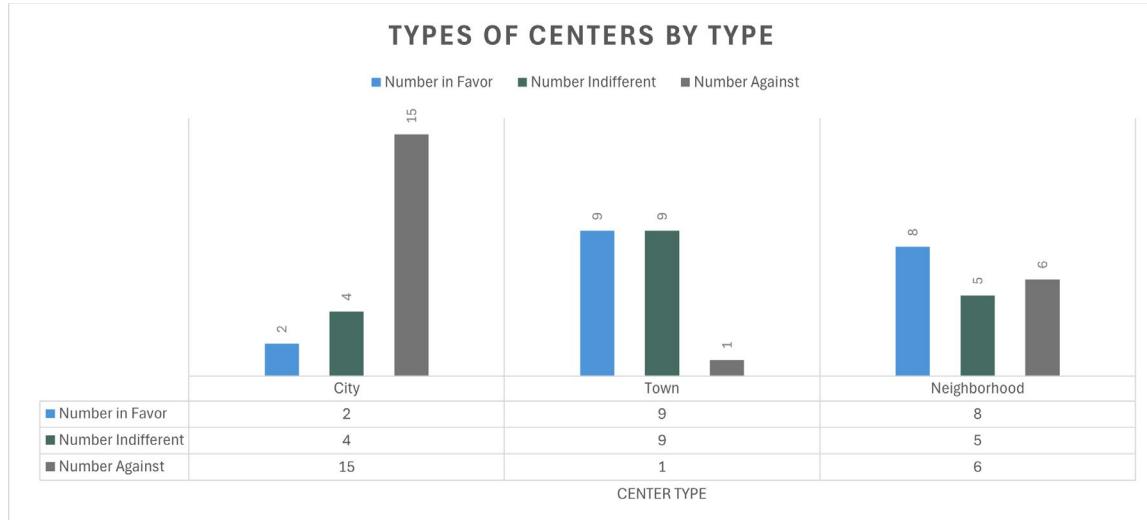


Figure 35. BCC Types of Centers by Preference

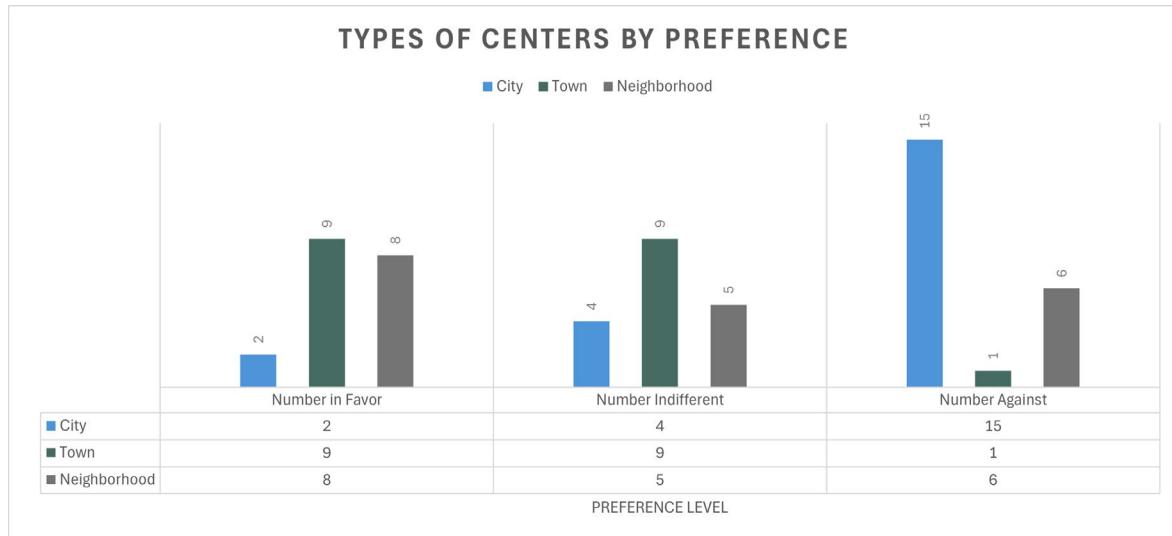


Table 7. BCC Types of Centers

Type	Number in Favor	Percent in Favor	Number Indifferent	Percent Indifferent	Number Against	Percent Against
City	2	11%	4	22%	15	68%
Town	9	47%	9	50%	1	5%
Neighborhood	8	42%	5	28%	6	27%
Total	19	100%	18	100%	22	100%

Of the three center types, the town center was most preferred with 47% of participants choosing it as their first choice. The neighborhood center was second with 42%. Finally, the city center was the least favored center with 11%.

Within the indifferent category, the town center scored the highest with 50%, the neighborhood center second with 28%, and the city center last with 22%.

Finally, for the opposed category, the city center was the highest with 68%, the neighborhood center second with 27%, and the town center third with 5%.

The in-person BCC workshop identified the town center as the leading center with an average rating of 2.42 stars. The neighborhood center was second with 2.11 stars, and the city center was third with 1.38 stars.

What is your preferred corridor theme?

Figure 36. BCC Corridor Theme

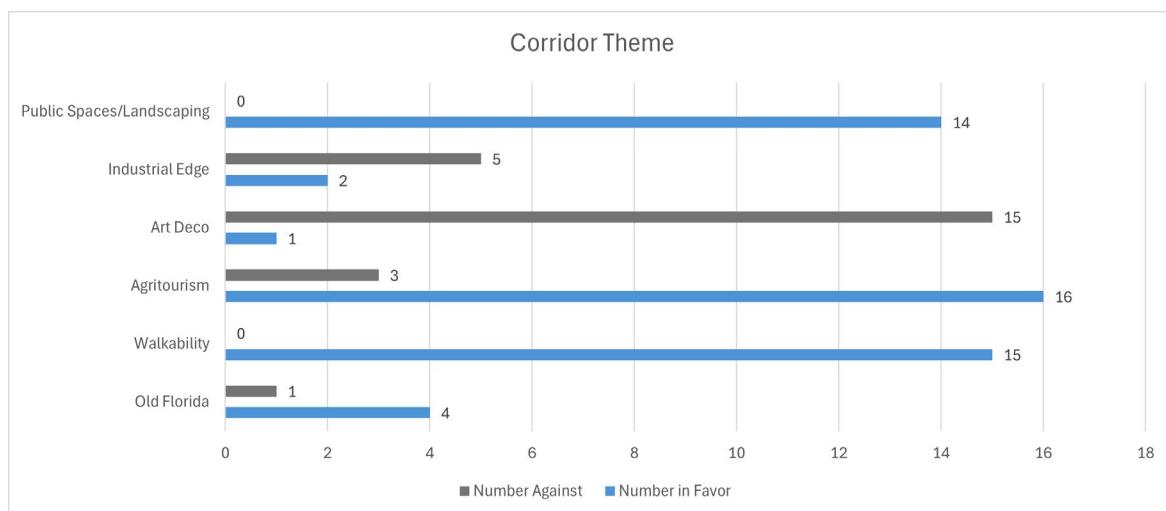


Table 8. BCC Corridor Theme

Theme	Number in Favor	Percent in Favor	Number Against	Percent Against
Old Florida	4	8%	1	4%
Walkability	15	29%	0	0%
Agritourism	16	31%	3	13%
Art Deco	1	2%	15	63%
Industrial Edge	2	4%	5	21%
Public Spaces/Landscaping	14	27%	0	0%
Total	52	100%	24	100%

The most preferred corridor theme was agritourism with 31% of participants in favor. This was followed by walkability with 29% in favor, and public spaces/landscaping with 27%.

The least preferred theme was art deco at 63%, industrial edge with 21%, and agritourism with 13%.

What features would you like to see within the Corridor? What feature would you not like to see within the Corridor?

Figure 37. BCC Wants and Don't Wants

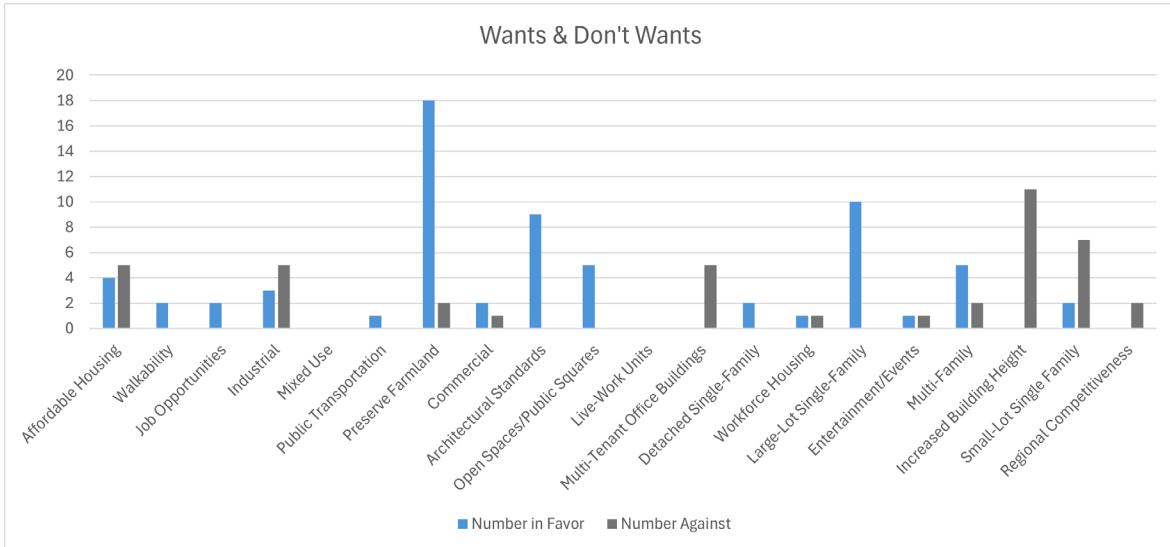


Table 9. BCC Wants and Don't Wants

Item	Number in Favor	Percent in Favor	Number Against	Percent Against
Affordable Housing	4	6%	5	12%
Walkability	2	3%	0	0%
Job Opportunities	2	3%	0	0%
Industrial	3	4%	5	12%
Mixed Use	0	0%	0	0%
Public Transportation	1	1%	0	0%
Preserve Farmland	18	27%	2	5%
Commercial	2	3%	1	2%
Architectural Standards	9	13%	0	0%
Open Spaces/Public Squares	5	7%	0	0%
Live-Work Units	0	0%	0	0%
Multi-Tenant Office Buildings	0	0%	5	12%
Detached Single-Family	2	3%	0	0%
Workforce Housing	1	1%	1	2%
Large-Lot Single-Family	10	15%	0	0%
Entertainment/Events	1	1%	1	2%
Multi-Family	5	7%	2	5%
Increased Building Height	0	0%	11	26%
Small-Lot Single Family	2	3%	7	17%
Regional Competitiveness	0	0%	2	5%
Total	67	100%	42	100%

The most desired feature was the preservation of farmland (27%). The next highest preference was large-lot single-family (15%), and the third was architectural standards (13%).

The least desired feature was increasing the building height (26%). Small-lot single-family was second for least preferred (17%). The third least preferred (12%) was a tie between affordable housing, industrial, and multi-tenant office buildings.

Where would you like to see certain zoning within the study area?

Figure 38 shows the BCC proposed zoning station map with the zoning stickers shown.

Figure 38. BCC Proposed Zoning

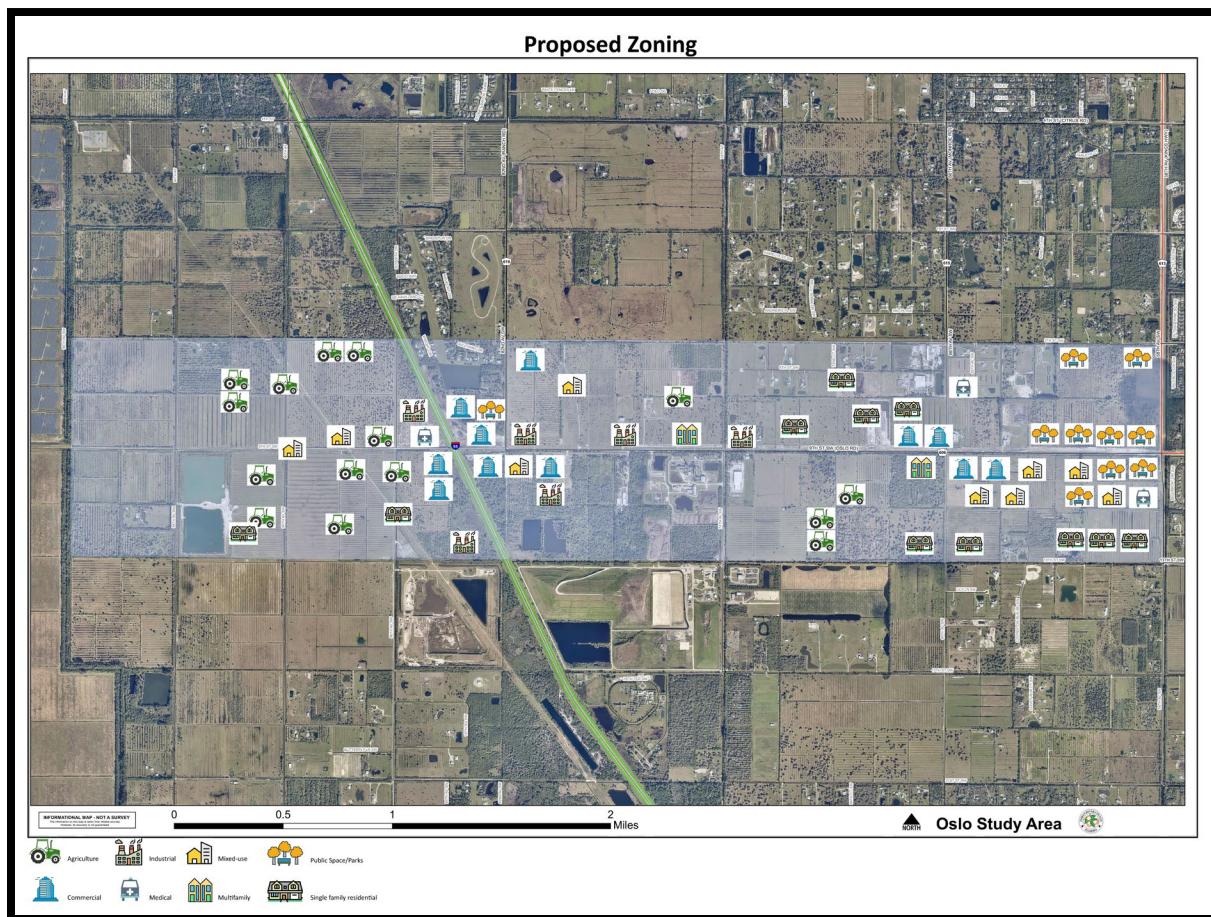


Table 10. BCC Proposed Zoning

Zoning	East of I-95	Percent East of I-95	West of I-95	Percent West of I-95
Agriculture	4	9%	11	55%
Commercial	9	19%	2	10%
Industrial	4	9%	2	10%
Medical	2	4%	1	5%
Mixed-use	7	15%	2	10%
Multifamily	2	4%	0	0%
Public Space/Park	10	21%	0	0%
Single Family Residential	9	19%	2	10%
Total	47	100%	20	100%

To quantify the data from the proposed zoning map, the map was separated between east of I-95 and west of I-95.

The most preferred zoning east of I-95 was public space/park (21%). The second was a tie (19%) with commercial and single-family residential. The third most preferred zoning category east of I-95 was mixed-use (15%).

Alternatively, the most preferred zoning category west of I-95 was agriculture (55%). The second was a tie (10%) consisting of commercial, industrial, and mixed-use. The third preference was medical (5%).

Do you have any additional questions, comments, or suggestions?

The final station offered participants the opportunity to voice any questions or concerns. There were two comments from the BCC workshop, and they focused on growth management. A full list of written responses is provided in **Page xxxvii.**

INDIAN RIVER STATE COLLEGE RESULTS

What is your preferred center type?

Figure 39. IRSC Types of Centers by Type

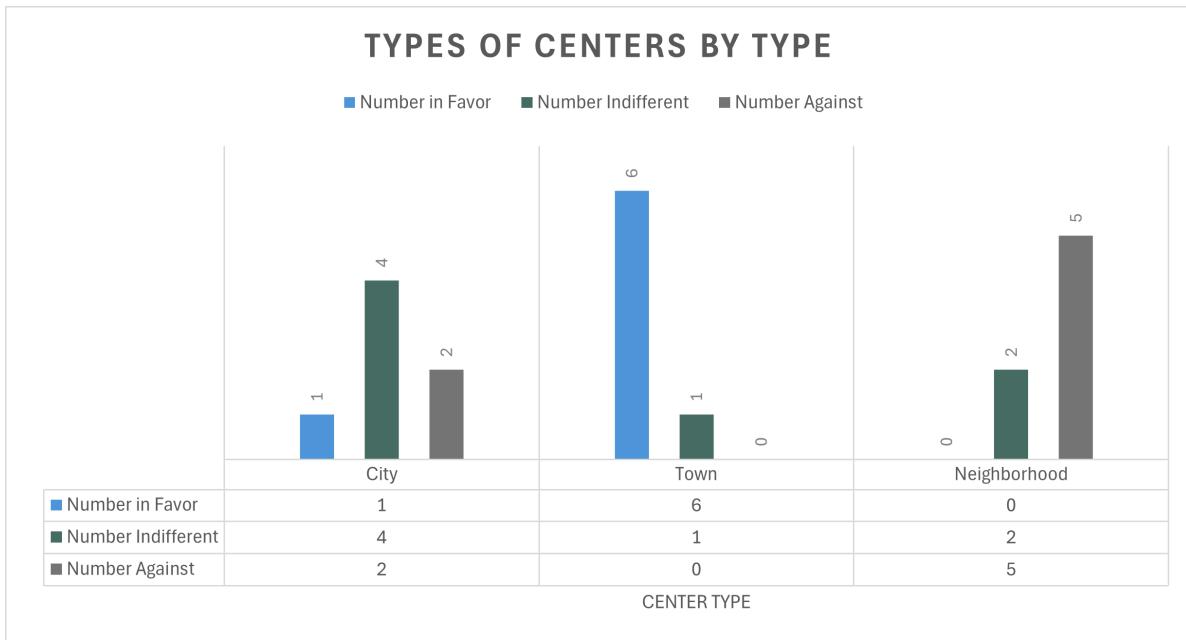


Figure 40. IRSC Types of Centers by Preference

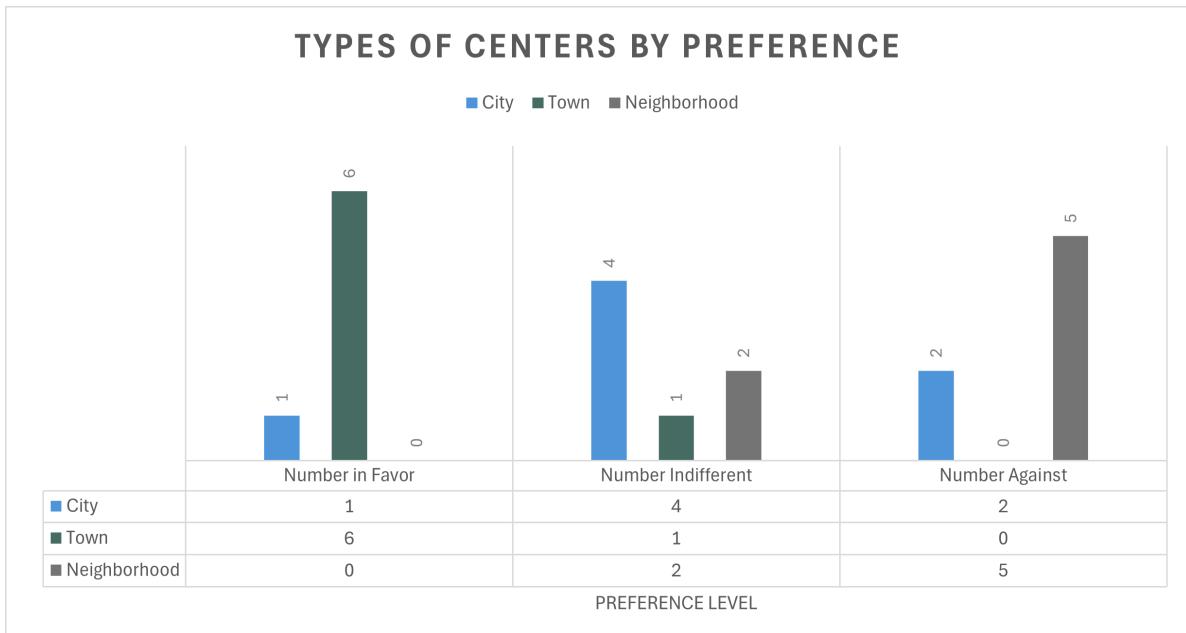


Table 11. IRSC Types of Centers

Type	Number in Favor	Percent in Favor	Number Indifferent	Percent Indifferent	Number Against	Percent Against
City	1	14%	4	57%	2	29%
Town	6	86%	1	14%	0	0%
Neighborhood	0	0%	2	29%	5	71%
Total	7	100%	7	100%	7	100%

The town center was the most favorable center type with 86% of participants choosing it as their first choice. The second most favored center type was city (14%), and neighborhood was third (0%).

Within the indifferent category, city center scored the highest (57%), neighborhood center was second (29%), and town center was third (14%).

Finally, within the against category, the neighborhood center was the least preferred (71%), the city center second (29%), and the town center last (0%).

Overall, this workshop preferred a town center with an average rating of 2.86 stars, followed by a city center with 1.86 stars, and a neighborhood center was their least preferred center type with 1.29 stars.

What is your preferred corridor theme?

Figure 41. IRSC Corridor Theme

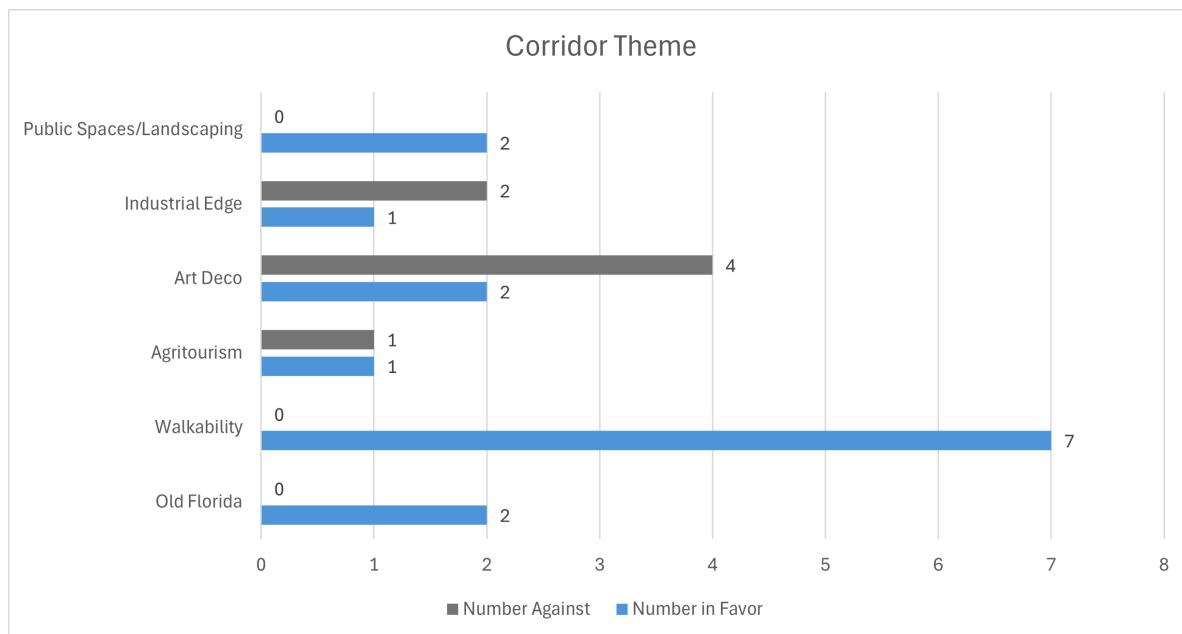


Table 12. IRSC Corridor Theme

Theme	Number in Favor	Percent in Favor	Number Against	Percent Against
Old Florida	2	13%	0	0%
Walkability	7	47%	0	0%
Agritourism	1	7%	1	14%
Art Deco	2	13%	4	57%
Industrial Edge	1	7%	2	29%
Public Spaces/Landscaping	2	13%	0	0%
Total	15	100%	7	100%

The most preferred corridor theme was walkability (47%). The second most favorable is a tie (13%) with old Florida, art deco, and public spaces/landscaping. The theme chosen the least for favorable was tied (7%) and consisted of agritourism and industrial edge.

Within the against category, participants were most against art deco (57%), then industrial edge (29%), and finally agritourism (14%).

What features would you like to see within the Corridor? What feature would you not like to see within the Corridor?

Figure 42. IRSC Wants and Don't Wants

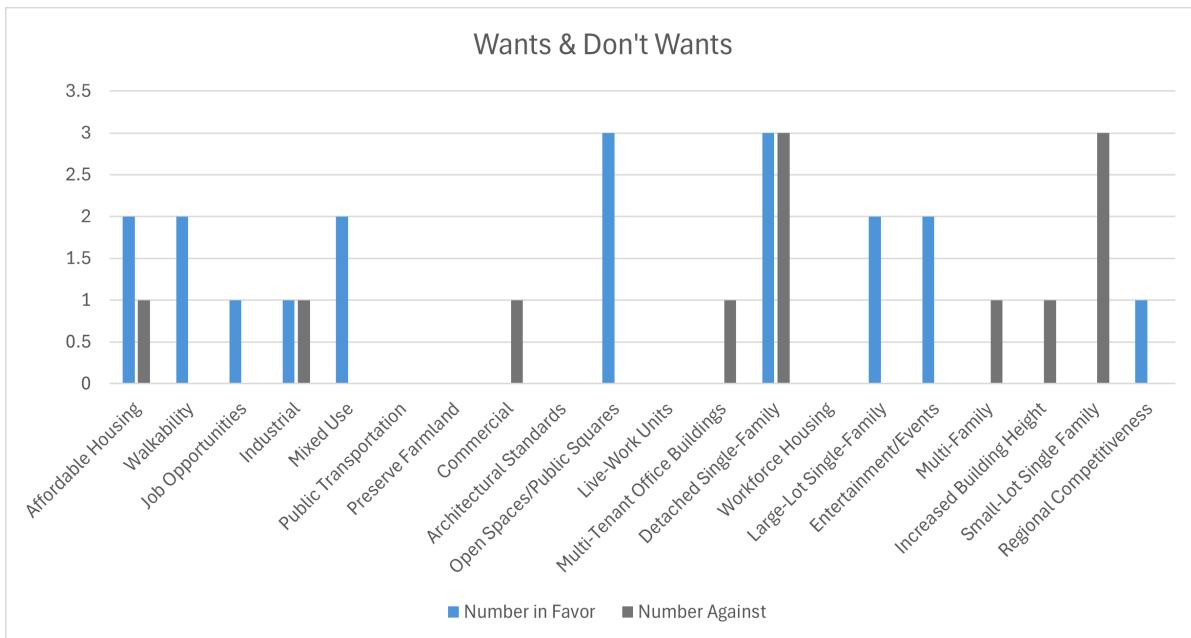


Table 13. IRSC Wants and Don't Wants

Item	Number in Favor	Percent in Favor	Number Against	Percent Against
Affordable Housing	2	11%	1	8%
Walkability	2	11%	0	0%
Job Opportunities	1	5%	0	0%
Industrial	1	5%	1	8%
Mixed Use	2	11%	0	0%
Public Transportation	0	0%	0	0%
Preserve Farmland	0	0%	0	0%
Commercial	0	0%	1	8%
Architectural Standards	0	0%	0	0%
Open Spaces/Public Squares	3	16%	0	0%
Live-Work Units	0	0%	0	0%
Multi-Tenant Office Buildings	0	0%	1	8%
Detached Single-Family	3	16%	3	25%
Workforce Housing	0	0%	0	0%
Large-Lot Single-Family	2	11%	0	0%
Entertainment/Events	2	11%	0	0%
Multi-Family	0	0%	1	8%
Increased Building Height	0	0%	1	8%
Small-Lot Single Family	0	0%	3	25%
Regional Competitiveness	1	5%	0	0%
Total	19	100%	12	100%

The two most favorable features were open spaces/public squares (16%) and detached single-family (16%). The second most favorable was a tie with 5 features: affordable housing (11%), walkability (11%), mixed use (11%), large-lot single-family (11%), and entertainment/events (11%). The third most favorable feature consisted of job opportunities (5%), industrial (5%), and regional competitiveness (5%).

The two least favorable features were detached single-family (25%) and small-lot single-family (25%). The second least desirable features were affordable housing (8%), industrial (8%), commercial (8%), multi-tenant office building (8%), multi-family (8%), and increasing the building height (8%). The remaining features all received zero votes.

Where would you like to see certain zoning within the study area?

Figure 43 shows the IRSC proposed zoning station map with the zoning stickers shown.

Figure 43. IRSC Proposed Zoning

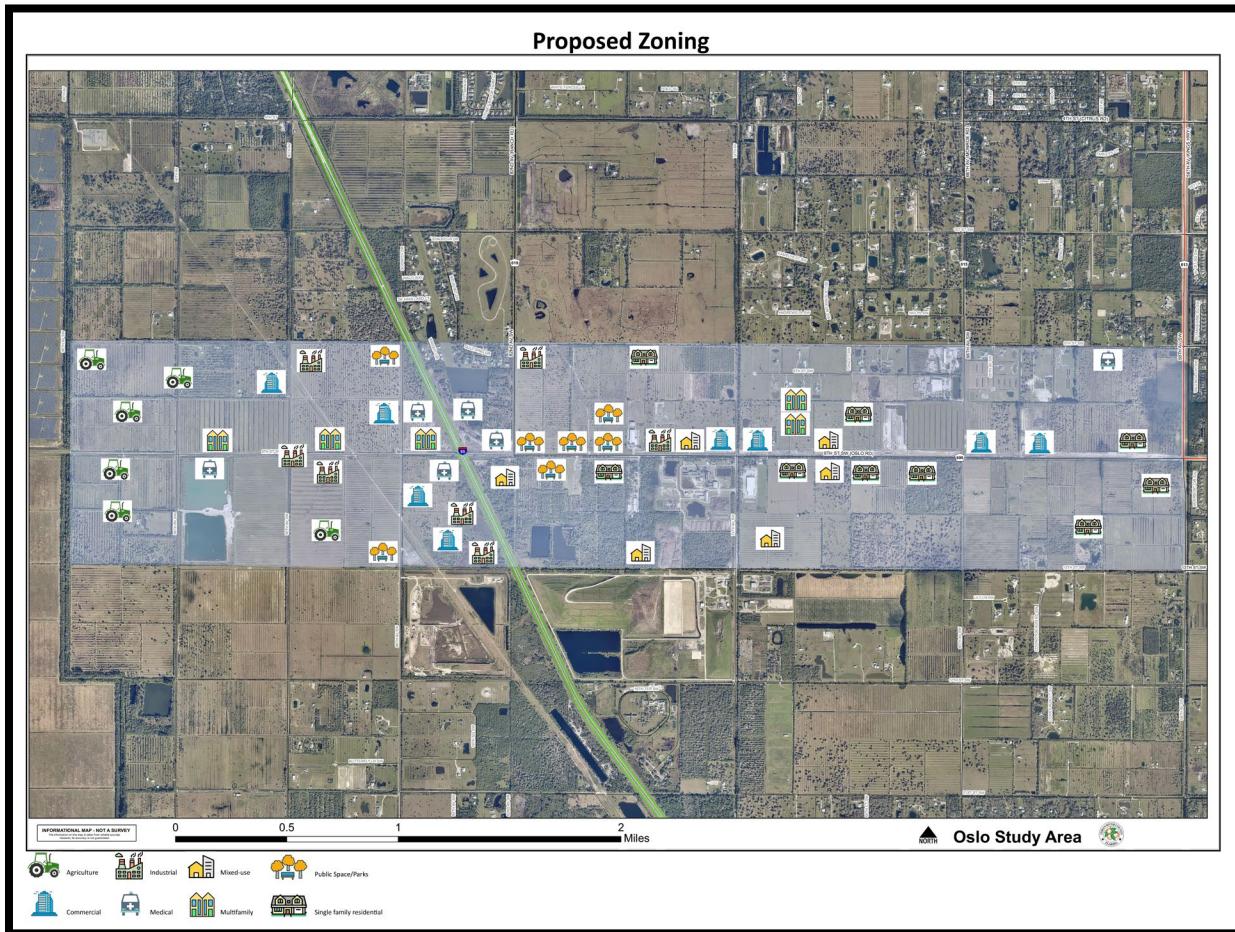


Table 14. IRSC Proposed Zoning

Zoning	East of I-95	Percent East of I-95	West of I-95	Percent West of I-95
Agriculture	0	0%	6	26%
Commercial	4	13%	4	17%
Industrial	2	6%	5	22%
Medical	3	10%	3	13%
Mixed-use	6	19%	0	0%
Multifamily	2	6%	3	13%
Public Space/Park	5	16%	2	9%
Single Family Residential	9	29%	0	0%
Total	31	100%	23	100%

The most preferred zoning district east of I-95 was single family residential (29%). Mixed-use (19%) was second, and public space/park (16%) was third.

West of I-95, the most preferred zoning district was agricultural (26%). Industrial (22%) was second, and commercial (17%) was third.

Do you have any additional questions, comments, or suggestions?

For this workshop, there were no questions, comments, or suggestions.

INTERGENERATION RECREATION CENTER RESULTS

What is your preferred center type?

Figure 44. IG Center Types of Centers by Type

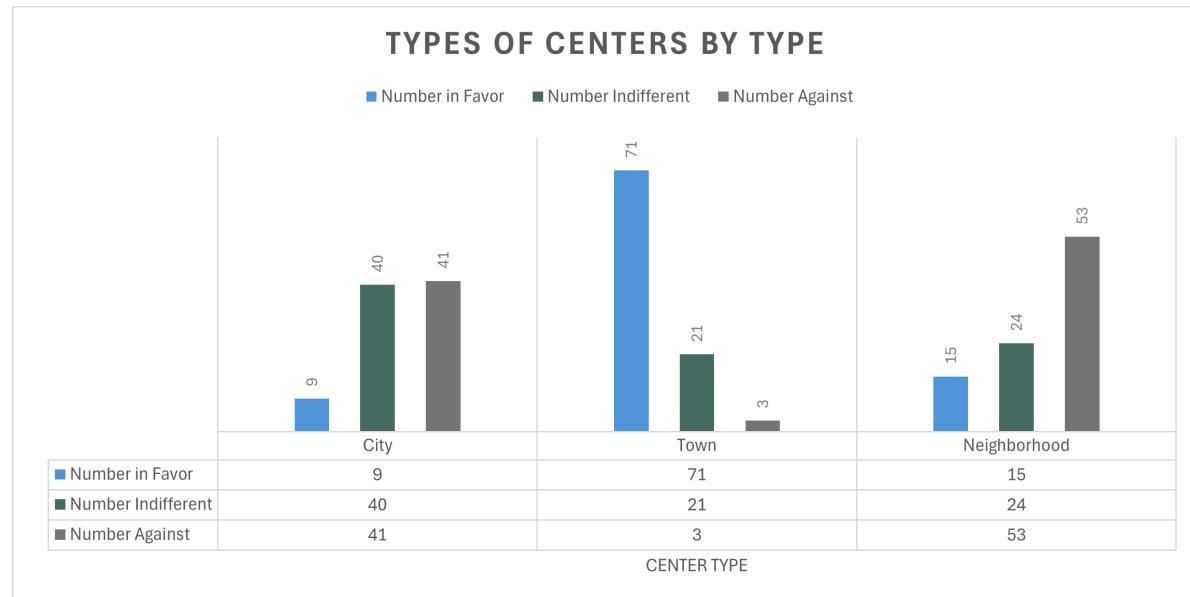


Figure 45. IG Center Types of Centers by Preference

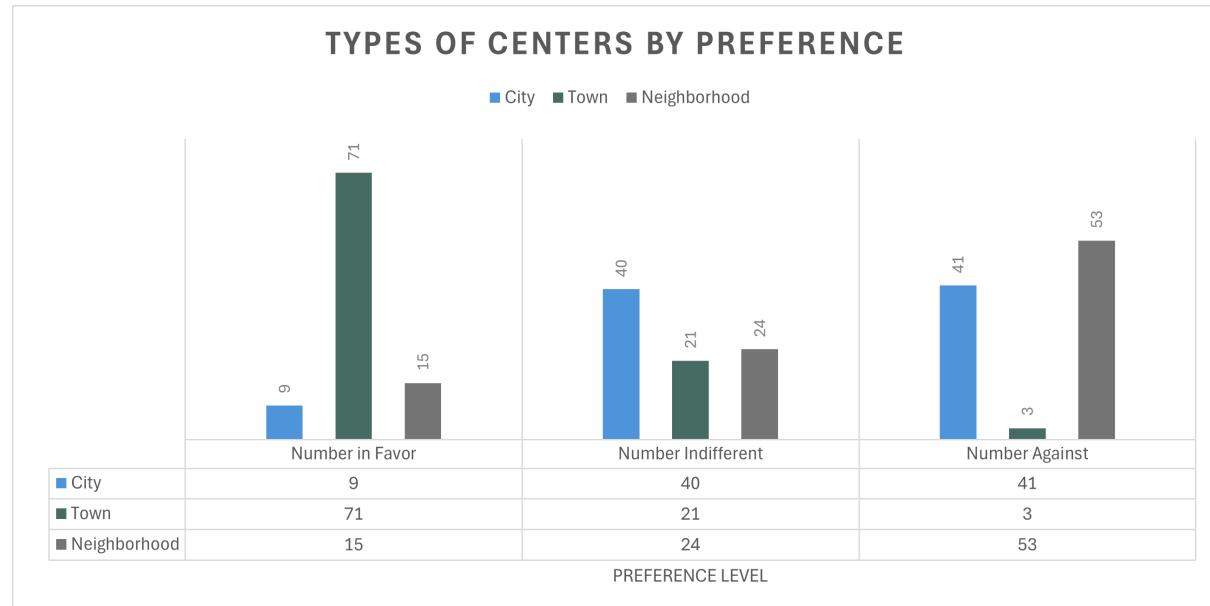


Table 15. IG Center Types of Centers

Type	Number in Favor	Percent in Favor	Number Indifferent	Percent Indifferent	Number Against	Percent Against
City	9	9%	40	47%	41	42%
Town	71	75%	21	25%	3	3%
Neighborhood	15	16%	24	28%	53	55%
Total	95	100%	85	100%	97	100%

The town center was the most favorable center type with 75% of participants choosing it as their first choice. The second most favored center type was neighborhood (16%), and the city center was third (9%).

Within the indifferent category, city center scored the highest (47%), neighborhood center was second (28%), and town center was third (25%).

Finally, within the against category, the neighborhood center was the least preferred (55%), the city center second (42%), and the town center last (3%).

Overall, this workshop preferred a town center with an average rating of 2.72 stars, followed by a city center with 1.64 stars, and a neighborhood center was their least preferred center type with 1.59 stars.

What is your preferred corridor theme?

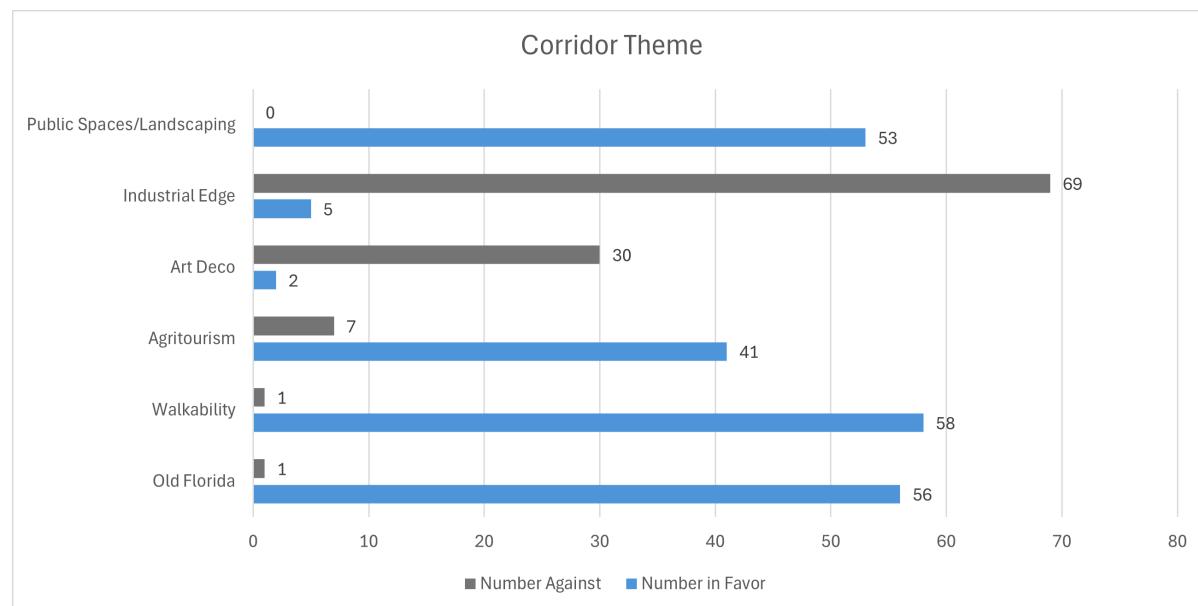
Figure 46. IG Center Corridor Theme

Table 16. IG Center Corridor Theme

Theme	Number in Favor	Percent in Favor	Number Against	Percent Against
Old Florida	56	26%	1	1%
Walkability	58	27%	1	1%
Agritourism	41	19%	7	6%
Art Deco	2	1%	30	28%
Industrial Edge	5	2%	69	64%
Public Spaces/Landscaping	53	25%	0	0%
Total	215	100%	108	100%

The most preferred corridor theme was walkability (27%). The second most favorable was old Florida (26%), and public spaces/landscaping was third (25%).

Within the against category, participants were most against industrial edge (64%), followed by art deco (28%), and finally agritourism (6%).

What features would you like to see within the Corridor? What feature would you not like to see within the Corridor?

Figure 47. IG Center Wants and Don't Wants

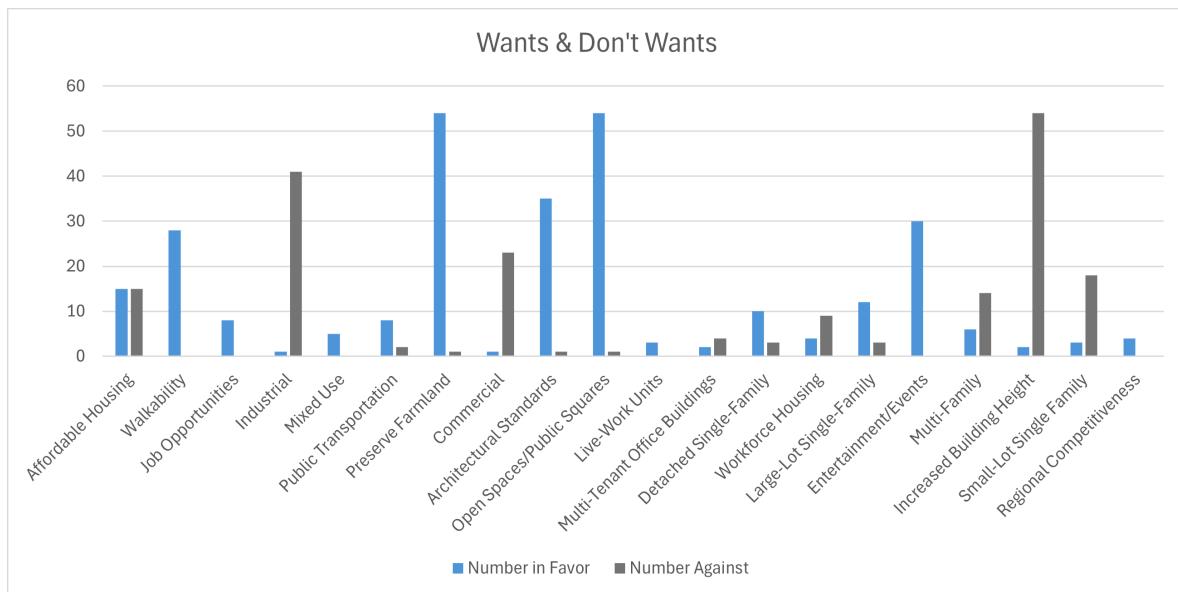


Table 17. IG Center Wants and Don't Wants

Item	Number in Favor	Percent in Favor	Number Against	Percent Against
Affordable Housing	15	5%	15	8%
Walkability	28	10%	0	0%
Job Opportunities	8	3%	0	0%
Industrial	1	0%	41	22%
Mixed Use	5	2%	0	0%
Public Transportation	8	3%	2	1%
Preserve Farmland	54	19%	1	1%
Commercial	1	0%	23	12%
Architectural Standards	35	12%	1	1%
Open Spaces/Public Squares	54	19%	1	1%
Live-Work Units	3	1%	0	0%
Multi-Tenant Office Buildings	2	1%	4	2%
Detached Single-Family	10	4%	3	2%
Workforce Housing	4	1%	9	5%
Large-Lot Single-Family	12	4%	3	2%
Entertainment/Events	30	11%	0	0%
Multi-Family	6	2%	14	7%
Increased Building Height	2	1%	54	29%
Small-Lot Single Family	3	1%	18	10%
Regional Competitiveness	4	1%	0	0%
Total	285	100%	189	100%

The two most supported features were open spaces/public squares (19%) and preservation of farmland (19%). The second most favorable was architectural standards (12%). The third most preferred feature was entertainment/events (11%).

The least encouraged features were increased building height (29%), industrial (22%), and commercial (12%).

Where would you like to see certain zoning within the study area?

Given the size of the IG workshops, the proposed zoning maps are separated into morning and evening maps. **Figure 48** shows the morning IG proposed zoning station map with the zoning stickers shown, while **Figure 49** shows the evening IG proposed zoning station map with the zoning stickers shown.

Figure 48. IG Center Morning Proposed Zoning

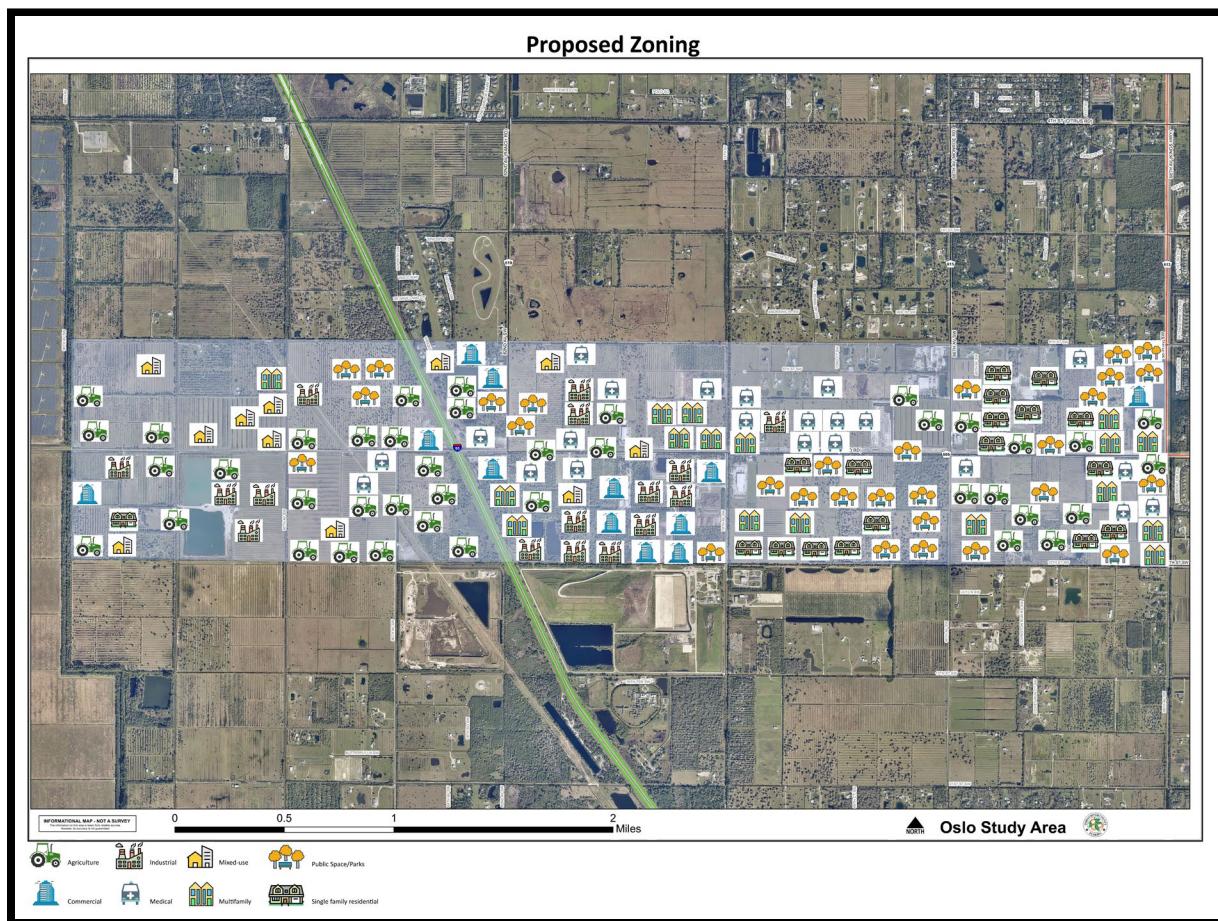


Figure 49. IG Center Evening Proposed Zoning

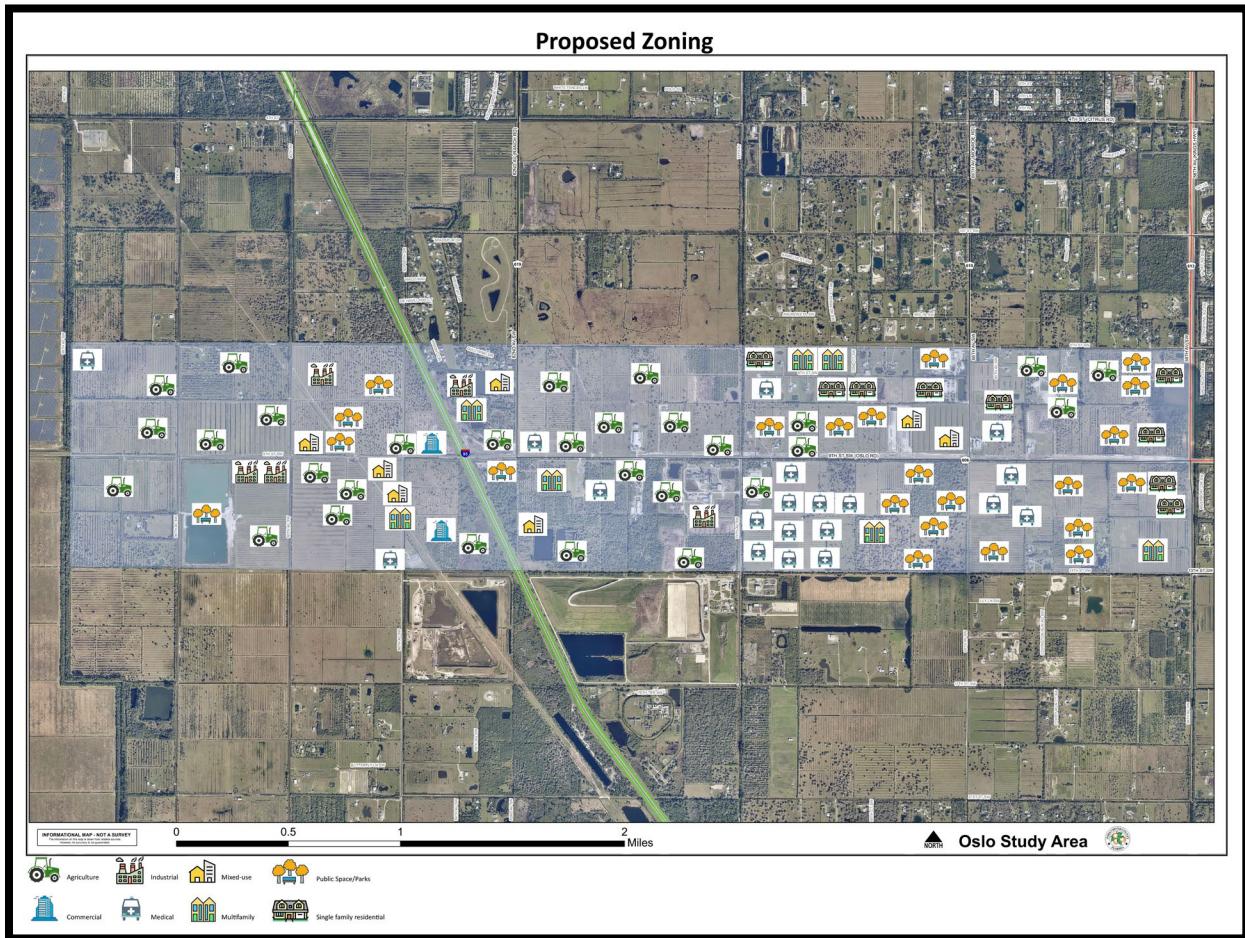


Table 18. IG Center Proposed Zoning

Zoning	East of I-95	Percent East of I-95	West of I-95	Percent West of I-95
Agriculture	36	18%	33	47%
Commercial	10	5%	4	6%
Industrial	13	7%	8	11%
Medical	37	19%	4	6%
Mixed-use	8	4%	10	14%
Multifamily	22	11%	2	3%
Public Space/Park	44	22%	8	11%
Single Family Residential	26	13%	1	1%
Total	196	100%	70	100%

The most preferred zoning east of I-95 was public space/park (22%). The second was medical (19%), and the third was agriculture (18%).

Alternatively, the most preferred zoning category west of I-95 was agriculture (47%). The second was mixed-use (14%), and the third was a tie (11%) with industrial and public space/park.

Do you have any additional questions, comments, or suggestions?

There were 15 written responses at the in-person IG workshops. Nine responses focused on traffic and roadway, three addressed growth management, one on equitable access to services, one on economic development, and one provided feedback on the workshop. Please note, a full list of written responses is provided in **Page xxxvii**.

NORTH COUNTY LIBRARY RESULTS

What is your preferred center type?

Figure 50. North County Library Types of Centers by Type

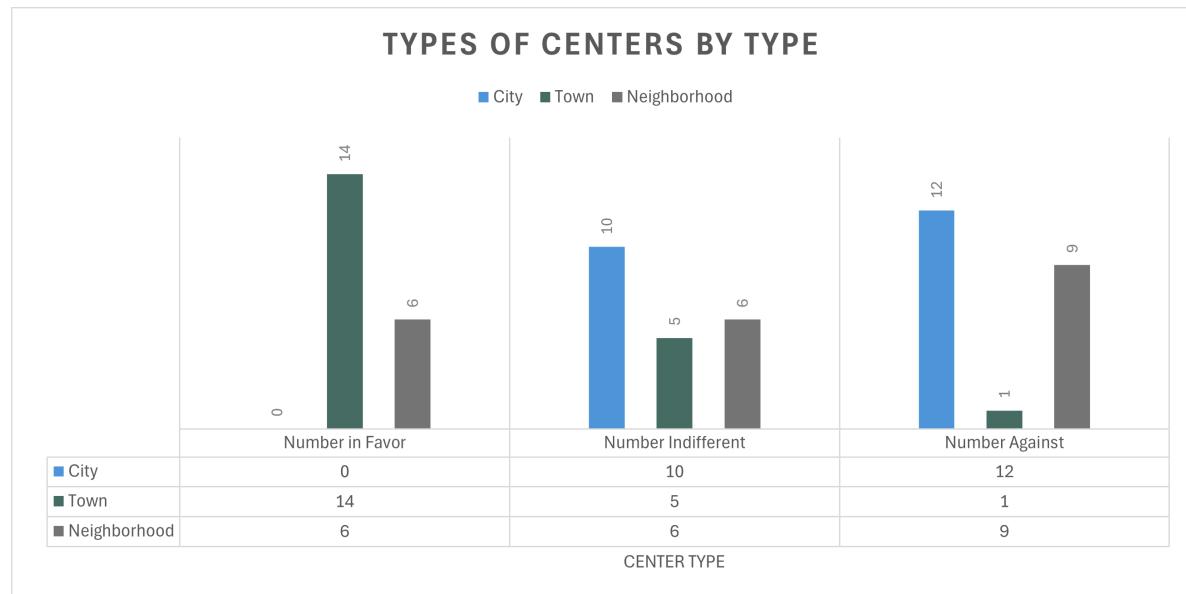


Figure 51. North County Library Types of Centers by Preference

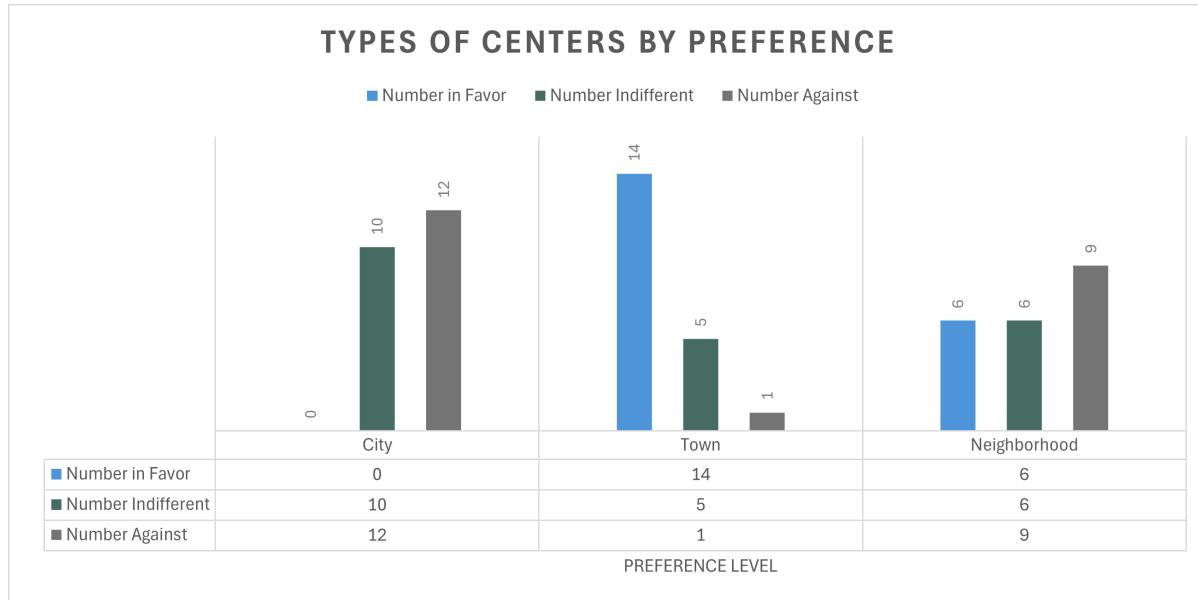


Table 19. North County Library Types of Centers

Type	Number in Favor	Percent in Favor	Number Indifferent	Percent Indifferent	Number Against	Percent Against
City	0	0%	10	48%	12	55%
Town	14	70%	5	24%	1	5%
Neighborhood	6	30%	6	29%	9	41%
Total	20	100%	21	100%	22	100%

The town center was the most favorable center type with 70% of participants choosing it as their first choice. The second most favored center type was neighborhood (30%), and the city center was third (0%).

Within the indifferent category, city center scored the highest (48%), neighborhood center was second (29%), and town center was third (24%).

Finally, within the against category, the city center was the least preferred (55%), the city neighborhood second (41%), and the town center last (5%).

This workshop preferred a town center with an average rating of 2.65 stars. The second most preferred was the neighborhood center with 1.86 stars, and the city center was their least preferred center type with 1.46 stars.

What is your preferred corridor theme?

Figure 52. North County Library Corridor Theme

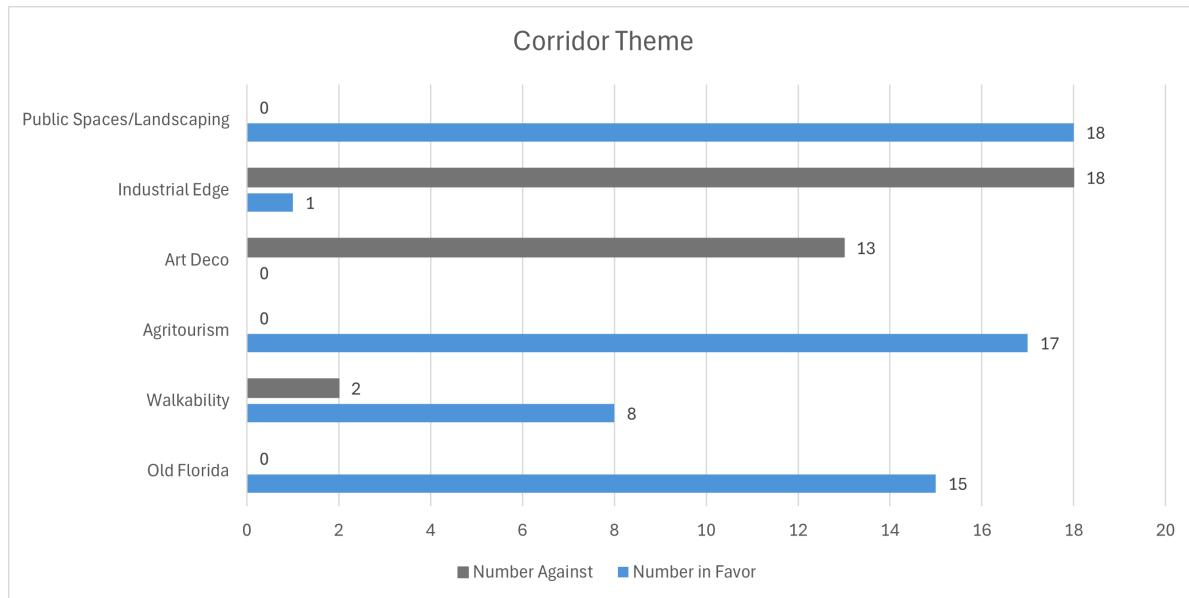


Table 20. North County Library Corridor Theme

Theme	Number in Favor	Percent in Favor	Number Against	Percent Against
Old Florida	15	25%	0	0%
Walkability	8	14%	2	6%
Agritourism	17	29%	0	0%
Art Deco	0	0%	13	39%
Industrial Edge	1	2%	18	55%
Public Spaces/Landscaping	18	31%	0	0%
Total	59	100%	33	100%

The most preferred corridor theme was public spaces/landscaping (31%). The second most favorable was agritourism (29%), and old Florida was third (25%).

Within the against category, participants were most against industrial edge (55%), followed by art deco (39%), and finally walkability (6%).

What features would you like to see within the Corridor? What feature would you not like to see within the Corridor?

Figure 53. North County Library Wants and Don't Wants

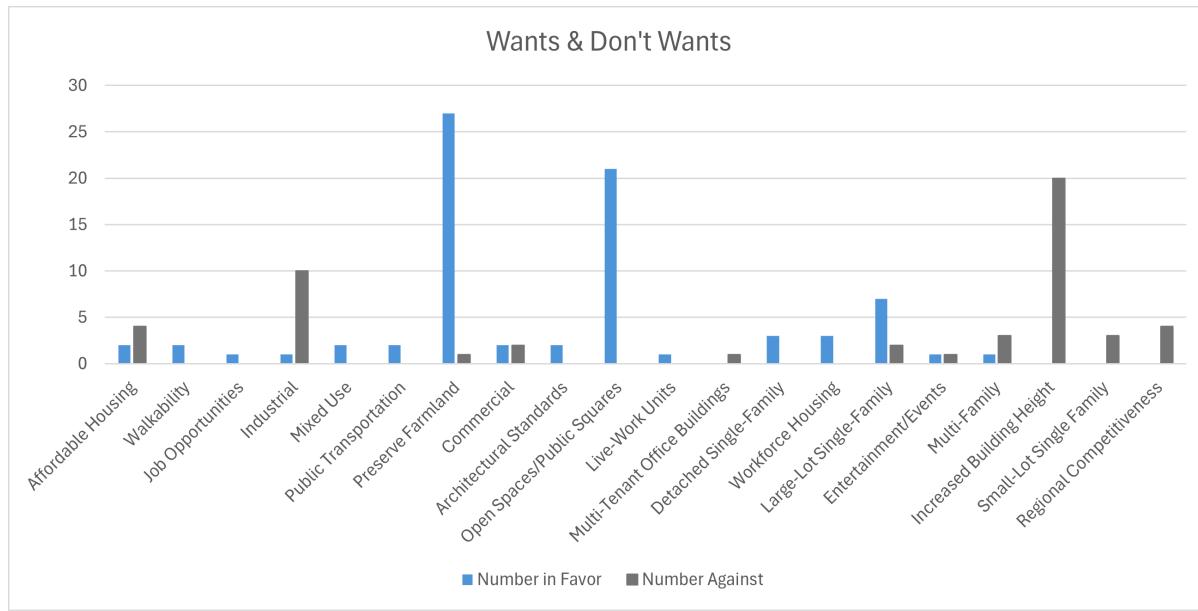


Table 21. North County Library Wants and Don't Wants

Item	Number in Favor	Percent in Favor	Number Against	Percent Against
Affordable Housing	2	3%	4	8%
Walkability	2	3%	0	0%
Job Opportunities	1	1%	0	0%
Industrial	1	1%	10	20%
Mixed Use	2	3%	0	0%
Public Transportation	2	3%	0	0%
Preserve Farmland	27	35%	1	2%
Commercial	2	3%	2	4%
Architectural Standards	2	3%	0	0%
Open Spaces/Public Squares	21	27%	0	0%
Live-Work Units	1	1%	0	0%
Multi-Tenant Office Buildings	0	0%	1	2%
Detached Single-Family	3	4%	0	0%
Workforce Housing	3	4%	0	0%
Large-Lot Single-Family	7	9%	2	4%
Entertainment/Events	1	1%	1	2%
Multi-Family	1	1%	3	6%
Increased Building Height	0	0%	20	39%
Small-Lot Single Family	0	0%	3	6%
Regional Competitiveness	0	0%	4	8%
Total	78	100%	51	100%

The most preferred feature was preservation of farmland (35%). The second most favorable was open spaces/public squares (27%), and the third most desired feature was large-lot single-family (9%).

The least agreeable features were increased building height (39%), industrial (20%), and the third was a tie (8%) with affordable housing and regional competitiveness.

Where would you like to see certain zoning within the study area?

Figure 54 shows the North County Library proposed zoning map with the zoning stickers shown.

Figure 54. North County Library Proposed Zoning

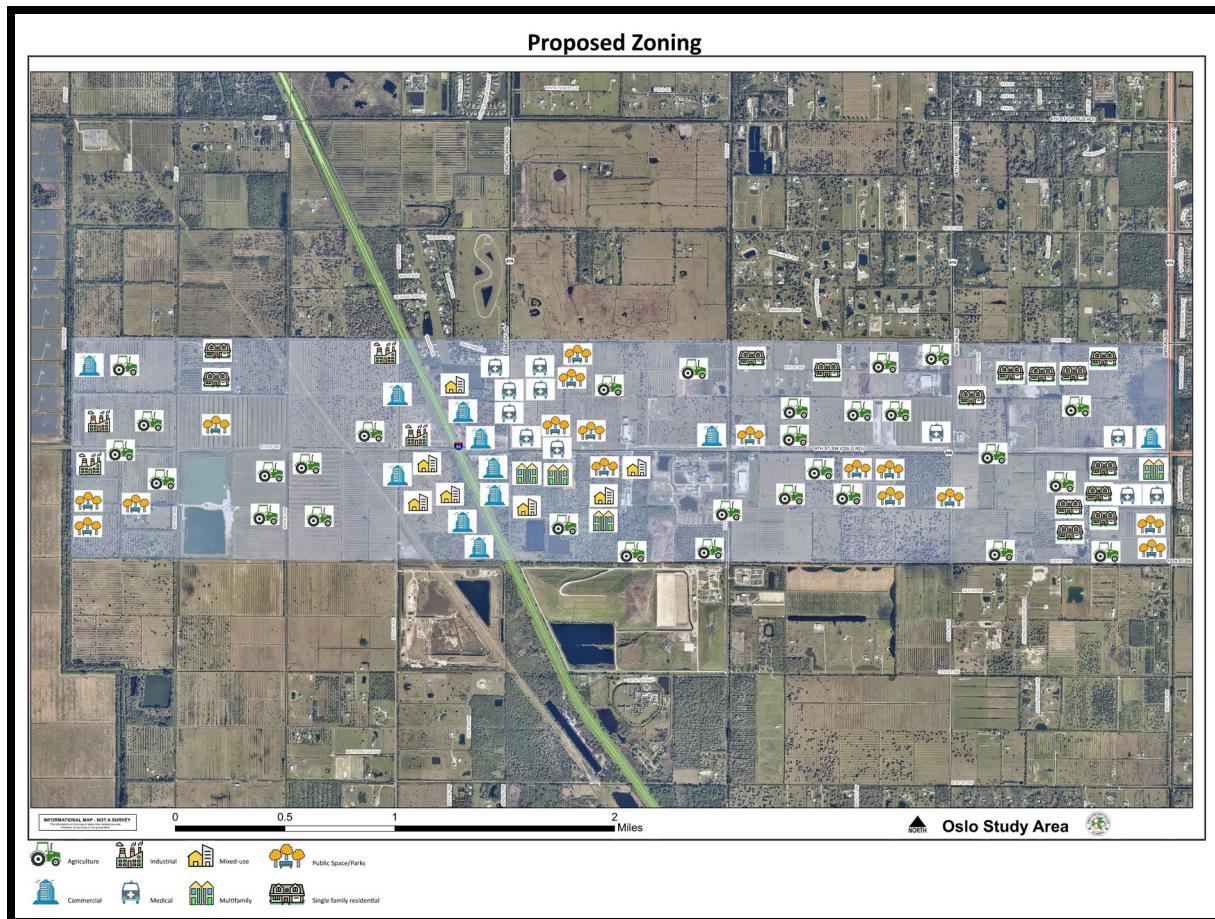


Table 22. North County Library Proposed Zoning

Zoning	East of I-95	Percent East of I-95	West of I-95	Percent West of I-95
Agriculture	20	29%	9	33%
Commercial	6	9%	5	19%
Industrial	0	0%	4	15%
Medical	11	16%	0	0%
Mixed-use	4	6%	3	11%
Multifamily	4	6%	0	0%
Public Space/Park	12	17%	4	15%
Single Family Residential	12	17%	2	7%
Total	69	100%	27	100%

The most preferred zoning east of I-95 was agriculture (29%). The second was a tie (17%) with single family residential and public space/park, and the third was medical (16%).

Moreover, the most preferred zoning category west of I-95 was agriculture (33%). The second was commercial (19%), and the third was a tie (15%) with industrial and public space/park.

Do you have any additional questions, comments, or suggestions?

When given the opportunity to provide additional comments or ask questions, seven participants provided written responses. Two addressed growth management, one focused on natural resource management and environmental compliance, one commented on preserving rural character, one on economic development, one gave comments regarding the workshop, and one provided traffic and roadway feedback. A list of all comments is available in **Page xxxvii**.

COMBINED WORKSHOP RESULTS

TYPES OF CENTERS

Among the respondents, town center emerged as the most favored option with an average star rating of 2.5 stars and 57% of participants choosing it as their preferred center type. Although the city center placed third in the favored category with 21% of participants preferring this type of center, the city center was ultimately the second choice with an average star rating of 1.77. Finally, the neighborhood center received 22% of votes within the favored category; however, the neighborhood center finished last with an average star rating of 1.68.

Therefore, it may be concluded that the participants had a clear preference for a town center within the Oslo Study Area, followed by a city center, and a

neighborhood center last. Please refer to **Figure 55, Figure 56, and Table 23** for data visuals.

Figure 55. Combined Types of Centers by Type

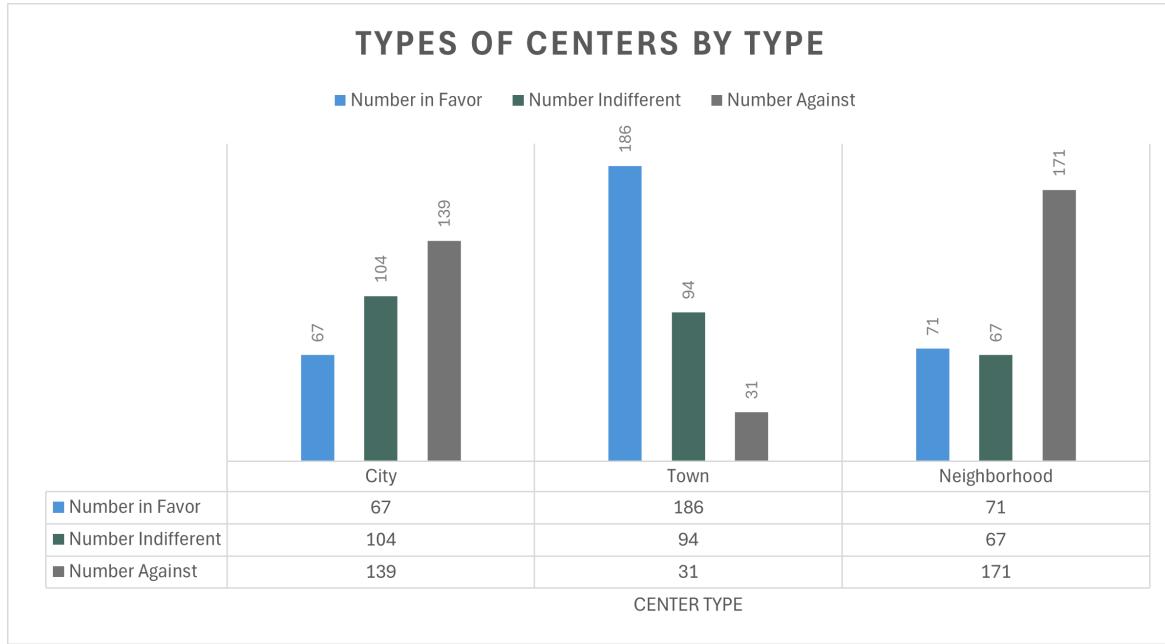


Figure 56. Combined Types of Centers by Preference

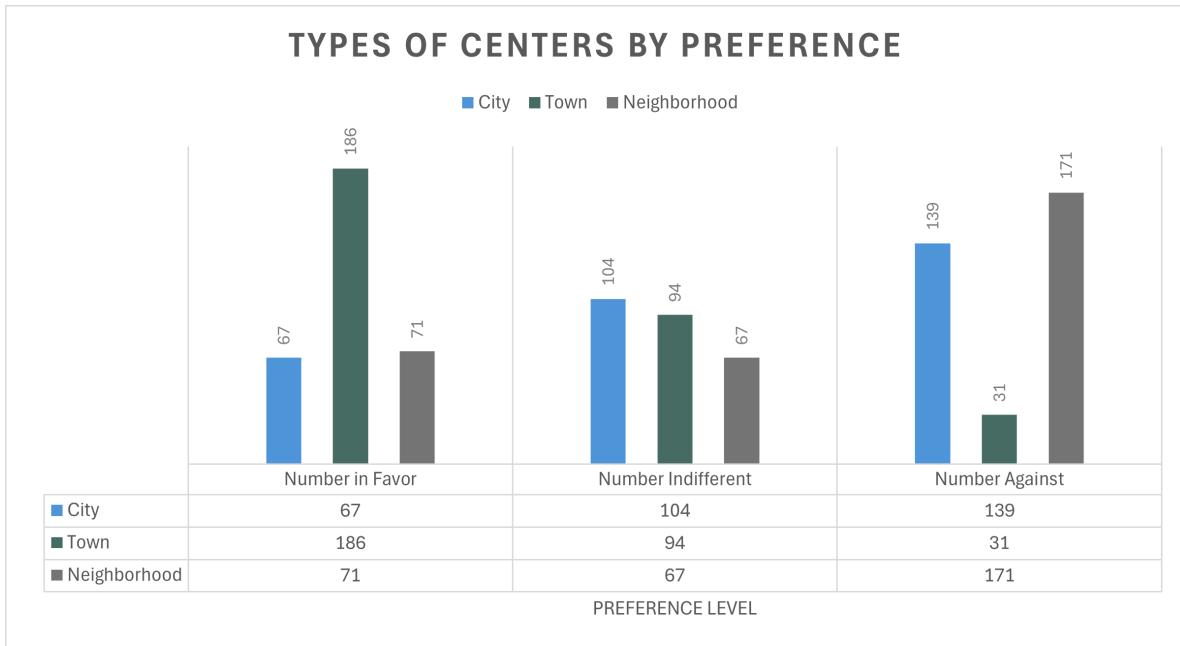


Table 23. Combined Types of Centers

Type	Number in Favor	Percent in Favor	Number Indifferent	Percent Indifferent	Number Against	Percent Against
City	67	21%	104	39%	139	41%
Town	186	57%	94	35%	31	9%
Neighborhood	71	22%	67	25%	171	50%
Total	324	100%	265	100%	341	100%

CORRIDOR THEME

Residents and interested parties were asked to select two themes that they preferred the most within the Oslo study area and one theme they least preferred within the study area.

The theme that was most preferred was walkability with 28% of respondents choosing this as their favorable theme. This was followed by old Florida (25%) and public spaces/landscaping (24%).

Please refer to **Figure 57** and **Table 24** for a visual of the above-mentioned data.

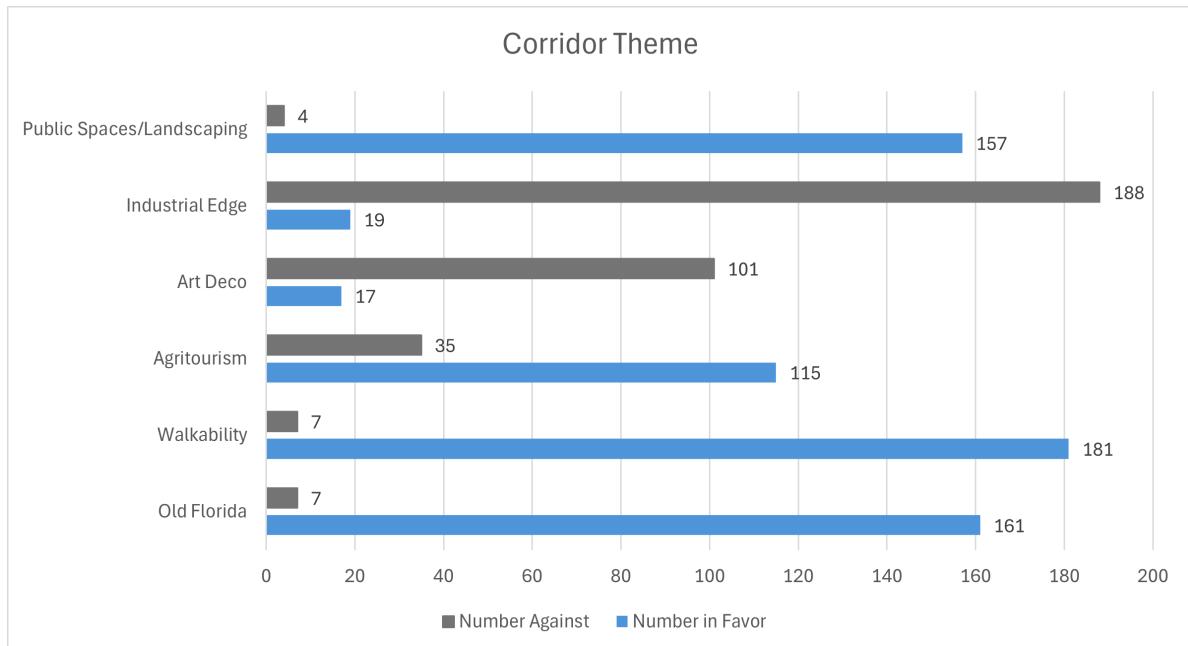
Figure 57. Combined Corridor Theme

Table 24. Combined Corridor Theme

Theme	Number in Favor	Percent in Favor	Number Against	Percent Against
Old Florida	161	25%	7	2%
Walkability	181	28%	7	2%
Agritourism	115	18%	35	10%
Art Deco	17	3%	101	30%
Industrial Edge	19	3%	188	55%
Public Spaces/Landscaping	157	24%	4	1%
Total	650	100%	342	100%

WANTS & DON'T WANTS

This workshop station provided participants with 20 choices, and they were asked to choose three of features they would like to see within the Oslo Study Area and two features they would not like to see.

Among the responses, open spaces/public squares received 161 votes in favor (~17%), and the preservation of farmland received 160 votes in favor (~17%). This was followed by entertainment/events with 82 votes (~9%) and walkability with 81 votes (~9%). Finally, Architectural standards received 8%.

Within the category of features to avoid in the Oslo Study Area, 25% of respondents did not want to increase the building height. Additionally, 19% did not want industrial as a central feature to the Oslo study area. Finally, 12% of participants did not want affordable housing.

Figure 58 and **Table 25** are provided below for a visual of the data given above.

Figure 58. Combined Wants and Don't Wants

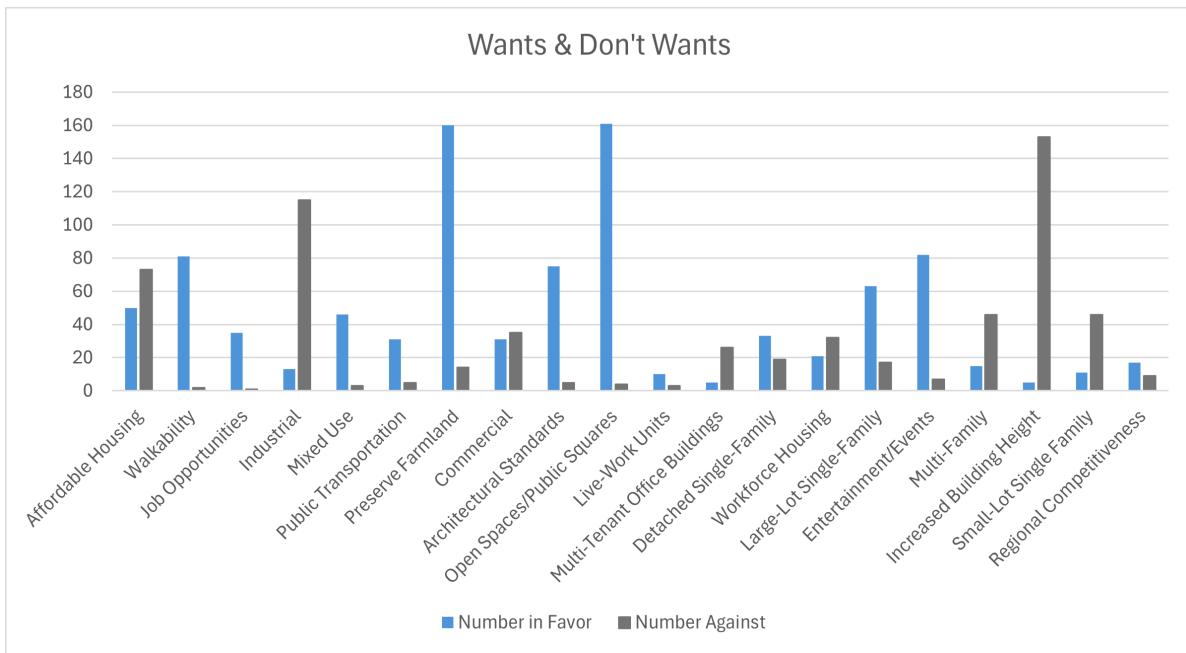


Table 25. Combined Wants and Don't Wants

Item	Number in Favor	Percent in Favor	Number Against	Percent Against
Affordable Housing	50	5%	73	12%
Walkability	81	9%	2	0%
Job Opportunities	35	4%	1	0%
Industrial	13	1%	115	19%
Mixed Use	46	5%	3	0%
Public Transportation	31	3%	5	1%
Preserve Farmland	160	17%	14	2%
Commercial	31	3%	35	6%
Architectural Standards	75	8%	5	1%
Open Spaces/Public Squares	161	17%	4	1%
Live-Work Units	10	1%	3	0%
Multi-Tenant Office Buildings	5	1%	26	4%
Detached Single-Family	33	3%	19	3%
Workforce Housing	21	2%	32	5%
Large-Lot Single-Family	63	7%	17	3%
Entertainment/Events	82	9%	7	1%
Multi-Family	15	2%	46	7%
Increased Building Height	5	1%	153	25%
Small-Lot Single Family	11	1%	46	7%
Regional Competitiveness	17	2%	9	1%
Total	945	100%	615	100%

PROPOSED ZONING

The proposed zoning station was only available for in-person workshops; therefore, of the 396 recorded attendants, 170 online participants were unable to provide feedback.

Totaling the in-person workshops, 21% of participants would like public space/parks east of I-95. This was followed by agriculture (17%), single-family residential (16%), and medical (15%).

West of I-95, respondents most wanted to see agriculture (42%). This was followed by industrial (14%), commercial (11%), mixed-use (11%), and public space/parks (10%).

Table 26 shows the distribution of all zoning categories and responses.

Table 26. Combined Proposed Zoning

Zoning	East of I-95	Percent East of I-95	West of I-95	Percent West of I-95
Agriculture	60	17%	59	42%
Commercial	29	8%	15	11%
Industrial	19	6%	19	14%
Medical	53	15%	8	6%
Mixed-use	25	7%	15	11%
Multifamily	30	9%	5	4%
Public Space/Park	71	21%	14	10%
Single Family Residential	56	16%	5	4%
Total	343	100%	140	100%

QUESTIONS, COMMENTS, & SUGGESTIONS

Participants were given the opportunity to provide written feedback. After reviewing the submissions, responses were placed into one of nine categories: growth management, affordable housing, equitable access to services, natural resource management and environmental compliance, preserve rural character, walkability and bikeability, economic development, traffic and roadway, and workshop comments.

Please note, some responses may address more than one of the above-mentioned categories; however, the response was placed in the category it most resembles. The list of responses is provided below.

1) Growth Management:

- “Judging by the unbelievable congestion in Pt St Lucie, overdevelopment will ruin what makes Vero a unique and special place to live.”

- “Limited growth too many people already.”
- “Not a good place for new residents; or any residents – with the landfill contamination and whatever the heck that biogen is doing. Contaminated ground water!”
- “We inevitably need growth for the area. Embracing the more rural nature of the county instead of being on top of each other would be good. But we need controlled and well guided growth for the future. We can’t box out everything but we also can’t compromise what makes IRC different than Brevard and SLC.”
- “This development will cause further decay of ‘downtown’ Vero beach.”
- “Don’t make it another Rt 60. The area is best known for the trash/recycling and industrial business. Keep it that way. More industry and no homes/development.”
- “Stop increasing housing.”
- “Conserve the small town feel.”
- “The ‘Old Florida’ theme with the ‘Agritourism’ center seems perfect in this area. Bases upon my 30+ years in architecture/engineering, preserving rural areas speaks of the history of America. This could double as controlled tourism so as not to negatively affect the rural atmosphere.”
- “I do not want this area to become crowded & industrial. The joy of Vero is seeing green.”
- “We live in the block of 58 to 43 and do not want to see more housing communities. One house on five or 10 acres would be best. Too much traffic on 43rd that is a parking lot especially in the morning and afternoon.”
- “The development of this project needs to focus on preserving land for agriculture and open spaces for public uses with minimal commercial and industrial development. Keep it as close to Old Florida merged into the Agriculture. Vero Beach pre-90’s was ‘the little city by the sea’ so it would be nice to keep the Oslo Exchange close to Old Florida so it would be the way Hwy 60/I95 exchange before it became commercial development with high traffic and trucks. Hwy 60 influenced that development. When traffic exists off of I95 onto Oslo Rd it will enter a serene ‘Old Florida.’ A place where traffic traveling south or north would have a place to stop and walk or eat.”
- “I think we should leave it at as it is. No need to change what’s not broken.”
- “Please don’t let this become just another gas station/truck stop along I-95.”
- “Workshops are a good idea. I live in South Vero and am very concerned about the addition of Buckees and what else St. Lucie County can build

along the Vero Corridor. It would be a shame if we destroyed what people love about our city.”

- “Preventing mistakes made in Palm bch, Broward and Dade counties from uncontrolled growth perspective.”
- “Leave everything alone, don’t change anything.”
- “I would like to see it not over built there. I would love walking areas out there.”
- “Don’t do anything. Leave it alone (AG-1).”
- “Keep the look, history and aesthetics of old Vero in mind when designing the area. Focus of family related activities as well.”
- “We do not want more gas station or car washes or auto parts stores. Keep it classy and hide it behind a row of trees so Oslo stays Oslo, meaning farm like!”
- “Developers need to provide maximum infrastructure requirements.”
- “My concern is that commissioners will cave into developers demands. I looked to buy into millstone north several years ago only to learn that DAHorton was developing Millstone South and was not required to put in infrastructure like a pool, courts, and clubhouse. City Sewer: much of 5th street properties between 43rd and 27th are on septic. Shouldn’t they be seweried first?”
- “Shield industrial from Oslo Rd. Open space must be preserved. No housing developments. Oak trees by sidewalks. Palm trees do not provide shade. Better entry from west for south lakes.”
- “I would like there to also be services consideration to preserving wild areas/nature preserves for out terrestrial, tortoises, and other species. Also, maintain a strong agricultural presence. Not piece meal, not small patches and not areas where the gopher tortoises are ‘re-located’ only to die from the ‘efforts.’ Affordable multi-housing for workers and families is a must. Teachers can’t afford to own a home in IRC (Fl is 50/50 for teacher pay) and improvements to existing road, i.e. bike lanes, sidewalks. Please don’t let IRC become another St Lucie or Palm Bay/Melbourne or areas south of here. The traffic in those places is horrible!”

2) **Affordable Housing:**

- “Affordable housing is where a person is not car dependent. Dumb is building residential far from town center. Cheap does not equal affordable. Stop misleading the public.”
- “High rise housing is least desirable. ‘Affordable Housing’ is relative and should not be a consideration since the ultimate responsibility to choose one’s housing depends on the consumers income.”

- “PLEASE find a way to provide more affordable housing. We need affordability to work in Indian River County.”

3) Equitable Access to Services:

- “There’s a dire need for grocery shopping in this area.”
- “This will be the primary entry into our county from the south. I am very concerned for the safety and well-being of our community and believe we need a sheriff’s substation that will have active police presence in the communities.”
- “Access to care provisions considerations.”
- “Ease of access to medical care.”
- “Need a public pool.”
- “We desperately need another hospital to service Vero Beach and Indian River County. We also need affordable housing for the young workforce. It’s nice to see the plans you are making for this to look attractive and to be useful. Thank you for asking for community input.”

4) Natural Resource Management and Environmental Compliance:

- “Please consider that nature and preserve for our Florida wildlife.”
- “How will wildlife habitat be preserved in IRC with the constant construction? How will the influx of traffic due to the inter-change in this area be addressed East of 58th Ave.”
- “How will this growth Affect our way of life? Many of us moved here years ago because of all the green space and Nature/Wildlife. All these new developments are destroying our Wildlife!”
- “How will this growth Affect our way of life? Many of us moved here years ago because of all the green space and Nature/Wildlife. All these new developments are destroying our Wildlife!”
- “Preservation of our natural resources.”
- “Need to reduce sod to 0-25% from 50% and enforce fertilizer ordinance to stop during June-Sept.”

5) Preserve Rural Character:

- “Please develope with an eye on preserving the local farming history.”
- “Please preserve what little agricultural space is left in the area. If citrus ever does rebound, there will be no place to plant the trees!”
- “I would prefer for the area to maintain its generally rural character.”
- “Want to have as many small farms as possible. This end of the county needs farmers markets to support local growers.”
- “As a homeowner living close to the Oslo corridor I would like to keep the area rich in agriculture with open spaces with landscaping and parks.”

- “Keep the AG 1 and AG 2. No more storage units.”

6) Walkability and Bikeability:

- “I’d like to see a mixed use walkable town center with parks and native plants.”
- “Bicycle lanes wide enough to accommodate electric bikes that need room to pass.”

7) Economic Development:

- “I think this presents a unique opportunity, along with the other projects happening, to rewrite Vero’s future with a more positive direction.”
- “We would like you to bring more attractions to the area and give locals more venues to visit.”
- “Mixed unique restaurants and shops could be interesting. Avoid the typical cookie cutters developments and chains – McDonald’s, bk, Starbucks and dunkin again. We don’t need more of those. At the same time the master planning for the outlets didn’t exactly take off and get fully built out.”
- “Can we attract Trader Joe’s?”
- “OUTDOOR pedestrian area similar to “PEMBROKE GARDENS” in Pembroke Pines of South Florida. Tourist destination to include CHEESE CAKE FACTORY & FLANIGAN’S SEAFOOD BAR & GRILL.”
- “Tiny Housing. Tiny Housing. Tiny Housing.”
- “Less Bars for Adults and More Family Forward Activities, Not More of the Same Thanks.”
- “Help to beautify Vero Beach.”
- “Creating a really pretty, desirable retail area with nice restaurants, open space, courtyards for concerts, etc, like Tradition would be great.”
- “Restaurants and clothing retail sources are MOST NEEDED in the specified area.”
- “As a truck driver, I’d like to see a large truck stop or rest area in the area. There’s a severe shortage of truck parking in this area. All these new corridors seem to end up as cookie cutters of other ones with all the usual big chain stores and fast food restaurants. And with large master planned communities with hoa’s that a lot of people don’t really like.”
- “Entertainment.”
- “Love entertainment centers and restaurants.”
- “Tiny Homes for seniors.”
- “A Local Large Flea Market Area For Vendors.”
- “Potential businesses for the Corridor.”

- “Less industrial and agricultural spaces are needed in Vero Beach, altogether. The town lacks community event spaces and opportunities for social interactions which build a sense of community. There are no spaces for young adults to gain work experience. There are no opportunities for adults or seniors to gather, socialize or spend money.”
- “1. Economic Development Opportunity: Let’s forgo R&R (restaurant and retail). Let’s lift up IRC for income earners (increase wages and increase career opportunities). Economic Opportunities: Increase quality of life. Support current businesses. Eliminates ‘affordable housing’ because high income allows families to a quality lifestyle. Let’s lift up IRC!”
- “As a young resident of Indian River County, who grew up here, moved away and returned to settle down, I love that we are being empowered to participate in the future of development of our Vero Beach. Thank you! I am excited to see how we will build for our future generations to come!”

8) **Traffic and Roadway:**

- “What will happen to intersection at 90th and 8th street?”
- “Living off of Oslo, I’m very concerned about increased traffic.”
- “Signal @ 82nd Ave with ease/west intersection.”
- “I would like to see 98 street paved from state road 60 to oslo road, for alternate transportation route.”
- “Of major concern is the traffic and speed of vehicles heading east from the Oslo Corridor. We in Southlakes (Corner of 58th and Oslo) do not have a turn off heading into the community from the west. We frequently experience tailgaters, road rage drivers, etc. when we attempt to slow down to make the turn. Additionally, it’s sometimes impossible to make a left turn out of the community onto Oslo heading to 58th. This will become even more challenging and dangerous with increased traffic. Also, landscaping in the center isle outside of our front gate makes it very hard to see oncoming traffic.”
- “Traffic management.”
- “Greater standardization of speed limits. They seem to change by the block.”
- “Traffic studies and environmental impact should be disclosed.”
- “Traffic studies and environmental impact should be disclosed.”
- “What/when is the plan for 66th Ave south of Oslo?”
- “As a resident of southlakes (58th and Oslo) I am very concerned about safety coming in and out of our community. Visibility is poor when turning in from the westbound Oslo Road due to landscaping. When turning in from eastbound Oslo Rd there is no turning lane—the speed limit east of

58th is 55mph. We could use a turning lane or reduced speed limit west of 58th. Thank you!"

- "Crossing 2 lanes of traffic to go west out of my development. Paving of 58th to 13th so we can use back gate and catch the light on 58th and Oslo."
- "Concerned about noise at 58th and Oslo intersection. Any plans for a sound barrier to be built? It's very noisy at my house."
- "Oslo east bound entry to south lakes is unsafe due to no turn lane. Situation is prime for serious rear end collision."
- "Exit south lakes and turning west to access 58th north very difficult to execute during long periods of rush hour traffic. Addition traffic from 43rd will seriously increase the existing hazardous condition."
- "Would like to see, sooner than later, 58th paving extended south of Oslo to give homeowners a safer access to 58th."
- "Access to south lakes from east on Oslo should have all vegetation. Removed (small bushes) to improve visibility to the west oncoming traffic."
- "Sound barrier Oslo exit."
- "Effect on traffic flow from 58 east to Rt 1. Access from timber ridge to Oslo? Any plan for Oslo from 43 east to rt 1. Rear visual blight. Thank you."
- "Has there been any consideration to extend Oslo Road East? Or Indrio Road in St Lucie County? It would be logical that 20-30 year planning consider other bridges to the barrier island while island landfall for bridges is still available without eminent domain...the 20 acres south of the moorings and the north of queens cove in Ft Pierce is cant and for sale."
- "I understand this meeting is not about traffic on Oslo but... when and what will be shared with residents about proposed traffic planning? Traffic on Oslo from 58th to RT 1 is already problematic. We are interested in what calming and control planning is being done."
- "Want 58th paved between Oslo and 13th ASAP. Thank you."

9) **Workshop Comments:**

- "Where can I make certain to be added to all of these? These are an efficient and easy way to learn more about some of these projects."
- "Wished I was able to expand the photos to see & read them better. Thanks for asking."
- "What are the main objectives of the zoning/development plan changes?"
- "Looking forward to the communities responses."
- "I am happy this is being done."
- "Estimated time of completion?"
- "Interested in any videos for projects."

- “Please provide better notification of workshop time and dates-email please!”
- “More of these – this is very useful.”
- “A meeting with select local design professionals and staff. Not developers, not contractors, nor the general public. Your decisions should not be based on popular trends. The public generally doesn’t know better.”
- “Not sure, but I liked this survey.”
- “Exactly what your doing, getting the community involved and asking what they would like to see built in the area.”
- “Since this is the Oslo corridor, more workshops at the IG – why so far north? Just one IG worksho??”
- “On line is good.”
- “Results of this questionnaire.”
- “FYI. Proposed zoning will not have full input because we can’t peel the stickers.”
- “Offer in person community meetings at large communities.”
- “Thank you for the online survey as some folks just cannot get to the workshops.”
- “More opportunities for the public’s opinion to actually matter.”
- “Mock-ups, community impact studies.”
- “Trying to do the ‘stickers’ was difficult with so many people. Consider another means of gathering input.”
- “Everyone feels these decisions are already made. Would like to be involved.”
- “Do zoom meetings so all can participate.”
- “I have not heard about any community workshops and I’m online almost all day. My wife finally received this survey which I’m completing. I would like to be informed of the next workshop.”
- “A report on information gained from the current workshops.”
- “Transparent updates on the process as decisions and plans are developing.”
- “Additional workshops for residents.”
- “Listen to the input of people living closest to the proposed development areas.”
- “See the results of prior surveys and meetings to gauge wishes of the community and the direction plans may be heading. Enhanced advertising to generate the maximum interest and attendance. More opportunity to speak to decision makers and council reps.”

- “I haven’t seen the live workshops, but this virtual workshop was helpful.”
- “Frequent notice of workshops on local television news and radio.”
- “More options that reflect us not wanting to grow!”
- “Emailed videos.”
- “Do more online surveys. I can’t attend most times but I can do a survey.”
- “By providing a realistic timeline for the county to reach and implement rezoning decisions.”
- “Please forward me the PowerPoint today – thank you!”

WORKSHOP PHOTOGRAPHS

Photographs of several in-person workshops and public participation has been provided below.

Figure 59. IG Center Workshop Photograph 1 & 2



Figure 60. IG Center Workshop Photograph 3 & 4



Figure 61. IG Center Workshop Photograph 5 & 6



Figure 62. North County Library Workshop Photograph 1 & 2



ANALYSIS/KEY TAKEAWAYS

RESPONDENT PREFERENCES

The in-person and online workshops reveal a dedicated and loyal community to their beloved Indian River County. Across all workshops, participants stressed the need to proceed tactfully and mindfully when shaping the future of the Oslo Corridor. The majority did not want growth to result in a sacrifice of quality and County history.

Within the written response portion, the concerns about future growth generally stem from an aversion to growth, environmental and rural impact, traffic congestion, and not wanting to be similar to an overpopulated south Florida county.

However, the written portion provided many suggestions and opportunities for economic development and roadway improvements within the Corridor. Respondents shared an interest in public events and attractions, local restaurants, grocery stores, paving roads connecting to Oslo Road, intersection improvements, medical services, and a desire to develop with a sense of identity.

Although the proposed zoning was only available for in-person participants, it provided helpful insights to how the community would allocate land. East of I-95, the respondents showed a preference for public spaces and parks, agriculture, single-family residential, and medical services. West of I-95, the proposed zoning focused on agriculture, industrial, commercial, mixed-use, and public spaces and park.

Moreover, the town center was the most favored center type. This suggests the community prefers a center that provides many daily needs (work, shopping, recreation, etc.). However, the addition of conveniences should not be met with the loss of character.

By asking what the community would like to see and not like to see within the Corridor, four main preferences were identified: preserving farmland, providing entertainment and events, walkability, and architectural standards for development.

When tasks with determining an overarching theme for the Corridor, the respondents favored walkability, old Florida, and public spaces and landscaping.

Therefore, responses from Indian River County residents suggest the community would favor a walkable, old Florida corridor with an agricultural presence,

abundance of public spaces and well-designed landscaping, and a town center which offers daily conveniences and entertainment.