

## WABASSO CORRIDOR PLAN 2017



INDIAN RIVER COUNTY  
BOARD OF COUNTY COMMISSIONERS

April 4, 2017

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Please find a copy of the Wabasso Corridor Plan at the County Web Site:

<http://www.irccdd.com/wabasso>

Attachment # 1

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## **BACKGROUND**

### **INTRODUCTION**

Within Indian River County, there are both incorporated municipalities and unincorporated communities. While the unincorporated settlements lack the formal government structure and local control of cities and towns, each of the county's unincorporated communities nevertheless has a unique character and identity. One of those unincorporated communities is Wabasso, including “West Wabasso”.

As one of the oldest communities in the county, Wabasso is historically significant and a history of Wabasso and West Wabasso is provided in Appendix A of this plan. Besides being historically significant, Wabasso is centrally located, proximate to the Indian River Lagoon extending west to 66<sup>th</sup> Avenue, and situated at the confluence of north/south, east/west, and mainland/island traffic routes including U.S. 1 and C.R. 510. All of these characteristics, as well as general development trends, indicate that Wabasso may experience substantial growth and re-development in the future.

Faced with the prospect of increasing growth and development, in 1994/1995 the Wabasso community took the initiative to control development in the Wabasso area. Realizing that development and redevelopment occurring within the Wabasso area in the future would affect the Wabasso community for generations, the residents, property owners, and business owners in Wabasso prepared the Wabasso Corridor Plan which was adopted by the Board of County Commissioners in 1995, and revised in 2000. The plan became the model for subsequent corridor plans and special aesthetic regulations throughout the county, including the SR 60 corridor plan and numerous other “corridor” plans along collector and arterial roads within the county. Sixteen years later in 2016, the citizens of Wabasso expressed concerns about certain community and development issues and obtained Board of County Commissioners authorization for County staff and citizens to prepare an update to the plan. The update was prepared through a series of community meetings and on April 4, 2017, the Board of County Commissioners approved the updated plan which is reflected in this document.

This corridor plan is a recognition that the county's development policies, regulations, and capital improvement plans, while generally adequate, are insufficient to ensure the quality of development and type of improvements desired by the Wabasso community. Consequently, this corridor plan incorporates standards applicable for future development in the Wabasso corridor, and proposes specific actions regarding infrastructure, communication, land use/zoning, and community identity. As such, the corridor plan represents a balance of interests and a plan for future development, and improvements consistent with the community's desire.

### **PURPOSE AND VISION**

The overall purpose of the Wabasso Corridor Plan is to provide a set of standards applicable to development and redevelopment in the corridor area, and provide specific actions to address community needs and consensus. Specifically, the plan's purpose is to:

- Preserve and enhance the appearance of the Wabasso Corridor

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- Recognize and enhance the character of the Wabasso community
- Increase property values in the Wabasso corridor
- Prevent the establishment of incompatible land uses and unattractive developments in the corridor
- Coordinate public and private investments to enhance the function and appearance of the corridor, including public improvements to roadways and public lands within the corridor.

These statements of purpose are derived from the community's 1995 vision for Wabasso and from community input during the 2016/2017 plan update. As a brief description of how the community would like Wabasso to look in the future, the vision statement represents a consensus among Wabasso's residents, business owners, and property owners. The community's vision is as follows:

WABASSO WILL RETAIN THE FEELING OF AN UNCLUTTERED, WELL MAINTAINED SMALL TOWN. THROUGH ATTRACTIVE LANDSCAPING AND SPECIAL DEVELOPMENT DESIGN CONSIDERATIONS FOR PRIVATE AND PUBLIC DEVELOPMENT PROJECTS, WABASSO WILL PRESERVE AND ENHANCE THE NATURAL BEAUTY AND SCENIC VISTAS THAT GIVE WABASSO ITS SPECIAL CHARACTER. ADDITIONALLY, THIS AREA WILL BE CHARACTERIZED BY SAFE UNCONGESTED ROADS, AND BY A MIX OF USES INCLUDING LARGE AND SMALL BUSINESSES AND A VARIETY OF RESIDENTIAL OPTIONS.

### WABASSO CORRIDOR PLAN DEVELOPMENT PROCESS

Unlike many planning initiatives, the 1994/1995 Wabasso Corridor planning process, as well as the 2016/2017 update, was community initiated. Instead of being mandated by the county or the state, the Wabasso Corridor planning effort came about as a result of a request by several members of the Wabasso community.

Recognizing that growth pressures were increasing in Wabasso, several Wabasso property owners approached planning staff in July, 1994 and requested assistance in establishing requirements to ensure that future growth in the Wabasso Corridor would enhance the area's appearance and scenic qualities. Together, planning staff and Wabasso property owners approached the Board of County Commissioners with this request. In August, 1994, the Board directed planning staff to work with members of the Wabasso community and prepare a Wabasso Corridor Plan.

Assisted by Urban Resource Group, a Vero Beach land planning and landscape architecture firm, planning staff did research, compiled information, prepared background material, and held three

community meetings in an effort to prepare a corridor plan. While the first two meetings were successful in identifying community concerns and community desires, the third meeting was unsuccessful. At that meeting, a small group of people opposed to the planning effort derailed the meeting and effectively stalled the planning process.

Undeterred, a core group of Wabasso landowners circulated petitions within the community and demonstrated overwhelming support for continuation of the corridor planning process. In response to this indication of support, the Board of County Commissioners established a Wabasso Corridor Plan Task Force to work with planning staff to develop a corridor plan.

Consisting of fifteen members, the task force met eight times from May, 1995 through September, 1995, including a field trip to the City of Port Orange. Through this process, the task force reviewed background data and information, developed objectives, and considered regulatory standards. Through compromise, consensus building, and a balance of interests, the task force prepared and adopted this corridor report. On November 21, 1995, the Board of County Commissioners approved the original Wabasso Corridor Plan.

In 1998-1999, the Wabasso Corridor Plan Task Force reconvened to evaluate expanding the original corridor plan boundaries and to modify certain development standards. After several community meetings the task force prepared a revised plan which was then reviewed by the County's Planning and Zoning Commission. The revised plan was then reviewed and approved by the Board of County Commissioners on February 21, 2000. The revised boundaries expanded the plan area to include CR 510 east of the Indian River Lagoon.

In 2016, at the time of a rezoning within the corridor plan area to expand a Heavy Commercial (CH) zoning district along the west side of US 1 north of 77<sup>th</sup> Street, area residents approached the Board of County Commissioners regarding updating the Corridor Plan. On April 12, 2016, the Board directed staff to work with property owners and residents within the corridor area to update the plan.

Several community meetings were held between August 2016 and February 2017 to gather input from residents and property owners for the plan update. As part of the update, a list of actions to address specific community needs and concerns were developed and added to the plan. On April 4, 2017, the Board reviewed and approved the revised corridor plan, including the list of specific actions.

### **CORRIDOR AREA DESCRIPTIONS AND CONDITIONS**

Historically, Wabasso has been a semi-rural area dominated by the citrus industry. Several of the oldest homes in the county are located in Wabasso, as are residential, commercial, and a few industrial uses. Wabasso also contains several environmentally significant habitats, including xeric scrub and freshwater wetlands composing the Wabasso Scrub Conservation Area (WSCA). The +/- 111 acre WSCA, located at the northwest corner of the intersection of CR 510 and 58<sup>th</sup> Avenue, was acquired in the mid-1990's by the County for conservation and passive recreational purposes. The WSCA supports a population of federally listed Florida scrub-jays, and is a "core" property managed by the County to sustain that imperiled species under the Sebastian Area-wide Florida Scrub-jay Habitat Conservation Plan (HCP). Adjacent to the WSCA, south and east of West Wabasso Park, the County owns approximately 21 ½

acres of wetlands and additional scrub that were deeded to the County for conservation associated with private off-site mitigation projects. Wabasso also includes portions of the Indian River Lagoon, an estuary of national significance. The lagoon provides habitat for many rare and endangered species of plants and animals, as well as numerous recreational opportunities.

### **West Wabasso Community Information and Improvements (1995-2016)**

Compared to the rest of the Wabasso Corridor Plan area, West Wabasso has a higher percentage of extremely low, very low, and low income residents. Based on an income survey done in 2016 by a consultant for a CDBG project within West Wabasso, of the 70 households surveyed 44 were extremely low income (62%), 19 were very low income (27%), 6 were low income (8%) and only 1 (less than 1%) exceeded the low income limit. Per 2010 census information on a countywide basis 25% of the county population were extremely low income and very low income and 12% were low income.

Currently, some of the housing units within West Wabasso are in sub-standard condition. There are also drainage problems in a couple of areas as identified by residents. Prior to 1995 most of the roads in West Wabasso were not paved, the community was on well and septic tanks with a very poor water quality, there were drainage issues in many neighborhood areas, and West Wabasso Park was minimally improved. Since 1995, the county applied for several grants and also spent local funds to improve conditions in West Wabasso.

After the August 2016 community meeting, staff researched and prepared a list of West Wabasso Community Improvements between 1995-2016 (see below). Since 1995, over time, numerous public improvement projects/activities have been completed in West Wabasso including:

- Road paving and drainage improvements
- Potable water and sanitary sewer service
- Pavilions, walking trails, basketball courts, tennis courts in West Wabasso Park
- Improvements at Dasie Hope Center
- Street lighting
- Sidewalk along 64<sup>th</sup> Avenue
- Residential rehabilitation/roof repairs
- Demolition of abandoned homes
- Improvements at old Douglas School (Douglas Headstart Center)

As shown on the following table, from 1995-2016 a total of \$4,597,353.21 was spent on improvements in West Wabasso. Of that total \$3,224,605.05 was from various grants and \$1,372,748.16 was from county funds.

# West Wabasso Community Improvements

## 1995 – 2016

Projects #	Project	Grant	Grant Amount	Local Match	Source of Local Match
1	<b>1995 West Wabasso Road Paving, Drainage and Water Project</b> (north of CR 510 both sides of 64 <sup>th</sup> Avenue and south of CR 510 east of 64 <sup>th</sup> Avenue)	1995 Community Development Block Grant (CDBG) (Federal Funds Through State)	\$750,000.00	\$130,000.00  \$160,000.00	Local Housing Initiatives Partnership (SHIP) program allocation County
2	<b>2005 West Wabasso Water Project Phase I</b> (north of CR 510 mainly east of 64 <sup>th</sup> Avenue)	2005 DRI (Disaster Recover Initiative) (Federal Funds Through State)	\$660,928.00	\$44,200.00	Hurricane Housing Recovery (HHR) allocation
3	<b>2005 West Wabasso Water Project Phase II</b> (Hillside subdivision and NE Corner of CR 510 and 58 <sup>th</sup> Avenue)			\$10,989.00	County Utilities
4	<b>2011 West Wabasso Sewer Project Phase I</b> (north of CR 510 both sides of 64 <sup>th</sup> Avenue)	2011 CDBG (Federal Funds Through State)	\$750,000.00	\$85,000.00 \$94,179.55 \$28,000.00	Local SHIP allocation County Utilities County
5	<b>2016 West Wabasso Sewer Project Phase II</b> (south of CR 510 both sides of 64 <sup>th</sup> Avenue)	2016 CDBG (Federal Funds Through State)	\$720,000.00 \$343,677.05 SJRWMD (St. John River Water Management District)	\$125,000.00 \$246,472.95	Local SHIP allocation County Utilities
6	<b>West Wabasso Park Improvements:</b> Playground (2015) Walking Trail (2007) Pavilions (2005) Basketball Courts and Tennis Court re-surfacing (2005)			\$46,839.98 \$10,000.00 \$81,750.00 \$2,849.32	County Health Department County County

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Projects #	Project	Grant	Grant Amount	Local Match	Source of Local Match
7	Dasie Hope Center AC & Utilities Connection Dasie Hope Center Lift Station (2007)			\$28,392.00 \$84,155.84	County County
8	Sidewalk along 64 <sup>th</sup> Avenue between CR 510 and 86 <sup>th</sup> Lane (2005)			\$20,357.00 \$15,000.00	County Health Department
9	Street lights along CR 510 and both north and south of CR 510 in West Wabasso area (2001)			\$7,281.52	County
10	World changers: 26 new roof projects			\$40,000.00	County
11	Improvements to "old Douglas school" (now known as Douglas Headstart Center): Renovation of Cafeteria (1996) Roof Replacement (1999) Engineering for HVAC & Electric upgrade (2003) New Three phase electrical system (2003) New HVAC for Douglas School (2004)			\$9,244.00 \$5,420.00 \$3,900.00  \$7,601.00 \$60,116.00	County County County  County County
12	Demolition of abandoned homes			\$26,000.00	County
		<b>Totals</b>	<b>\$3,224,605.05</b>	<b>\$1,372,748.16</b>	
			<b>Combined Total</b>		<b>\$4,597,353.21</b>



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County SHIP loans are deferred payment loans that do not require a monthly payment. A SHIP loan will be forgiven after an applicant has lived in an assisted unit for a certain period of time. The county has utilized State Housing Initiatives Partnership (SHIP) program in West Wabasso to:

- Increase the availability of affordable housing units for very low and low income households
- Provide loans for down payment and closing costs
- Provide loans for impact fees (water and sewer hook-ups)
- Provide loans for renovation/rehabilitation of substandard housing units

Below is the summary of West Wabasso SHIP assistance provided between 1995-2014.

Type	Total
Impact fee Loan (IFL) in conjunction with Water and Sewer Connection (5 Year Loan)	33
Rehabilitation & Impact Fee (10 Year Loan)	21
Rehabilitation (10 Year Loan)	13
Down Payment Closing Costs and Rehabilitation Loan (30 Year Loan)	1
<b>Total of all Loans</b>	<b>68</b>

SHIP funds continue to be made available to low income residents as well as developers of affordable housing projects in West Wabasso.

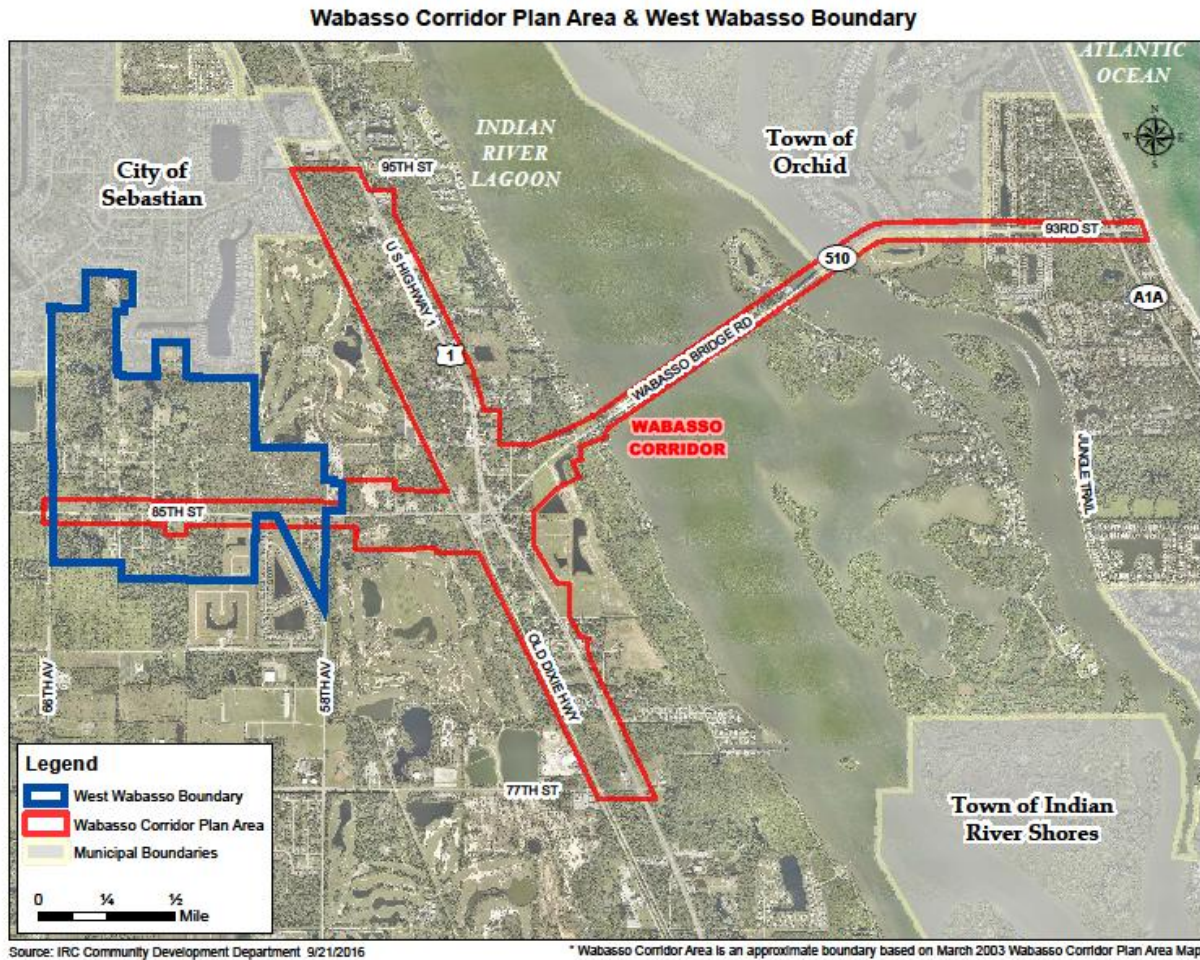
### CORRIDOR BOUNDARIES

Being an unincorporated area, Wabasso has no legal boundaries. The corridor's boundaries were established with community input to include the area generally known as Wabasso. The boundaries run along US #1 from 77<sup>th</sup> Street (all sides of the 77<sup>th</sup> Street/U.S. 1 intersection) to 95<sup>th</sup> Street and along CR 510 from 66<sup>th</sup> Avenue all sides of 66<sup>th</sup> Avenue/CR 510 intersection to the Atlantic Ocean. The planning area boundaries and boundaries of West Wabasso are shown on Figure 1, which follows.

The heart of Wabasso is located at the intersection of the area's two main roads; CR 510 and U.S. #1. East of 58<sup>th</sup> Avenue, most properties within the planning area that front these roads have a commercial/industrial land use designation (see figure 2). The eastern portion of the planning area, as well as the portion west of 58<sup>th</sup> Avenue, are mainly designated for residential development (see figure 3).

CR 510 and U.S. #1 are both classified as urban principal arterials on the county's future roadway thoroughfare plan map. U.S. #1 is the main north-south roadway through the county, while CR 510 is one of the major east-west roadways in the county. CR 510 connects the barrier island to I-95 and western portions of the county, and is planned for widening and major improvements from CR 512 to 58<sup>th</sup> Avenue through an FDOT (state) project and between 58<sup>th</sup> Avenue and the Indian River Lagoon via a county roadway project.

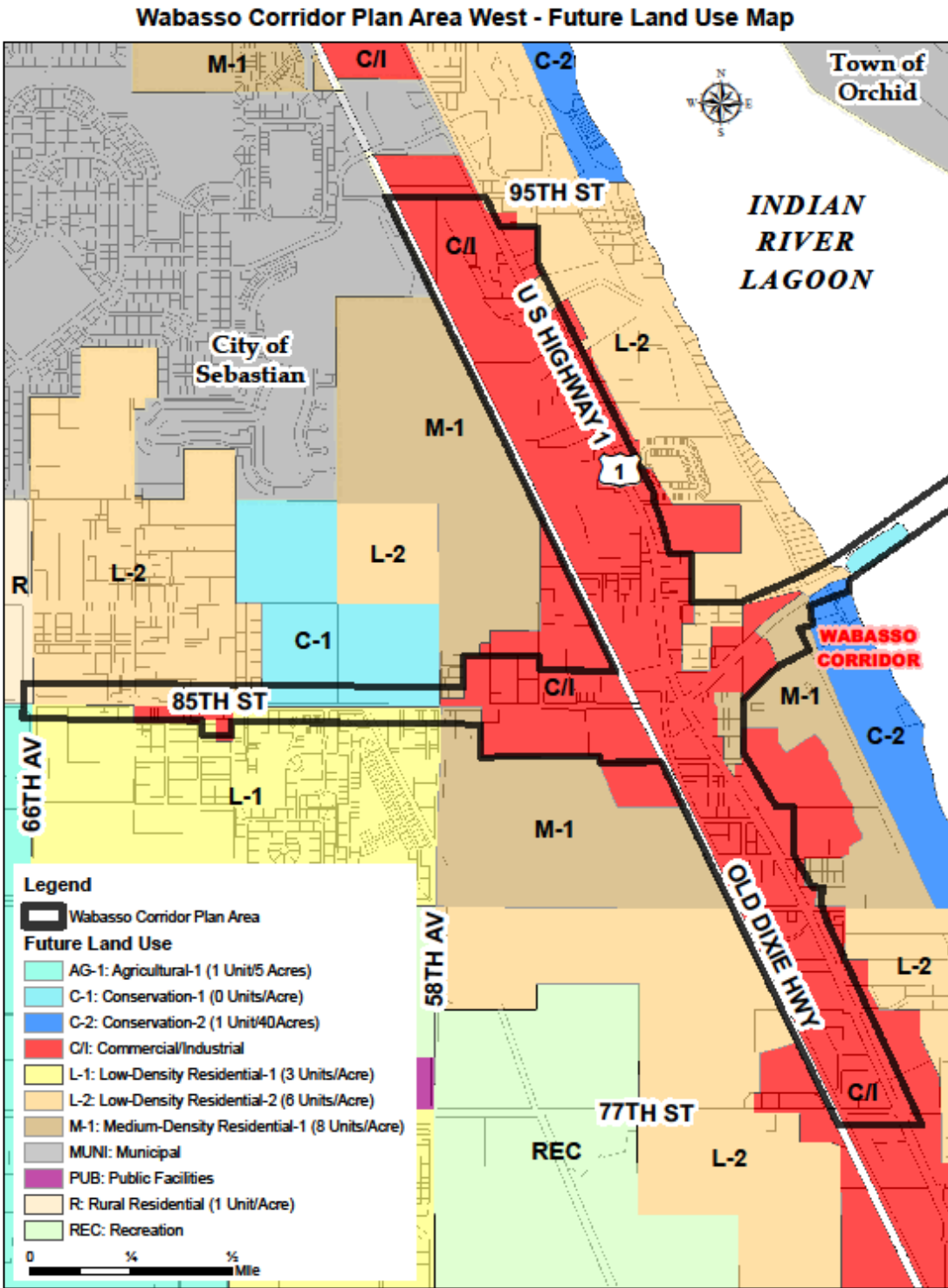
Figure 1



- Existing and Planned Land Use and Zoning

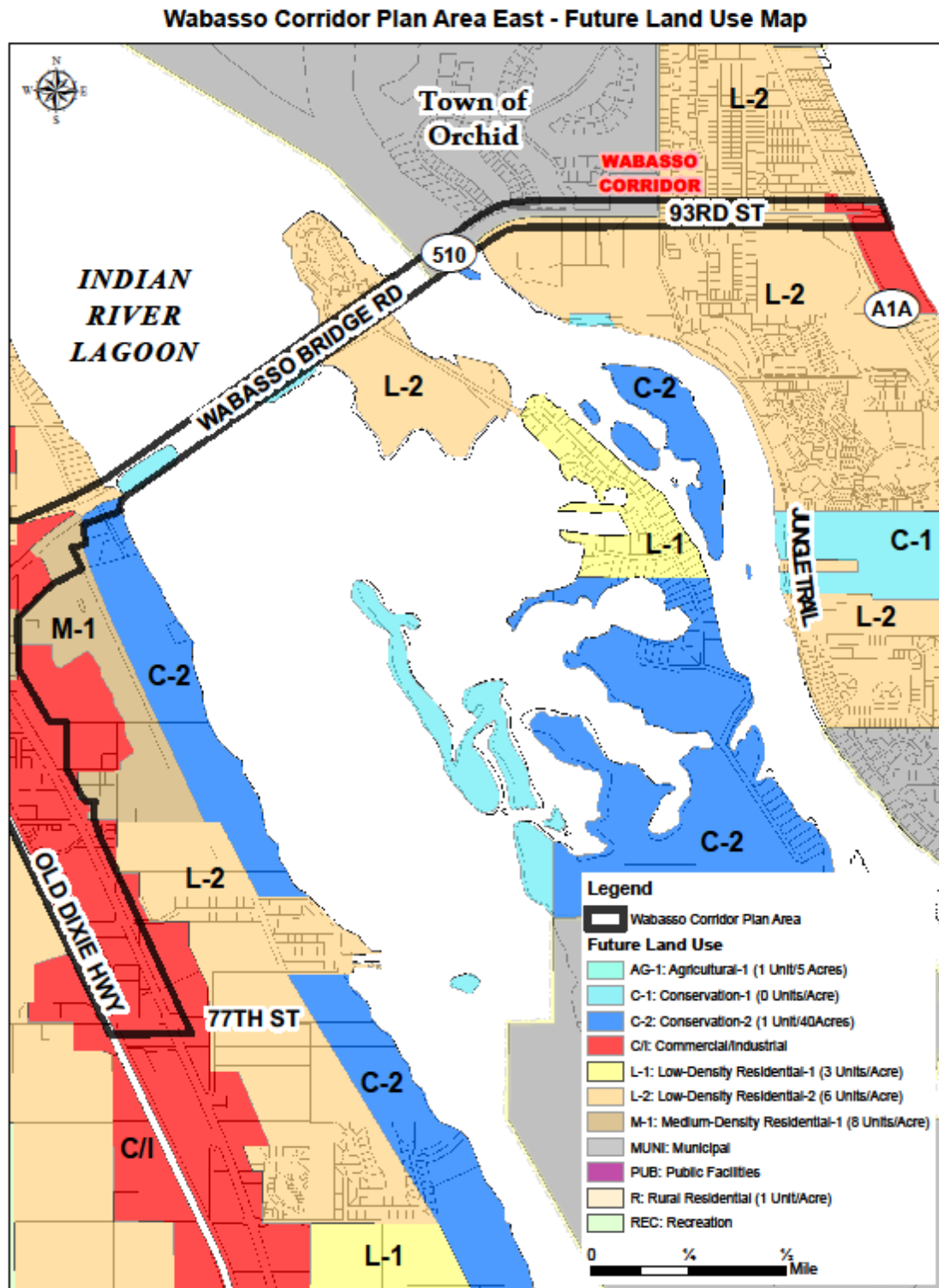
The U.S. #1 Corridor within the Wabasso area (in 2016) contains a mix of commercial uses, single- and multiple-family residential uses, and vacant land. Land along CR 510 between 66th Avenue and 58th Avenue contains mostly residential uses. The exception is a 5.28 acre commercial area on the south side of CR 510, located in West Wabasso. That node contains a small food store which is open as well as a motel, two bars, and a pool hall which are currently closed; those properties have potential for re-development. Between the Florida East Coast Railroad Tracks and 58th Avenue, land along CR 510 is presently characterized by general commercial, heavy commercial and light industrial development. Between 46<sup>th</sup> Avenue and SR A1A, residential land uses dominate. This mixture of uses is an important characteristic of the Wabasso area, and it is reflected in the area's zoning pattern. Figures 2 and 3 show the existing land uses in the planning area. Zoning districts within the planning area are shown on Figures 4 and 5.

Figure 2



Source: IRC Community Development Department 9/21/2016  
\* Wabasso Corridor Area is an approximate boundary based on March 2003 Wabasso Corridor Plan Area Map

Figure 3

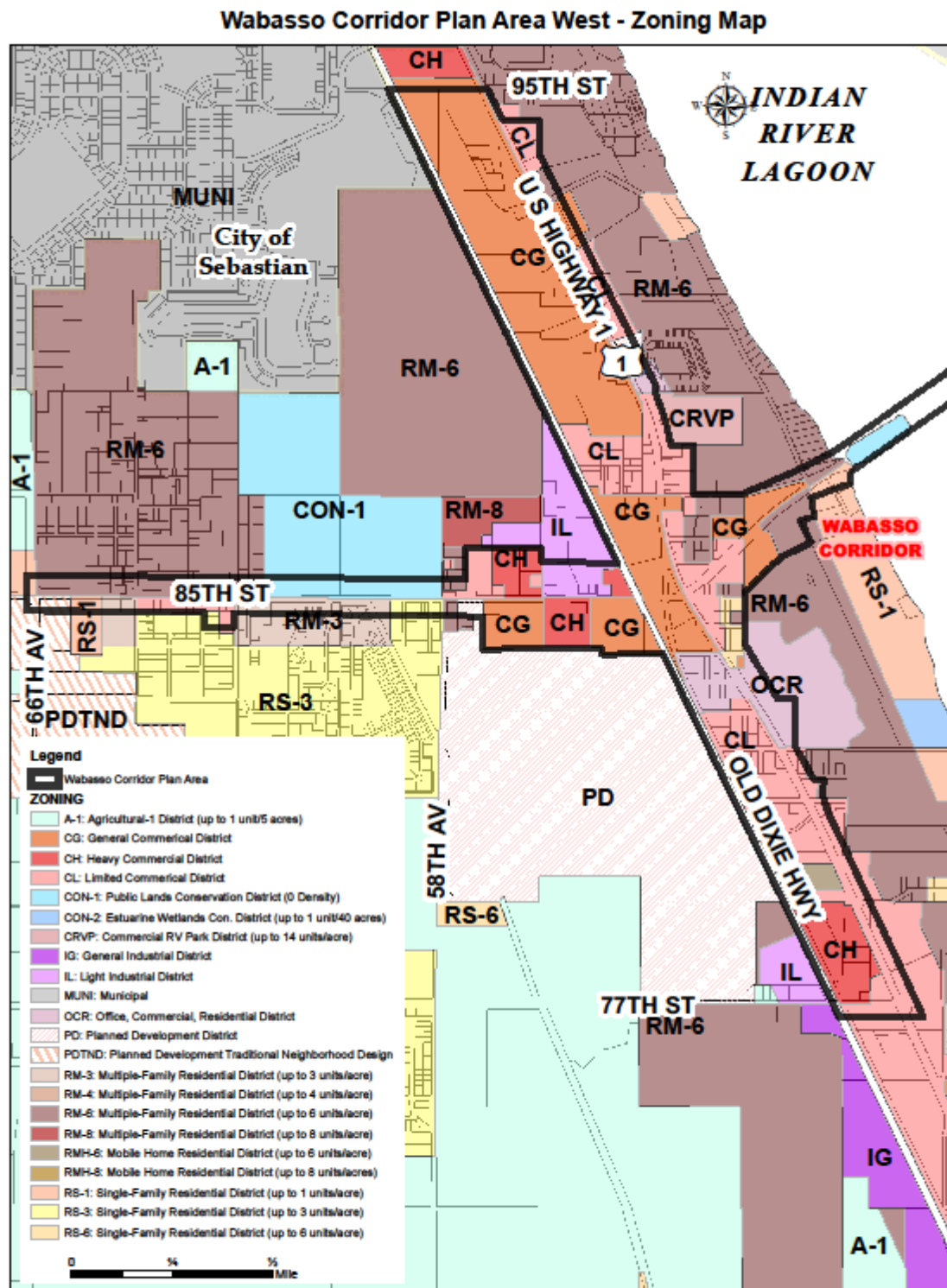


Source: IRC Community Development Department 9/21/2016

\* Wabasso Corridor Area is an approximate boundary based on March 2003 Wabasso Corridor Plan Area Map



### Figure 4

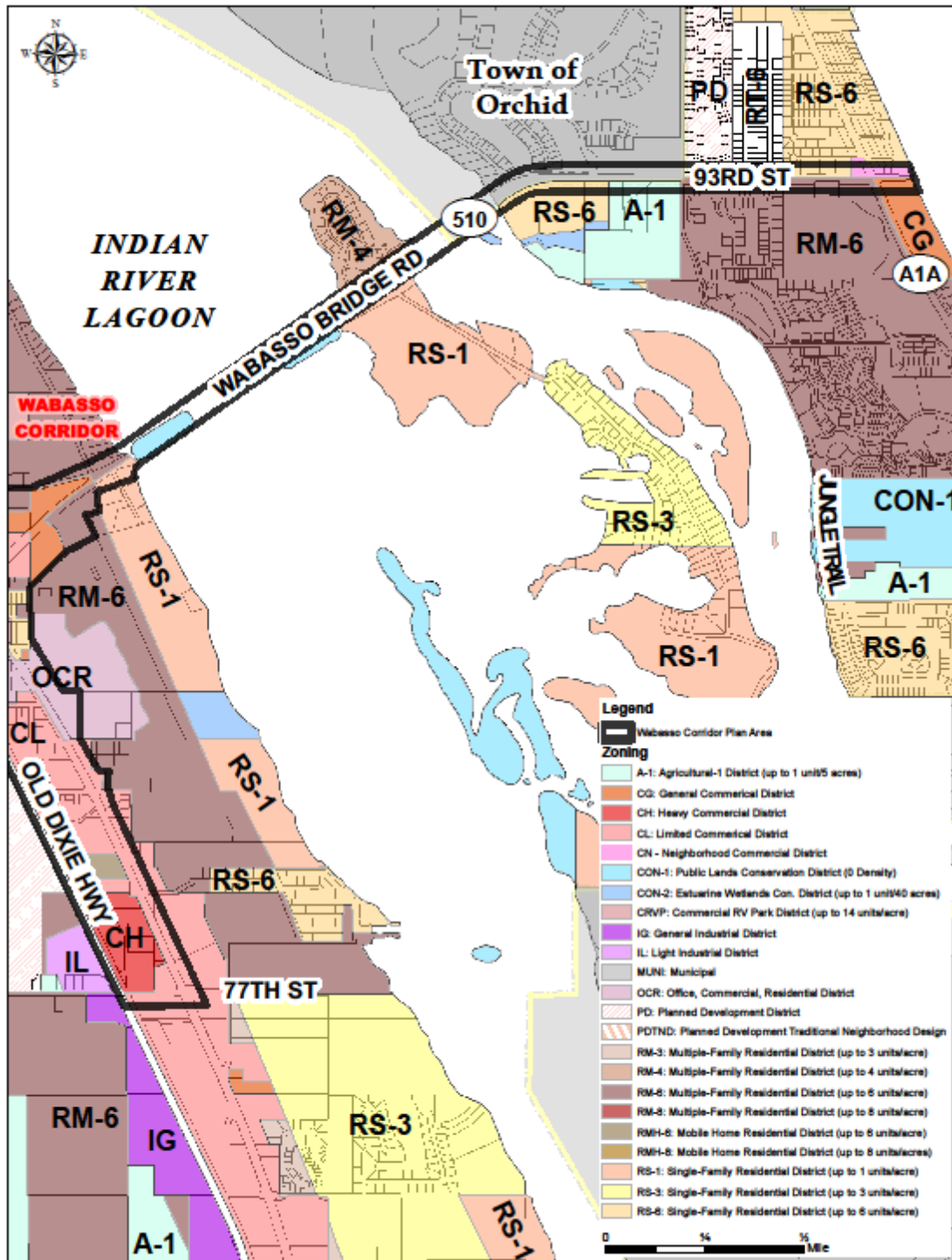


Source: IRC Community Development Department 9/21/2016

\* Wabasso Corridor Area is an approximate boundary based on March 2003 Wabasso Corridor Plan Area Map

Figure 5

Wabasso Corridor Plan Area East - Zoning Map



Source: IRC Community Development Department 9/21/2016

\* Wabasso Corridor Area is an approximate boundary based on March 2003 Wabasso Corridor Plan Area Map

- Existing and Planned Roadway Conditions and Improvements

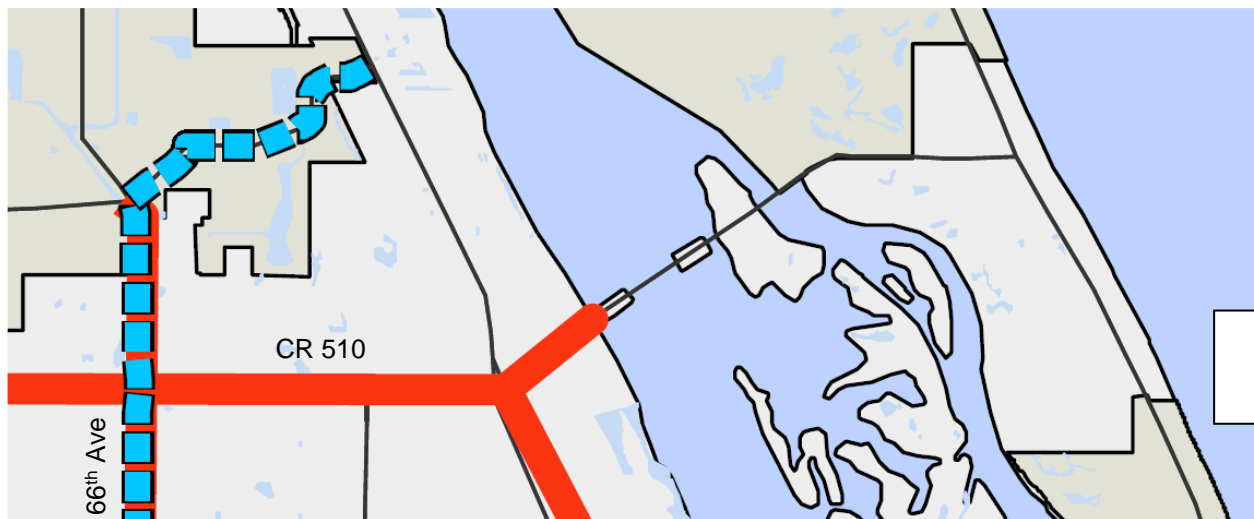
CR 510 is a 2-lane arterial roadway with approximately 80 feet of existing public road right-of-way. According to the county's comprehensive plan, CR 510 is planned to expand to 4 lanes with 120 feet of public road right-of-way west of 66<sup>th</sup> Avenue and a more narrow “urban scale” right-of-way east of 66<sup>th</sup> Avenue through West Wabasso. Currently, FDOT has a project for widening of CR 510 from CR 512 to 58<sup>th</sup> Avenue.

U.S. #1 is a 4-lane arterial roadway with approximately 106 feet of existing public road right-of-way. U.S. #1 south of CR 510 is planned for expansion to 6 lanes and 120 feet of public road right-of-way. To the west of US 1 is Old Dixie Highway, a 2-lane collector roadway with approximately 70 feet of existing public road right-of-way. Currently, no expansion of Old Dixie Highway is planned.

With 100 feet of existing right-of-way, the Florida East Coast (FEC) Railroad Tracks are adjacent to the west side of Old Dixie Highway. Figure 6 shows planned sidewalks and bike paths.

**Figure 6**

**Proposed Wabasso Corridor Improvements: Pedestrian Improvements**



**Legend**

- Proposed Sidewalks
- Sidewalks in Conjunction with Road Projects

**Proposed Wabasso Corridor Improvements: Bicycle Improvements****Legend**

- Proposed Bike Lanes
- Bike Lanes in Conjunction with Road Projects

**Parcel Ownership, and Size/Shape Characteristics**

In Wabasso, much of US #1 was built over existing platted subdivisions. Consequently, many lots in Wabasso were affected when the state acquired right-of-way for US #1. As a result, many of these lots are oddly shaped and lack depth. These non-conforming parcels will be difficult to develop without combining parcels. At this time, some of the non-conforming lots remain uncombined. Figures 2 and 3 show the individual parcels in the planning area.

Parcel ownership in Wabasso indicates that any future development within the area will be a mixture of uses, including commercial uses, institutional uses, residential uses, and permanent open space where public conservation land and public park space have been established. Because of differing parcel configuration and land use characteristics, the corridor's US #1 appearance will be different than the corridor's CR 510 appearance.

- **Development Potential**

Since the Wabasso Corridor plan was originally adopted in 1995 and revised in 2000, there has been incremental and isolated residential and commercial development within the corridor. Residential development has occurred on sites scattered along CR 510 and includes developments such as the Seasons PD and Lakes at Sand Ridge PD. While the pace of commercial growth has been moderate since 1995, it has included commercial projects such as the Citgo and Chevron fueling/and retail facilities, the CVS pharmacy/store, and re-development of a former convenience store site as a medical office/retail facility.



With respect to future development within the corridor area, there is substantial vacant residentially and commercially zoned property. It is anticipated that property closer to the US #1/CR 510 intersection will develop first as market forces determine ripeness for development. A development that commenced construction and was then abandoned during the Great Recession and known as the Bristol Bay/Orchid Quay project located generally at the southeast corner of U.S. #1 and CR 510, contains approximately 113 acres and is proposed for a mix of residential and commercial uses. That project is expected to move forward as market conditions allow.

### **ISSUES AND CONCERNS**

The current development environment suggests that the pace of growth in Wabasso may increase. Potential problems associated with growth can include loss of open space, congested roads, deteriorating public infrastructure, visual clutter, deteriorating aesthetics, and loss of community character.

In past decades in Florida, areas that were unprepared for growth experienced rapid unplanned development characterized by vast swaths of concrete, un-connected and un-integrated uses, lack of vegetation and open space, poorly maintained infrastructure and buildings, visual clutter, and unattractive appearance. U.S. 192 in Kissimmee is an example of such problems which have been only partially mitigated in recent years by extensive and costly public improvements and re-development.

With that in mind, participants at the various 1994-1995 Wabasso Corridor Workshops efforts identified various concerns, including the following which were updated with the 2016/2017 plan update:

- **Drainage.** Parts of the area are subject to flooding during heavy rains. Stormwater run-off from area road widening projects may require extra right-of-way acquisition unless new development sites are designed to accommodate some of the run-off from such future road widening projects. Specific actions have been included in this plan to address drainage problems identified during the 2016/2017 update.
- **Utilities.** Since 1995, the county has expanded centralized water and sewer service in Wabasso, particularly West Wabasso, and continues to seek extension of sewer service into of the last areas of West Wabasso not currently served.
- **Code Enforcement.** In 1995, the presence of several dilapidated buildings indicated a need for additional code enforcement in the Wabasso area. Since that time, more than 85 demolition permits have been issued in the Wabasso area. During the period from 2006 to 2016, more than 400 code enforcement cases were processed in the Wabasso area.
- **Pedestrian Systems.** In 1995, very limited sidewalks existing in the Wabasso area. Currently, sidewalks exist along both sides of most of US #1. In contrast, there are no sidewalks along CR 510, Old Dixie Highway, or most other roads in Wabasso. In 2016, residents expressed a desire to extend sidewalk improvements along 64<sup>th</sup> Avenue to West Wabasso Park, and supported pedestrian and bike improvements being incorporated into the CR 510 road widening project design.

- Vehicular Control. In 1995, CR 510 was a 2-lane road with no turning lanes, its intersections with US #1 and with Old Dixie Highway experienced backlogs and seemed dangerous.

Since 1995, the county has installed an exclusive right turn lane on CR510 at 66<sup>th</sup> Avenue (eastbound) and a county-wide transit system has been established which includes Goline Route 9. That route runs from West Wabasso to Sebastian River High School, to the north county transit hub (with connections to Fellsmere and Sebastian) and to the Indian River Mall. Future transportation improvements in the Wabasso area will include: a southbound right turn lane at CR 510 and 58<sup>th</sup> Avenue; 4 laning CR 510 (CR512 – 58<sup>th</sup> Avenue) with turn lane improvements at all intersections, including consideration of a possible roundabout at CR 510 and 66<sup>th</sup> Avenue; improved pedestrian crossings along CR 510; buffered bicycle lanes; and sidewalks.

- Grandfathered Uses/Non-Conformities/Redevelopment. Substantial portions of the existing development in Wabasso were built prior to the enactment of existing setback, parking, land use, building, stormwater retention, and landscaping regulations. Additionally, several circumstances have caused Wabasso to have an inordinate number of lots that lack adequate size. For these reasons, there has been confusion among residents, property owners, and business owners regarding which uses are permitted and when buildings must meet existing regulations.
- Building Setbacks. Many buildings and parking lots in older areas of Wabasso are located close to the road right-of-way. That situation limits the amount of planting that can occur and generally results in an unattractive overabundance of pavement. Since 1995, redevelopment has occurred resulting in landscaping improvements in older areas of Wabasso.
- Signs. Most of the old signs in Wabasso are mounted on one or two poles up to 35 feet high. Signs may be within 5 feet of the public road right-of-way. Since adoption of the Wabasso Corridor Plan in 1995, new signs have been limited to monument style signs, improving the area's aesthetics.
- Architecture. Indian River County does not enforce any architectural theme regulations. Generally, buildings in Wabasso represent a mix of architectural styles. Since adoption of the Wabasso Corridor Plan in 1995, architectural and aesthetic requirements have been applied during development and re-development review.
- Landscaping. Most property in Wabasso developed from 1985 to 1995 meets only the old minimum county landscaping requirement of 1 tree for every 30 feet of parking area road frontage and some shrubbery. Since 1995, enhanced landscaping requirements have been applied.
- Rights-Of-Way. Medians have been unsightly, unplanted and poorly maintained in the past and some medians have constrained widths. Since 1995, some medians have been upgraded; more upgrades will occur with new improvement projects.
- Land Uses. Vehicle sales, flea markets, outdoor storage, and industrial uses are presently permitted uses within much of Wabasso. For this reason, the potential for compatibility problems, especially with the nearby residential areas is high. Since adoption of the Wabasso

Corridor Plan in 1995, the above mentioned uses have been prohibited, have not expanded, and in fact have been reduced through redevelopment.

- Lighting. Roads in Wabasso have little lighting. Since 1995, additional lighting has been provided on both sides of CR 510.
- Maintenance. Since 1995, the county has demolished several dilapidated structures in the Wabasso area. Currently, some buildings are dilapidated or poorly maintained. These buildings are characterized by unkempt vegetation, broken windows, and other signs of deterioration, and are candidates for condemnation/demolition or rehabilitation.
- Walls/Fences/Berms (Screening). In 1995, other than chain link fences, which are often considered unattractive, there was little screening of development from adjacent roadways. After 1995, special landscaping, buffering, and fencing requirements have been applied to new development and redevelopment.
- Lot Size. Many lots in Wabasso do not meet minimum lot size requirements. A large number of these non-conforming lots front on U.S. #1. Since 1995 some non-conforming lots have been combined, resulting in conforming parcels that are easier to develop or re-develop.

The following community concerns were added during the 2016/2017 update, and are addressed later in this plan under plan update actions.

- Parks. To increase the benefits and usefulness of area parks, consider adding improvements to Causeway Park and West Wabasso Park and extend hours of operation at West Webasso Park.
- Communication. To address lack of consistent and thorough information from the county to residents, consider emailing to Wabasso citizens information on proposed development/redevelopment projects in the Wabasso area and adjacent areas of the City of Sebastian.
- Development of Affordable Housing. To address a shortage of affordable housing, consider County support of affordable housing projects within the West Wabasso Area and continue offering individual assistance to very-low and low income residents for home rehabilitation.
- Local Labor. To increase job opportunities, consider County support and when possible, to utilize local laborers in public projects.
- Community Signs Placement. To address proper placement of community signs, consider County coordination with FDOT for the proper placement of community signs along US #1 and County providing appropriate community signs along CR 510.
- Zoning. To address concerns about expansion of heavy commercial or industrial zoning along US #1, consider requiring applicants seeking heavy commercial or industrial zoning along U.S. #1 within the Wabasso Corridor Area to meet with neighbors before the zoning application is formally reviewed or scheduled for public hearing.

## WABASSO OPPORTUNITIES

Despite the concerns expressed in various workshops, there is a great opportunity to favorably affect future development in the corridor. Because extensive development has not occurred in Wabasso, the opportunity existed to make effective changes and enhance the entire area. The Wabasso Corridor Plan has included requirements for changes and enhancement of the corridor area. This will involve both government and private landowners.

- Public Sector Opportunities

Public infrastructure can have a positive or a negative effect on the appearance and desirability of an area. For that reason, government has the opportunity to improve an area as infrastructure is installed, expanded or replaced.

For this plan, infrastructure refers to roadways, sidewalks, bikepaths, and publicly maintained drainage systems. In Wabasso, infrastructure is the responsibility of county and state government. With respect to roadways, the state is responsible for U.S. #1, and improving CR 510 from CR 512 for 58<sup>th</sup> Avenue while the county is currently responsible for improving portions of CR 510 east of 58<sup>th</sup> Avenue.

The public sector has an opportunity to enhance the Wabasso area through both the function and appearance of infrastructure through improvement projects. In addition, public services that provide an adequate level of service will increase the desirability of the area. Rights-of-way that are planted and well maintained enhance the appearance of the area.

In Wabasso, the CR 510 Causeway Park is an important public amenity in the corridor. A well maintained park with adequate facilities such as parking and picnic tables will complement other improvements in the corridor. Similarly, commercial activities in the park can affect the corridor.

The Wabasso Corridor Plan has provided adequate guidelines and contains requirements to ensure that development or re-development in the corridor plan area looks good and fits well with the rest of the corridor.

- Private Sector Opportunities

There is a significant amount of vacant ~~or agricultural~~ land within the corridor. Additionally, much of the existing development in the area is older and soon will be in need of redevelopment. These circumstances provide an opportunity to ensure that both new development and redevelopment in the planning area are attractive and of high quality. Accordingly, there is an opportunity to ensure that new development and redevelopment is well designed, buffered, and landscaped. In addition, opportunities exist along CR 510 and US #1 for mixed use development consisting of integrated residential and commercial uses.

### **WABASSO CORRIDOR PLAN OBJECTIVES**

Several components constitute the substance of a comprehensive corridor plan. These consist of the plan's objectives, proposed public improvements, regulatory standards, and voluntary guidelines. Together, these plan elements address the two most important questions inherent in any plan. These are: What does the community want and how will this be achieved?

The plan's objectives address the first question referenced above. They identify what the community wants. As such, these objectives are consistent with and derived from the community's vision for the Wabasso Corridor. The Wabasso Corridor objectives are as follows:

1. Ensure that land uses along the corridor preserve the attractiveness of the corridor
2. Provide public improvements that enhance the function and appearance of the corridor
3. Use landscaping to buffer uses, complement building design, and enhance attractiveness of the corridor
4. Minimize the clutter and unattractiveness associated with excessive signage
5. Encourage architecture and design that enhances the appearance of the corridor

### **PUBLIC SECTOR ACTIVITIES**

For the Wabasso Corridor Plan to be successful, Indian River County must participate in corridor development. Accordingly, the county will take the following actions within the corridor area:

1. install utilities underground, whenever possible;
2. install sidewalks in conjunction with county road and public building projects;
3. install sidewalks and bikepaths as programmed in the county's bikepath and sidewalk plan;
4. consider abandoning Old Dixie Highway, between CR 510 and U.S. #1;
5. encourage the Florida Department of Transportation (FDOT) to enhance (landscape) U.S. #1 medians;
6. limit activities and uses within Causeway Park to those uses related to public access to the river and public events;
7. maintain and enhance where practical landscaping along Causeway Park;
8. create and landscape center medians on CR 510 when right-of-way becomes available;
9. improve CR 510's intersections with both U.S. #1 and Old Dixie Highway;

10. encourage new developments to be designed to accommodate some of the anticipated stormwater run-off from future road widening projects;
11. adhere to corridor plan standards whenever it (the county) develops property within the corridor;
12. revise the ultimate right-of-way required for CR 510 between U.S. #1 and the Wabasso Causeway to reflect a right-of-way transition from the mainland to the bridge, and through West Wabasso, thus minimizing the impact on residential areas; and
13. when feasible, install streetlights that complement and enhance the surrounding architecture and landscaping.
14. Improve infrastructure, communication, land use/zoning/development process, and community identity in Wabasso and West Wabasso through implementation of the specific actions provided at the end of this plan.

### **WABASSO CORRIDOR SPECIAL REGULATIONS FOR NON-RESIDENTIAL DEVELOPMENT**

On a county-wide basis, Indian River County's land development regulations (LDRs) address most of the development design issues on which the Wabasso Corridor Plan focuses. The LDRs set minimum, county-wide standards regarding allowable commercial uses (section 911.10), signs (section 956), screening of dumpsters (section 914.14(14)), building setbacks (section 911) and landscaping (section 926). These general minimum development standards, however, are not sufficient to preserve and promote Wabasso's special character and to meet the objectives for the Wabasso corridor as set forth in this plan.

Therefore, this plan contains special regulations for the Wabasso corridor that go beyond the county-wide minimum standards. These special regulations address certain design issues for new non-residential development and major redevelopment in the Wabasso Corridor Plan area. Accordingly, these regulations apply to all parcels within the corridor area. If any portion of a parcel is within the plan area, then the entire parcel is subject to these regulations. Within the plan area, both the county-wide regulations and these special regulations will apply. Where there is a difference between the county-wide LDRs and these special regulations, these regulations shall prevail.

NOTE: these special regulations are now codified and contained in LDR section 911.18.

### **SPECIAL REGULATIONS FOR MAJOR NEW DEVELOPMENT AND MAJOR REDEVELOPMENT**

Future growth in Wabasso will mostly involve two types of major development. One type will be new major development projects occurring on vacant sites. The second type will be major redevelopment projects entailing significant alteration and improvement of existing developed sites. Such new

development or redevelopment will require compliance with special regulations designed to ensure that such projects will further the objectives of the Wabasso Corridor Plan.

In the Wabasso Corridor Plan area, the following special regulations shall apply to new non-residential development that requires major site plan approval.

- **Prohibited Uses:** Many commercial uses are necessary and appropriate within the county as a whole. However, certain uses, by their nature and appearance, are unaesthetic and inappropriate within the Wabasso Corridor Plan area. Generally, facilities that include outdoor display, storage and sales are difficult to shield with landscaping. Therefore, within the plan area, the following land uses shall be prohibited:
  - **outdoor display of automobiles/motorized vehicles for sale or rental;**
  - **outdoor display of mobile homes for sale or rental;**
  - **outdoor display of boats for sale or rental;**
  - **drive-in theaters;**
  - **recycling centers;**
  - **transmission towers;**
  - **flea markets;**
  - **transient merchant uses: and**
  - **temporary sales events that require temporary use permits and are conducted outside of enclosed buildings.**

Specifically, there shall be no outside display of merchandise on public sidewalks (within public rights-of-way or easements) or rights-of-way. Outside display of merchandise shall be allowed on private property; provided, however, that outside display of merchandise is allowed only on sidewalks abutting buildings occupied by the business displaying the merchandise. All other uses shall comply with applicable zoning district regulations.

- **Restricted Uses:** Certain uses and corresponding structures can be appropriate and compatible with the Wabasso Corridor Plan area IF properly oriented and screened. Therefore, within the plan area, vehicle bays or stalls such as those associated with vehicle repair and car wash uses are allowed IF such bays or stalls are oriented and screened from view of US #1 and CR 510 by provision of a Type "B" buffer with four foot opaque feature.

Industrial and storage buildings located in the CH, IL, and IG zoning districts shall be exempted from foundation planting landscaping requirements and architectural/building requirements for building facades that do not abut residentially designated areas or front on public roads. However, industrial buildings shall satisfy the color requirements and be visually screened from adjacent residential properties and public roadways as required by Chapter 911 (zoning) and Chapter 926 (landscaping) regulations.

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

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

*Prohibited signs (this is in addition to sign ordinance section 956.12 prohibitions):* The following are prohibited:

- Lights or illuminations that flash, move, rotate, scintillate, blink, flicker, or vary in intensity or color. Public signs permitted pursuant to sign ordinance section 956.11(2)(b) are excluded from this prohibition and are allowed.
- Electronic message boards and message centers, electronic adjustable alternation displays, or any sign that automatically displays words, numerals, and or characters in a programmed manner. Traffic regulatory and directional signs permitted pursuant to sign ordinance section 956.11(2)(b) are excluded from this prohibition and are allowed.
- Portable or trailer style changeable copy signs.
- Signs with the optical illusion of movement by means of a design that presents a pattern capable of giving the illusion of motion or changing of copy.
- Strings of light bulbs used on non-residential structures for commercial purposes, other than traditional holiday decorations at the appropriate time of the year.
- Signs that emit audible sound, odor, or visible matter, such as smoke or steam.
- Plastic or glass sign faces (including but not limited to: acrylic, Lexan<sup>®</sup>, or Plexiglas<sup>®</sup>). High density polyurethane and PVC are exempt from this prohibition. Portions of a sign which are changeable copy are exempt from this prohibition. When used in conjunction with cut-out or routed metal cabinets, plastic used only for copy or logos is exempt from this prohibition. Plastic used for illuminated individual channel letters or logos is exempt



from this prohibition. Although highly discouraged, a plastic sign face will be allowed only when all of the following requirements are met for the plastic portions of a sign:

Plastic shall be pan formed faced (embossed and/or de-bossed copy and logos are encouraged).

Regardless of the opaqueness of a sign, all plastic signage backgrounds shall be a dark color to reduce light transmission from signage background); white background shall not be allowed. All signage background colors shall be limited to those colors with a formula having a minimum black content of eleven (11) percent, and a maximum white content of forty-nine (49). Color formulas will be based on the Pantone Matching System<sup>R</sup>.

All color must be applied on the "second surface" (inside face of plastic).

Nothing shall be applied to the "first surface" (outside face of plastic) (i.e.: paint, vinyl, etc.)

- Neon and similar tube, fiber optic, and intense linear lighting systems, where the neon or lighting tube or fiber is visible.
- Plywood used for permanent signs.
- Any material used in such a manner for a permanent sign that results in a flat sign without dimension, having a semblance to a "plywood or temporary looking sign."
- Installation of an additional sign (or signs) that does not harmonize with the design or materials of the initial sign, such as:

Rear illuminated plastic faced sign with a "wood look" front illuminated sign.

Combination of signs with cabinets, faces or structure of awkwardly different materials or proportions.

Attachment or mounting of signs where mounting hardware is left exposed.

Signs with different color cabinets, frames, or structure.

- Individual styrofoam, plastic or wood letters or the like exceeding four (4) inches in height for use on any permanent monument, freestanding, roof, wall, or facade signs. This prohibition does not apply to illuminated individual metal channel letters or the plastic letter typically used for changeable copy signs.

- ***Signs that are encouraged:***
  - Shaped and fashioned "wood look" multi-level signs (i.e.: sand blasted or carved), and signs having durable sign cabinet material such as high density polyurethane and PVC, rather than actual wood or MDO.
  - Internally illuminated aluminum cabinet with textured finish, and cut-out inset or push through acrylic letters. (Note that color may be applied to the "first surface" on push through acrylic letters for this type of sign.)
  - Backlit reverse pan channel letters (opaque faced) mounted on sign that is harmonious with the project's architecture.
  - Signage that relates to the building's style of architecture and materials.
  - Thematic signage.
  - Changeable copy signs that have a dark opaque background with translucent lettering.
- ***Reduction in sign sizes and dimensions:*** Modifications to Table 1 (freestanding signs) and Table 2 (wall signs), Schedule of Regulations for Permanent Signs Requiring Permits, sign ordinance.

**Freestanding signs:**

*Maximum cumulative signage:* Reduce to fifty (50) percent of what is allowed in Table 1.

*Maximum signage on a single face:* Reduce to fifty (50) percent of what is allowed in Table 1.

*Maximum height:* Reduce to thirty (30) percent of what is allowed in Table 1, but no less than six (6) feet and no greater than ten (10) feet.

For development involving sites of forty (40) acres or more, the ten (10) foot sign height requirement may be waived by the Board of County Commissioners if the development project applicant prepares and the Board of County Commissioners approves a sign package that reduces the total sign area otherwise allowed under the corridor plan and sign ordinance by ten (10) percent or more. Outparcels on larger sites shall comply with the six (6) feet to ten (10) foot height limitations specified above.

Required setbacks from property lines or right-of-way: One (1) foot subject to satisfaction of sight distance requirements.

Number of allowable signs per street frontage: No waivers shall be approved that would reduce the required minimum of two hundred (200) feet of separation between signs along the same street frontage found in Footnote #2 of Table 1 of the sign ordinance.

***Wall/facade signs:***

*Maximum sign area allowed:* Reduce to fifty (50) percent of what is allowed in Table 2.

***Colors:***

The following colors are ***encouraged*** for signage:

- Use of earth-tone colors and pastels.
- Darker backgrounds with light color sign copy.
- Use of colors that match or are compatible with the project's architecture.

The following colors are ***prohibited*** for signage:

- The use of shiny or bright metallic or mill finish colors (i.e.: gold, silver, bronze, chrome, aluminum, stainless steel, etc.). Colors such as medium or dark bronze are acceptable and encouraged. Polished or weathered true bronze, brass, or copper metal finishes are acceptable and encouraged. Precious metal colors are allowed on sand blasted or carved "wood look" style signs.
- The use of garish colors, such as fluorescent.
- The use of black for signage background. Changeable copy signage is excluded from this prohibition.

***Multi-tenant spaces:***

Applicants of proposed multi-tenant projects, such as shopping centers, out parcels, industrial complexes and parks, and office complexes and parks, shall submit a sign program for review and approval. This sign program shall identify the coordination and consistency of design, colors, materials, illumination, and locations of signage. In a multi-tenant project where no established pattern, as described above exists, the owner of the multi-tenant project shall submit a sign program for approval prior to issuance of any new sign permits for a tenant space.

- ***Design criteria and additional restrictions:***

***Freestanding signage:***

All freestanding signs shall be of a wide-based monument style. Pole signs are discouraged, but may be permitted when the supporting structures are completely screened from view with landscaping or berm features. Said landscaping and/or berming shall cover and screen the entire area beneath the sign at time of certificate of occupancy (C.O.) issuance, and thereafter.

Any freestanding signs constructed from flat panel material, such as high density polyurethane, MDO, sheet metal, or the like, shall have a distance of no less than eight inches from face to face, and shall be enclosed on all sides to cover the internal frame.

***Freestanding changeable copy signs:***

Where, a freestanding changeable copy sign is allowed, no more than eighty (80) percent of the sign face area shall be comprised of changeable copy area.

***Wall/facade signage:***

The maximum vertical dimension of a facade or wall sign shall not exceed twenty-five (25) percent of the building height.

Awnings with lettering shall be considered wall signs. Where lettering is used on an awning, the area of lettering shall be included in the percentage limitation of a project's sign area.

Lettering, logos, and trim colors on canopy fascia shall be considered a wall sign and shall be limited to thirty-three (33) percent of the fascia area of any one elevation. Internally illuminated signs shall not be placed on a canopy structure, and no sign shall be placed above the fascia on a canopy structure.

Wall signs (facade signs) are prohibited on roofs with a slope less than 20:12 (rise:run) pitch. Wall signs mounted on a roof shall be enclosed on all sides to cover the internal frame and its connection to the roof. Also see IRC LDR's Section 956.12(1)(o).

***Changeable copy wall signs for theaters:***

Theaters may utilize up to eighty (80) percent of actual sign area for display of names of films, plays or other performances currently showing.

***Illumination:***

All external flood sign illumination shall be mounted at grade, directly in front of the sign area. Light source shall be completely shielded from oncoming motorist's view.

***Nonconforming signs:*** It is the intent of these regulations to allow nonconforming signs to continue until they are no longer used or become hazardous, and to encourage conformance to these special sign regulations. A "compatible freestanding sign" shall be defined as any freestanding sign permitted prior to the adoption of these special regulations, and conforming to the Wabasso Corridor Plan maximum height requirements for a freestanding sign, and monument style for a freestanding sign.

*Nonconforming signs are subject to the following:*

- Nonconforming signs or nonconforming sign structures on sites abandoned for twelve (12) or more consecutive months shall not be permitted for reuse.
- Except as otherwise provided herein, there may be a change of tenancy or ownership of a nonconforming sign, without the loss of nonconforming status, if the site is not abandoned for twelve (12) or more consecutive months.
- Colors of a nonconforming sign shall not be changed from those existing at the time of the adoption of this Code, unless new colors comply with the Wabasso Corridor special color requirements.
- A nonconforming sign shall not be enlarged or increased in any way from its lawful size at the time of the adoption of these special regulations.

***Repairs and maintenance:*** Normal repairs and maintenance may be made: however, the cost of such repairs and/or maintenance made during any two-year period shall not exceed fifty (50) percent of the replacement cost of the sign at the end of the two-year period.

***Reconstruction after catastrophe:*** If any nonconforming sign is damaged by fire, flood, explosion, collapse, wind, war, or other catastrophe, to such an extent that the cost of repair and reconstruction will exceed fifty (50) percent of the replacement cost at the time of damage, the nonconforming sign shall not be used or reconstructed except in full conformity with the provisions of these special regulations.

- ***Architectural/building standards:***

***Prohibited architectural styles:*** The following are prohibited:

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

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

***Architectural/building exemptions and special requirements:***

***Industrial and storage uses in the CH, IL, and IG Districts:*** Compliance shall be required only for those facades fronting on residentially designated areas or public or platted roads. However, industrial buildings shall satisfy the color requirements.

***Electrical substations and similar uses:*** Electrical substations and similar uses that prohibit access by the public into the site may be exempted from all architectural /building requirements by the community development director if the exempted building(s) and equipment will be visually screened from adjacent properties and roadways.

**General design criteria:**

Buildings with facades fronting on more than one street shall have similar design considerations (e.g. exterior finish, roof treatment, building articulation, entrance features, and window placement) and consistent detailing on all street frontages.

***General prohibitions and restrictions:***

Flat, blank, unarticulated, or massive facades fronting on a roadway, exclusive access drive or residentially designated area are prohibited. Facades fronting such roads, drives, or areas shall be designed to incorporate architectural elements providing breaks in the planes of exterior walls and/or roofs to articulate the building and to lessen the appearance of excessive mass. Facades should incorporate elements relating to human scale, and can be divided by use of: proportional expression of structure, openings, arcades, canopies, fenestration, changes in materials, cornice details, molding details, changes in the heights of different sections of the building, and the like (stepping or sloping of a parapet wall in conjunction with a low sloped roof is prohibited). Flat, blank, unarticulated, or massive facades will be permitted on the sides and rear of a building where "blank facade foundation plantings" are provided for such building facade faces (see foundation plantings section for requirements).

The following materials or systems are prohibited as a finish and/or exposed product: corrugated or ribbed metal panels, smooth finish concrete block (standard concrete

masonry units), precast concrete tee systems, plywood or textured plywood. Plywood shall be allowed for soffit material.

Plastic or metal is prohibited as a finish material for walls or trim. Plastic is prohibited as a finish material for sloped roofs, visible roof structures, and facias. Although prohibited in general, certain metal and plastic construction products may be approved by the planning and zoning commission, upon a written request and product sample submitted by the applicant. The planning and zoning commission may approve use of the material if the following criteria are satisfied:

- The product shall appear authentic from the closest distance that it will be viewed by the general public.
- The product shall be substantial. Thin and flimsy imitations are unacceptable.
- The product shall hold up as well as the product it is imitating. That is, it must be fabricated in such a way that it will retain its original shape, appearance, and color, as well as the product it is imitating.
- The product's color shall resemble the color of the product it is imitating.

Any exposed masonry in a stack bond is prohibited.

Lighting structures or strip lighting that follows the form of the building, parts of the building, or building elements is prohibited.

Neon and similar tube and fiber optic lighting and similar linear lighting systems, where the neon or lighting tube or fiber is visible, is prohibited (this restriction includes site signage).

Backlit transparent or translucent architectural elements, backlit architectural elements, as well as illuminated or backlit awnings and roof mounted elements are prohibited. This does not prohibit the use of glass blocks. This does not prohibit the use of an illuminated sign attached to a building.

Facades that appear to be primarily awnings are prohibited. An awning shall not run continuously for more than thirty (30) percent of the length of any single facade. Gaps between awning segments shall be at least twenty-four (24) inches wide. Placement of awning segments shall relate to building features (e.g. doorways and windows), where possible. Awnings shall not exceed twenty-five (25) percent of the area of any single facade.

Drive-up windows shall not be located on a building facade that faces a residential area or a roadway unless architecturally integrated into the building and screened by landscaping equivalent to the material in a local road buffer that runs the length of the drive-through lane and its speakers shall be oriented so as not to project sound toward residential areas.

Accessory structures, including sheds, out buildings, dumpster enclosures, and screening structures, shall match the style, finish, and color of the site's main building. Metal utility sheds and temporary car canopies are prohibited.

- **Roofs:** Use of sloped roofs on buildings will preserve Wabasso's existing and desired character and will be more aesthetically compatible with existing buildings in Wabasso than buildings with flat roofs. Therefore, all buildings and accessory structures within the plan area shall have sloped roofs (slope pitch at least 4:12) visible from every direction, unless a visible flat roof, parapet roof, or other such roof design is determined by the community development director or his designee to be an integral feature of a recognized architectural style. All buildings and accessory structures may have flat roof systems where flat roof areas are not visible at 6' above grade from all directions.

(Related Graphics on Next Page)

Sloped roofs, including mansards, shall have a minimum vertical rise of six feet (not including fascia). Where flat roofs are allowed by the community development director or his designee, buildings and accessory structures may have flat roof systems where flat roof areas are not visible at six (6) feet above grade from all directions.

The ridge or plane of a roof (or visible roof structure) that runs parallel (or slightly parallel) with a roadway shall not run continuous for more than one hundred (100) feet without offsetting or jogging (vertically or horizontally) the roof ridge or plane a minimum of sixteen (16) inches (see Figure B-2). Low slope roofs and parapet walls allowed by the community development director or his designee are excluded from this requirement.

Roofing materials are prohibited for use as a finish material on parapets or any surface with a slope greater than 30:12 (rise:run), up to and including vertical surfaces. This pertains only to those surfaces visible from adjacent property, exclusive access drives or roadways.

- **Colors:**

#### *Colors and building graphics*

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

**Color standards:** All buildings and accessory structures within the Wabasso Corridor shall be limited to the following colors:

**Base building colors:** Base building colors relate to wall and parapet wall areas and shall be limited to the colors listed in the Wabasso Corridor Master Color List. These colors consist of white and light neutral colors in the warm range.



**Secondary building colors:** Secondary building colors relate to larger trim areas and shall be limited to the colors listed in the Wabasso Corridor Master Color List, Secondary building colors shall not exceed thirty (30) percent of the surface area of any one building facade elevation. These colors consist of a mid-range intensity of the base building colors and complementary colors, and include all base building colors.

**Trim colors:** Trim colors are used for accent of smaller trim areas, are the brightest group of colors allowed, and include all base building and secondary building colors. Use of metallic colors (i.e.: gold, silver, bronze, chrome, etc.) and use of garish colors, such as fluorescent colors (e.g. hot pink, shocking yellow), are prohibited. Trim colors shall not exceed ten (10) percent of the surface area of any one building facade elevation. Where trim colors are used in a building facade sign, the trim color area of the facade sign shall be included in the percentage limitation on the trim color surface area.

**Roof colors:** (*requirements for roofs that are visible from a roadway and/or residentially designated area*) Metal roof colors shall be limited to the colors listed in the Wabasso Corridor Master Color List's "Metal Roof Colors." These colors consist of natural mill finish, white, light neutral colors in the warm range, blue, and a limited number of earth-tone colors. Mixing or alternating colors of metal panels is prohibited. For non-metal roofs, other than natural variations in color or color blends within a tile, the mixing or alternating of roof color in the same roof material is prohibited. Colors and color blends shall not be contrary to the intent of this code. Color for roofing which is glazed, slurry coated, or artificially colored on the surface by any other means shall be limited to the same colors as approved for metal roofs.

**Natural finish materials:** The color requirements listed above shall not apply to the colors of true natural finish materials such as brick, stone, terra cotta, concrete roof tiles, slate, integrally colored concrete masonry units, copper, and wood. Colors commonly found in natural materials are acceptable, unless such material has been artificially colored in a manner which would be contrary to the intent of these requirements. Black, gray, blue, or extremely dark colors for brick, concrete masonry units, roofing, wood or stone is prohibited. (This provision shall not prohibit the use of colors for natural finish roofing materials that match those colors approved for metal roofs.)

**Awning colors:** Awning colors may include base building colors and/or secondary building colors and/or trim colors. However, secondary building colors and trim color area used for awnings shall be included in the percentage limitation on the secondary building color and trim color surface area of a facade.

The Wabasso Corridor Master Color List and the approved color board are the same as for the SR 60 Corridor Plan, and shall be maintained by and made available by planning staff. The list can be mailed or faxed upon request.

- **Special screening and lighting:** Equipment customarily found in association with buildings can greatly detract from the aesthetic appearance of buildings unless such equipment is properly screened from view on all sides or integrated into the overall appearance of the building by architectural design and features. Therefore, within the plan area, mechanical equipment (ground, building, and roof mounted), including air conditioning units, pumps, meters, walk-in coolers, and similar equipment shall be visually screened from surrounding properties and roadways using architectural features, fencing, walls, or landscaping.

In addition to required landscaping, all loading/unloading dock areas located adjacent to residentially designated areas and/or roadways shall be provided with a solid wall at least 8' in height above the loading area grade, to buffer adjacent roadways and residentially designated sites from noises and sights associated with docks.

Man-made opaque screens which are visible from any public or private right-of-way or street, or any residentially designated area, shall be constructed of a material which is architecturally similar in design, color and finish to the principal structure.

All telephones, vending machines, or any facility dispensing merchandise or a service on private property shall be confined to a space built into the building or buildings, or enclosed in a separate structure compatible with the main building's architecture. These areas are to be designed with the safety of the user in mind. Public phones and ATMs should have twenty-four-hour access.

No advertising will be allowed on any exposed amenity or facility such as benches or trash containers.

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

### **Lighting**

The use of thematic and decorative site lighting is encouraged. Low lights of a modest scale can be used along with feature lighting that emphasizes plants, trees, entrances, and exits. Light bollards are encouraged along pedestrian paths. The color of the light sources (lamp) should be consistent throughout the project. Color of site lighting luminaries, poles, and the like shall be limited to dark bronze, black, or dark green (decorative fixtures attached to buildings are exempt from fixture color requirement).

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

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

- **US #1 and CR 510 Landscape Buffer:** Landscape buffers help to separate uses and provide an open and natural appearance. Such buffers can also hide what is unaesthetic and complement what is aesthetic.

To enhance the appearance of the corridor from US #1 and CR 510 and from adjacent sidewalks and bikeways, to maintain an open and natural appearance to the corridor, and to retain and promote property values within the corridor, a special landscape feature along the US #1 and CR 510 frontages of new development sites is necessary. Therefore, within the plan area the following landscape requirements shall apply.

- Landscape Buffer Along U.S. #1 and CR 510

*Increased canopy tree size.* All canopy trees required under normal landscaping and buffering requirements and special Wabasso corridor plan requirements for projects within the corridor shall have a minimum height of twelve (12) feet and minimum spread of six (6) feet at time of planting. Palm tree clusters may be used as canopy trees as specified in the landscape ordinance. However, such palm trees shall have a minimum clear trunk of twelve (12) feet.

The county-wide landscaping requirements of LDR Chapter 926 shall apply except as noted in this plan. The following landscape buffer shall be provided along the entire length of a site's CR 510 and U.S. #1 frontages, except for approved driveways:

<b><u>Buffer Width</u></b>	<b><u>Minimum Planting/Berm Requirements per 100'</u></b>
20' or more	<b>4 canopy trees</b> <b>5 understory trees</b> <b>Continuous hedge*: 1½'-2½'</b> <b>high at planting</b> <b>Berm: 1½'-3' high*</b>
15'	<b>4.5 canopy trees</b> <b>5.5 understory trees</b> <b>Continuous hedge*: 1½'-3'</b> <b>high at planting</b> <b>Berm: 1'-2½' high*</b>
10'	<b>5 canopy trees</b> <b>6 understory trees</b> <b>Continuous hedge*: 2½'-3'</b> <b>high at planting</b> <b>Berm: 1'-1½' high*</b>

**\*NOTE:** The intent of the hedge and berm combination is to provide a visual screen 4' high above the grade of the project site parking area. Therefore, at the time of a certificate of occupancy (CO) for the project site, the combination of berming and hedging shall provide a 4' visual screen. Undulations in the berm and corresponding hedge height are encouraged.

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

To provide a less formal appearance, clustering trees along the buffer strip is encouraged and uniform spacing of trees is discouraged, except where used to emphasize a particular planting theme or development style.

• **Landscape Buffer Along Other Streets in the Plan Area:** LDR Chapter 926 requires that where parking lots abut road rights-of-way, there must be a landscaped strip that is at least 10' wide that must contain 1 canopy tree for every 30 lineal feet and a continuous hedge. In addition to these standard requirements, within the corridor plan area such landscape strips must also contain 2 understory trees for every 30 lineal feet.

• **Landscape Buffer Along Commercial/Residential Border:** LDR section 911.10(8) requires a buffer and an opaque feature where commercial development in a commercial zoning district abuts a residential district or use. Depending on the type of development and the zoning districts involved, the buffer may be type "B", "C", or "D", and the required opaque feature may range in minimum height from 3' to 6'. Within the corridor plan area, where these buffers are required, 2 additional understory trees per 30 lineal feet of required buffer strip shall be provided.

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

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

Building Height	Foundation Planting Strip Depth <sup>1</sup>
Up to 12' high	5' depth
12' to 25' high	10' depth
Over 25' high	15' depth

<sup>1</sup> A distance measured perpendicular to the building, from the foundation outward

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

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

<b>*For buildings up to 12' in height</b>	
Minimum planting area depth:	5'
Minimum plant material required:	*1 palm tree or appropriate canopy tree for every 10 lineal feet of planting strip (clustered)
	*1 understory tree for every 20 lineal feet of required planting strip
	*3 shrubs for every 10 square feet of required planting area
	*Ground cover, flowering plants or sod in the remaining planting area
<b>*For buildings of 12' to 25' in height</b>	
Minimum planting area depth:	10'
Minimum planting material required:	*1 canopy tree for every 10 lineal feet of required planting strip (3 palms with a minimum height of 12' each may be substituted for each canopy tree)
	*1 understory tree for every 20 lineal feet of required planting strip
	*3 shrubs for every 10 square feet of required planting area
	*Ground cover, flowering plants or sod in the remaining planting area
<b>*For buildings over 25' in height</b>	
Minimum planting area depth:	15'
Minimum plant material required:	*1 canopy tree for every 7 lineal feet of required planting strip (3 palms with a minimum height of 16' each may be substituted for each canopy tree)
	*1 understory tree for every 10 lineal feet of required planting area
	*3 shrubs for every 10 square feet of required planting area
	*Ground cover, flowering plants or sod in the remaining planting area

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

Foundation planting strips may be located away from buildings to avoid conflicts with architectural features (e.g., roof overhangs), driveways, and vehicular areas serving drive-up windows.

The depth of foundation planting strips may be modified if the overall minimum area covered by the foundation plantings proposed meets or exceeds the area encompassed by a typical layout.

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

### **LANDSCAPE PLANTING THEME**

All property adjacent to U.S. #1 and CR 510 within the corridor has been placed into one of four (4) landscaping theme categories. Within each theme category, required landscape plantings shall limited to certain species, as specified below, with the exception that sod, annuals, or hardscape may be used in groundcover areas.

**FORMAL PALM THEME** - CR 510 between Massey Road and the eastern foot of the bridge

Street Tree: (Canopy, Min. 8' Clear Trunk)

*Washingtonia robusta*

Washington Palm

Supporting Shade Tree: (Canopy, Min. 12'-14' Height. x 6' Spread)

*Quercus virginiana*

Live Oak

Accent Trees: (Understory, Min. 8' Height. x 4'-6' Spread)

*Ligustrum lucidum*

Tree Ligustrum

*Nerium oleander*

Oleander Tree

*Myrica cerifera*

Wax Myrtle

Shrubs: (Min. 24" Height)

*Nerium oleander*

Oleander

*Myrica cerifera*

Wax Myrtle

*Ligustrum lucidum*

Ligustrum

*Viburnum suspensum*

Sandankwa Viburnum

*Coccoloba uvifera*

Seagrape

*Livistona chinensis*

Chinese Fan Palm

Groundcover: (Min. 10"-12" Height)

*Raphiolepis indica*

Indian Hawthorn

*Ilex vomitoria*

Yaupon Holly

*Liriope muscari* "Evergreen Giant"

Evergreen Giant Liriope

*Pittosporum tobira* "variegata"

Variegated Pittosporum

*Pittosporum tobira*

Green Pittosporum

*Ixora* "Nora Grant"

Nora Grant Ixora

*Carissa grandiflora*

Natal Plum

**INFORMAL PALM THEME** - SR A1A/CR 510 intersection west to the eastern foot of the bridge

Street Trees: (Canopy, 10'-16' Clear Trunk)

Washingtonia robusta  
Sabal palmetto

Washington Palm  
Cabbage Palm

Supporting Shade Tree: (Canopy, 12'-14' Height)

Quercus virginiana

Live Oak

Accent Trees: (Understory, Min. 8' Height x 4'-6' Spread)

Nerium oleander  
Myrica cerifera  
Ligustrum lucidum

Oleander Tree  
Wax Myrtle  
Tree Ligustrum

Shrubs: (Min. 24" Height)

Scaevola  
Nerium oleander  
Elaeagnus  
Myrica cerifera  
Ligustrum lucidum  
Viburnum suspensum  
Tripsacum dactyloides  
Coccoloba uvifera

Inkberry  
Oleander  
Silverthorn  
Wax Myrtle  
Ligustrum  
Sandankwa Viburnum  
Fakahatchee Grass  
Seagrape

Groundcover: (Min. 10"-12" Height)

Lantana  
Liriope muscari "Evergreen Giant"  
Carissa grandiflora  
Pittosporum tobira "variegata"  
Ilex vomitoria  
Raphiolepis indica

Lantana  
Evergreen Giant Liriope  
Natal Plum  
Variegated Pittosporum  
Yaupon Holly  
Indian Hawthorn



**FORMAL OAK THEME** - U.S. #1 from 84<sup>th</sup> Street north to Bridge Boulevard (87<sup>th</sup> Street); CR 510 between FEC Railroad and Massey Road

Street Trees: (Canopy, Min.14' Height x 6'-7' Spread 2½"-3" Cal.)

Quercus laurifolia	Laurel Oak
Quercus virginiana	Live Oak

Accent Trees: (Understory, Min. 8' Height x 4'-6' Spread)

Lagerstroemia indica	Crape Myrtle
Myrica cerifera	Wax Myrtle
Ligustrum lucidum	Tree Ligustrum
Ilex attenuata "East Palatka"	East Palatka Holly
Nerium oleander	Oleander Tree

Shrubs: (Min. 24" Height)

Viburnum suspensum	Sandankwa Viburnum
Ligustrum lucidum	Ligustrum
Viburnum odoratissimum	Sweet Viburnum
Myrica cerifera	Wax Myrtle

Groundcover: (Min. 10"-12" Height)

Raphiolepis indica	Indian Hawthorn
Ilex vomitoria	Yaupon Holly
Liriope muscari "Evergreen Giant"	Evergreen Giant Liriope
Hemerocallis spp.	Daylily
Juniper chinensis "parsonii"	Parson's Juniper
Hymenocallis latifolia	Spider Lily
Ixora "Nora Grant"	Ixora Nora Grant

**INFORMAL NATIVE THEME** - CR 510 west of FEC Railroad; U.S. #1 (81<sup>st</sup> Street to 87<sup>th</sup> Street); U.S. #1 (87<sup>th</sup> Street to 95<sup>th</sup> Street)

Street Trees: (Canopy, 10'-16' Height)

<i>Pinus elliottii</i>	Slash Pine
<i>Quercus virginiana</i>	Live Oak
<i>Quercus laurifolia</i>	Laurel Oak
<i>Sabal palmetto</i>	Cabbage Palm

Accent Trees: (Understory, Min. 8' Height x 4'-6' Spread)

<i>Ilex cassine</i>	Dahoon Holly
<i>Myrica cerifera</i>	Wax Myrtle
<i>Ligustrum lucidum</i>	Tree Ligustrum
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Ilex attenuata</i> "East Palatka"	East Palatka Holly

Shrubs: (Min. 24" Height)

<i>Crinum</i> spp.	<i>Crinum</i> Lily
<i>Elaeagnus pungens</i>	Silverthorn
<i>Syzygium paniculata</i> "myrtifolia"	<i>Eugenia myrtifolia</i>
<i>Livistona chinensis</i>	Chinese Fan Palm
<i>Myrica cerifera</i>	Wax Myrtle
<i>Philodendron selloum</i>	Philodendron
<i>Viburnum odoratissimum</i>	Sweet Viburnum
<i>Viburnum suspensum</i>	Sandankwa Viburnum

Groundcover: (Min. 10"-12" Height)

<i>Nephrolepis</i>	Swordfern
<i>Liriope muscari</i> "Evergreen Giant"	Evergreen Giant Liriope
<i>Hymenocallis latifolia</i>	Spider Lily
<i>Pittosporum tobira</i> "Variegata"	Variegated Pittosporum
Lantana	Lantana
<i>Juniperus chinensis</i> "parsonii"	Parson's juniper
<i>Dietes vegeta</i>	African Iris

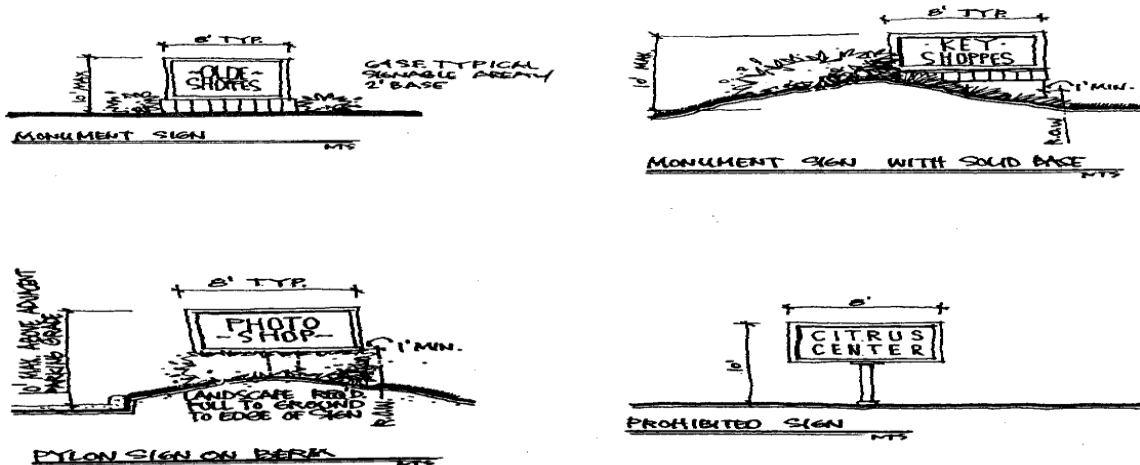
## REVIEW OF DEVELOPMENT PROJECTS WITHIN THE WABASSO CORRIDOR PLAN AREA BY WABASSO RESIDENTS AND INTERESTED PARTIES

An important component of the appearance of the corridor plan area is the design of buildings. A consistent architectural theme will add to the visual continuity of and visually define the area.

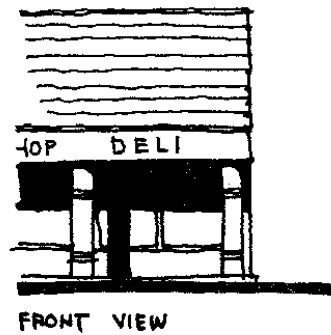
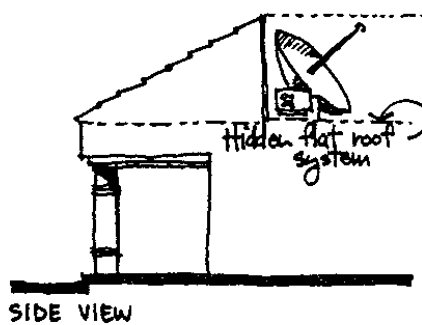
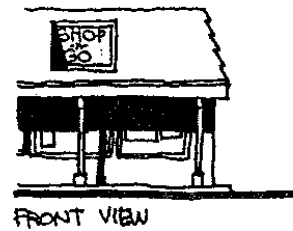
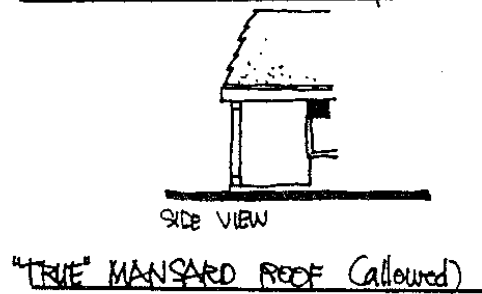
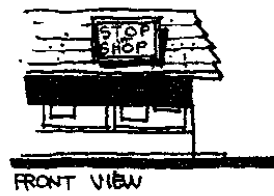
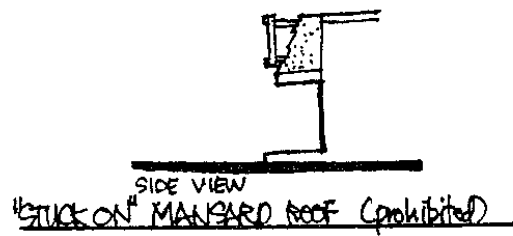
*Review of development projects by Wabasso residents and interested parties.* County planning staff will notify Wabasso interested parties on the Wabasso Corridor Plan e-mail group of proposed development projects within the Wabasso Corridor area. All Wabasso residents and interested parties will have opportunities to review and comment on development project proposals within the Wabasso Corridor area. Each person on the Wabasso Corridor Plan e-mail group will be notified by planning staff regarding pre-application conferences and TRC meetings at which proposals for development within the corridor are reviewed and commented upon.

Staff, will work with applicants to ensure that every effort is made to save protected trees. No protected trees shall be removed unless it is absolutely necessary to accommodate a proposed site plan. In addition, staff will encourage developers to follow the voluntary architectural guidelines found in the Wabasso Corridor Plan.

### Signs



"F-2: ROOFS"



HIDDEN FLAT ROOF (allowed)

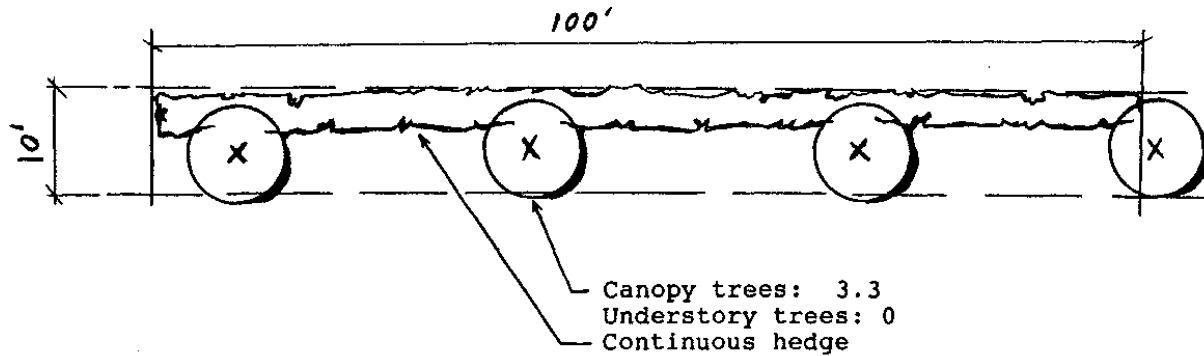
"F-3: ROOFS"



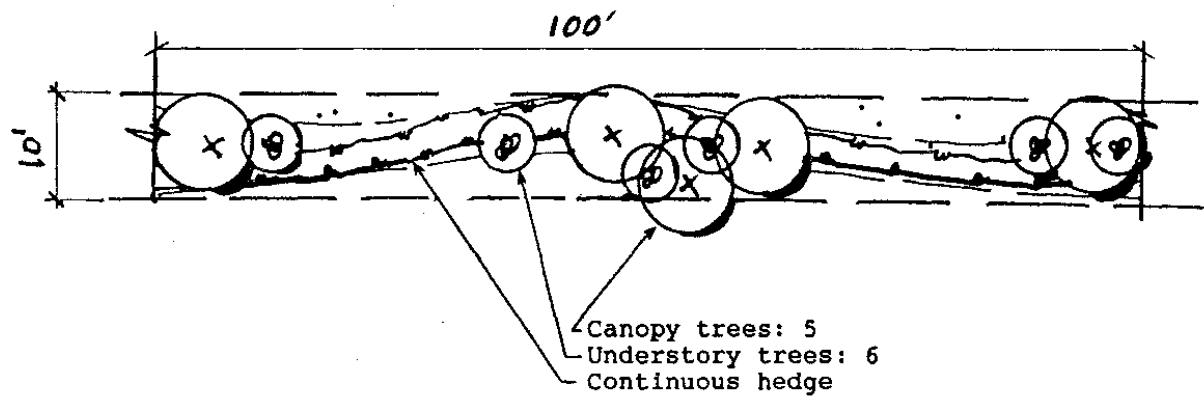
Figure A

US1 AND CR 510 BUFFER STRIP

Existing Requirements



Plan Requirements



Differences Per 100':

Canopy trees:	±1.7/\$300 (@ \$175 each)
Understory trees:	±6.0/\$450 (@ \$75 each)
Total cost difference:	\$750 per 100' of required US 1 or CR 510 buffer strip

NOTE: 20' wide buffer requires +0.7 canopy and +5 understory trees for a difference of \$500 per 100' of required US 1 or CR 510 buffer strip

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Figure B

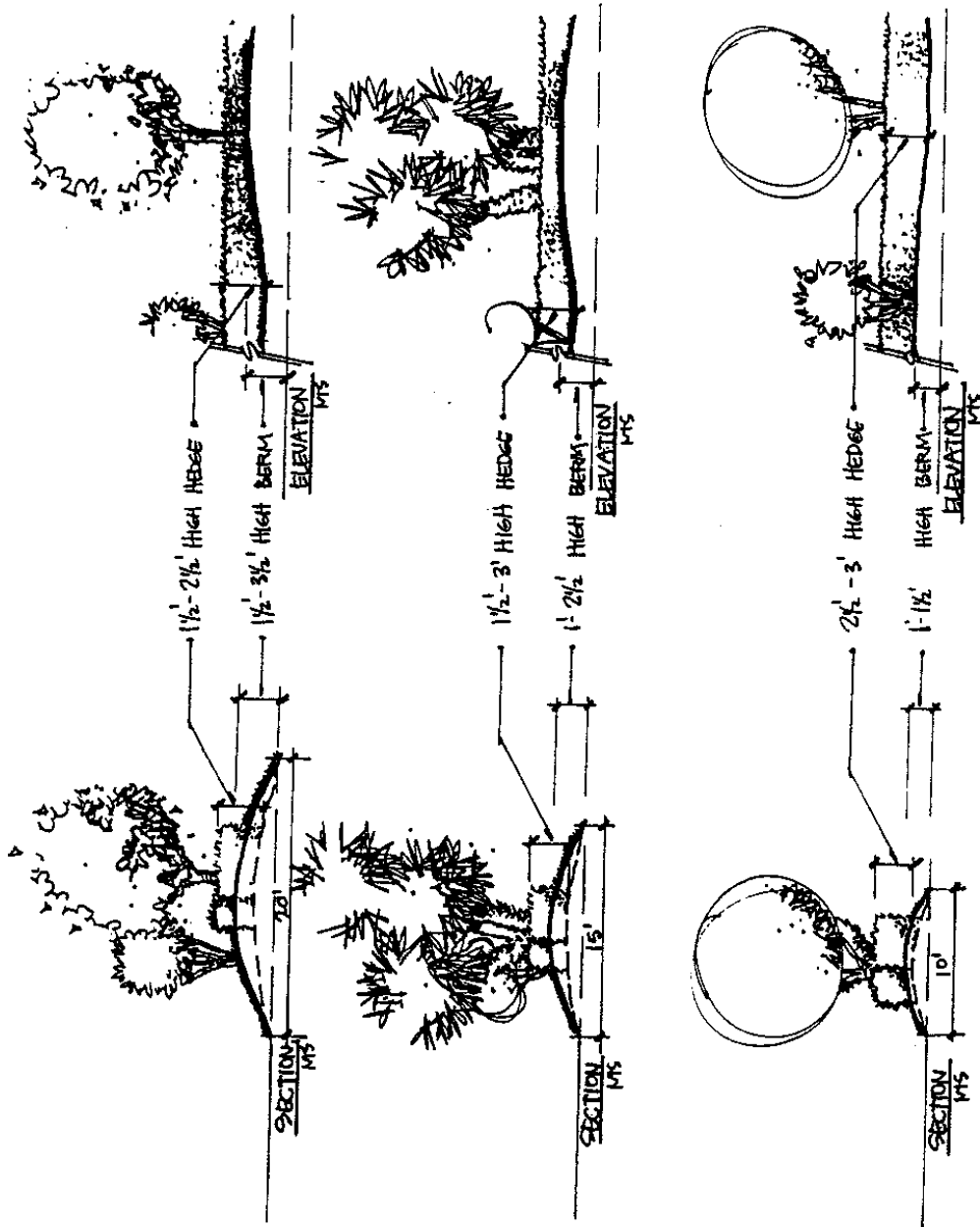
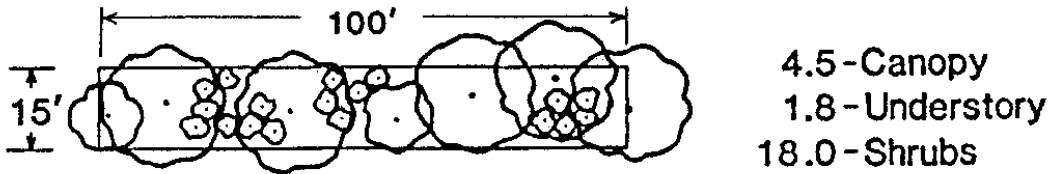


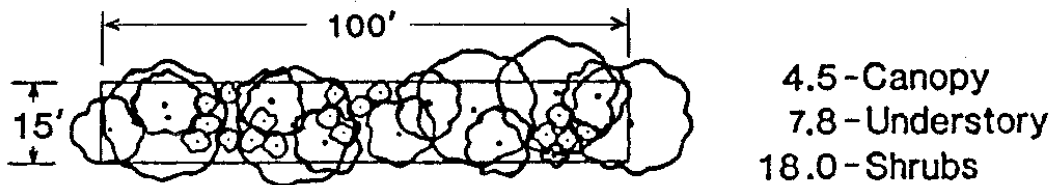
Figure C

COMMERCIAL/RESIDENTIAL BUFFER

Existing Regulation  
[Example: 15' wide Type "C" Buffer]



Recommended Requirements



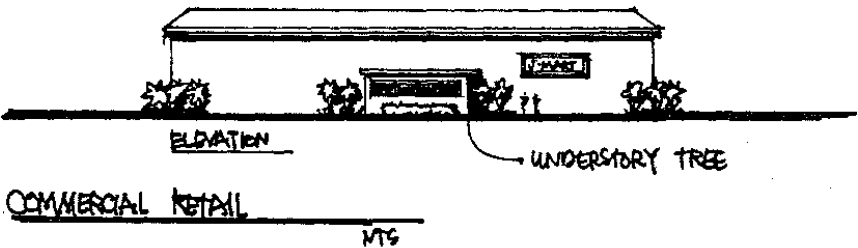
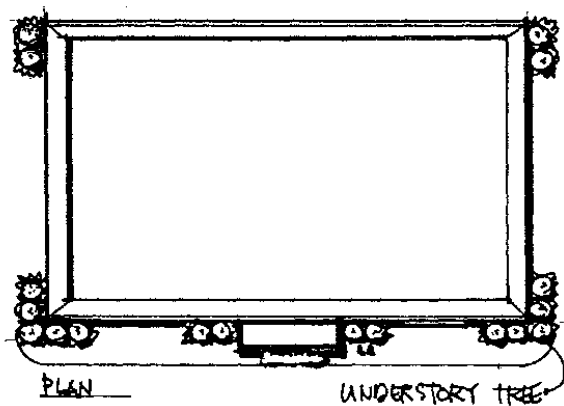
Cost Difference: In the above example strip of 100', add in 6 understory trees at \$75.00/each = \$450.00 additional cost

u\c\j\crbuffer



"F-6: FOUNDATION PLANTINGS"

Figure D



## **SPECIAL REGULATIONS FOR ADMINISTRATIVE APPROVAL, MINOR SITE PLAN PROJECTS**

Minor site plan approval is required for projects proposing less than 5,000 square feet of new impervious surface. In the Wabasso Corridor Plan area, non-residential and mixed use development and re-development that requires administrative approval, or minor site plan approval shall comply with the previously described special regulations for new major development, within the administrative approval or minor site plan project's area of development/redevelopment. The project's area of development/redevelopment is the area of the site containing buildings, additions, structures, facilities or improvements proposed by the applicant or required to serve those items proposed by the applicant. As an example, a small building addition that requires additional parking spaces would result in a project area of development/redevelopment that includes the addition AND the parking lot addition and adjacent required landscape areas.

## **NONCONFORMITIES**

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

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

*Nonconforming property:* It is the intent of this chapter to allow nonconforming properties to continue, but also to encourage their conformity to what shall be referred to as a "compatible property." A "compatible property" shall be considered in compliance with the intent of the Wabasso Corridor special regulations. For the purposes of the Wabasso Corridor special regulations, "compatible property" is defined as any property with improvements permitted prior to adoption of these special regulations that conform to the US #1 and CR 510 landscape buffer, color, and signage requirements of these special regulations.

*Continuance of nonconforming property:* A nonconforming property may be continued, subject to the following provisions:

Use of nonconforming structures abandoned for a period of twelve (12) or more consecutive months (cross-reference LDR section 904.08) located on a nonconforming property shall not be permitted until the property is brought into compliance with the requirements of a compatible property.

Except as otherwise provided herein, there may be a change of tenancy or ownership of a nonconforming property, without the loss of nonconforming status, if use of the nonconforming structures is not abandoned for a period of twelve (12) or more consecutive months.

Colors of a structure located on a nonconforming property shall not be changed from those existing at the time of the adoption of these special regulations, unless the new, to-be-painted colors comply with the Wabasso special color regulations.

Projects on nonconforming properties requiring a building permit (excluding permits for roofs or minor repairs or improvements required by law) shall be required to bring the property into compliance as a "compatible property."

A structure located on a nonconforming property shall not be enlarged or increased in any way from its lawful size at the time of the adoption of these special regulations. Where such changes are made, a building permit and compliance with the requirements of a "compatible property" are required for the enlargement or addition.

## **VARIANCES**

Variances from these special corridor regulations shall be processed pursuant to the procedures and timeframes of Section 70.001, Florida Statutes. The planning and zoning commission shall recommend variances to the board of county commissioners for final action.

The planning and zoning commission is authorized to propose settlements of claims under Chapter 70, Florida Statutes, through any means set out in Section 70.001(4)(c).

Criteria. The planning and zoning commission shall not approve a variance or other proposal for relief unless to finds the following:

The corridor regulation directly restricts or limits the use of real property such that the property owner is permanently unable to attain the reasonable, investment-backed expectation for the existing use of the real property or a vested right to a specific use of the real property with respect to the real property as a whole; or

That the property owner is left with existing or vested uses that are unreasonable such that the property owner bears permanently a disproportionate share of a burden imposed for the good of the public, which in fairness should be borne by the public at large; and

The relief granted protects the public interest served by the regulations at issue and is the appropriate relief necessary to prevent the corridor regulations from inordinately burdening the real property.

## **IMPLEMENTATION**

This plan is the guide for all future development in the Wabasso Corridor Plan area. Through adoption of this plan by resolution, the Board of County Commissioners formally endorses the plan's special regulations. Implementation of the plan will be as follows:

- Land Development Regulations. Regulatory aspects of the plan ~~is~~ will be incorporated within the county's land development regulations (LDRs) through creation of an overlay district. The overlay district will formally define a special zoning district covering the plan area and will codify all special development regulations.
- Improvements to Public Infrastructure and Right-Of-Way. All county road, parks, and utility improvement projects within the plan area will be designed and constructed in conformance with the plan.
- Maintenance and Code Enforcement. Inspections involving suspected or determined code enforcement violations in the plan area will be given a high priority. Special training will be provided to ensure that new projects in the corridor satisfy the special regulations contained in this plan.
- Voluntary Efforts. An internal process will be formalized to ensure that all applicants for development projects in the plan area receive a copy of the voluntary architectural and landscaping recommendations contained in this plan. Through this informational process, project applicants will be encouraged to consider complying with the voluntary guidelines and recommendations.

## **VOLUNTARY GUIDELINES**

Residential subdivisions within the planning area are encouraged to adhere to the sign and landscape buffer requirements along U.S. #1 and CR 510.

This section also contains voluntary architectural guidelines. These voluntary guidelines are intended to complement the required development standards contained in the previous sections.

These voluntary architectural guidelines are established to encourage, through private and public investment, the development of the Wabasso Corridor as a cohesive, functional and aesthetic whole. The Guidelines contain standards addressing components of the physical development of structures in the Corridor. Based upon location, history, environmental attributes, historic resources and character, these guidelines reflect an architectural theme using elements found throughout Florida's past, referred to as "Old Florida" style.

The Guidelines provide a coherent statement of the intentions of the Wabasso Corridor Plan and an overall approach to achieving a quality environment. The Guidelines contain standards which provide a baseline for excellent design.

The Guidelines are not and cannot be all-inclusive. Mere adherence to them will not guarantee or be sufficient to produce an excellent building and a quality environment. No set of guidelines can cover all circumstances. Rather, it is the use of and interpretation of these standards by the county and qualified design professionals, fully supported by committed developers and owners, which produces the intended results.

## **VOLUNTARY ARCHITECTURAL GUIDELINES**

### **GENERAL**

Besides defining the community's low density, low rise character, building heights should relate to open spaces to allow sufficient light and ventilation, effective use of prevailing winds for cooling, enhancement of views and minimizing the obstruction of views to adjoining structures and other locations.

Buildings should be designed to lessen the appearance of excessive bulk. Ostentatious or overly-prominent building shapes that are out of harmony in context with their visual environment, including adjacent structures and the landscaped framework, are discouraged.

The surfaces of enclosing walls of large-scale commercial structures should incorporate elements relating to the scale of pedestrian movement and view. Vertical enclosing walls should be sub-divided into clearly visible bays, each a minimum of 60 feet in width.

The use of the following devices for establishing scale is encouraged:

- textured surfaces;
- scored joints;
- surface articulation or subdivision of vertical surfaces into distinct areas;
- rhythmic use of openings (doors, windows, etc.);
- scale and proportion of facade;
- use of signage to establish scale and proportion; and
- installation of landscape elements in front of walls to break up long wall expanses and sloped or otherwise articulated roof lines to develop visual interest at the roof level.

### **SPECIFIC ARCHITECTURAL CRITERIA**

- Roofs

The use of vernacular materials such as standing seam metal or wood shake shingles is encouraged. Roof pitch should range from 8:12 to 12:12 for primary roofs, and lower pitch for arcades or overhangs.

- Doors/Windows

Doors and windows should be symmetrical in placement, and should be true divided lite. Casing trim should be 4"-6" and workable shutters sized to fit windows are encouraged.

- Siding

Siding should be wood horizontal or vertical boards or shake.

- Porches/Arcades

The use of wide overhangs which create porch or arcade-like features is strongly encouraged. For instance, commercial buildings should provide front walkways which are a minimum of 10' wide. This width accommodates 2-3 abreast pedestrian traffic while allowing for entrance door swing area. Awnings are also encouraged to add color and textural interest to buildings.

- Cornice Detailing

Open exposed rafter tails are encouraged.

- Lighting

The use of thematic lot lighting and signage is encouraged.

### **COMMUNITY INPUT FOR 2016/2017 UPDATE**

To obtain updated community input on what Wabasso residents considered to be the community's major issues, problems, opportunities, and possible solutions, several community evening meetings were facilitated by County staff and held in West Wabasso during 2016 and 2017.

Through the community meetings and staff efforts, the following steps were followed to develop specific actions that address updated community priorities:

1. Identify community issues, concerns, and opportunities (Appendix "A")
2. Research and respond to each item identified (Appendix "B")
3. Identify potential solutions
4. Prioritize solutions
5. Add specific "actions" to the updated plan that directly address the community's consensus priority items

### **IDENTIFYING POTENTIAL SOLUTIONS**

Staff categorized residents/participants comments and potential solutions into four groups: Infrastructure, Communication, Land Use/Zoning/Development, and Community Identity. Then, a list of potential solutions under each category was developed. That list was sent to residents/participants via e-mail and modified based on the comments at a second community meeting. Following are the lists of comments and potential solutions:

**A summary of infrastructure concerns and potential solutions follows:**

## **Infrastructure**

### **Infrastructure Problems and Issues Comments:**

1. U.S. 1/CR 510 roadway construction limits and timeframe, impact on business, traffic management
2. Right-of-Way acquisition for 510 will compensation pay to replace a home – make residents whole
3. Focus improvements in Western portion of corridor ("West Wabasso") – so far left behind
4. Tradeoffs for improvement/takings/cost of improvements (who pays for beautification)
5. Wabasso due for improvements
6. Why are improvements grant dependent?
7. Vero Beach and Sebastian look much better (spend tax money in Wabasso)
8. Additional funding for CR 510 upgrades (federal, state, local), especially west of US 1
9. Alternative transportation options, bicycle and pedestrian improvements
10. Road Maintenance (84<sup>th</sup> Place, west side is not maintained: how can it not be a public road if it has a street sign?)
11. Drainage, a master drainage evaluation/plan is needed
12. Drainage poor in Lowes Park Subdivision and 64<sup>th</sup> Avenue

13. Concerns over transition between road projects (coordinating state and county projects)
14. Wabasso Corridor road construction start and finish dates as well as beginning and ending location  
(written comment received at the meeting)
15. Is U.S. #1 widening justified?
16. If U.S. #1 widening is certain, the 79<sup>th</sup> Street turn lanes should be improved
17. Effect of U.S. #1 widening on environmentally sensitive lands and wildlife?

**Infrastructure Opportunities and Doing Well Comments:**

1. Apply corridor requirements to roads/public projects/ROW
2. Rename the street (from current name of CR 510) to give it an identity (“Gateway to the Causeway”)

## **Infrastructure Concerns Summary**

- 1. Address impacts and take advantage of opportunities with CR 510/U.S. 1 roadway projects (state and county projects)**
- 2. Solve/provide local roadway maintenance**
- 3. Solve drainage problems**
- 4. Plan/provide alternative transportation options (bicycle & pedestrian)**
- 5. Identify needs and impacts of future U.S. #1 widening**

## **Infrastructure Potential Solutions**

- *Coordinate with FDOT and inform citizens of design alternatives for CR 510 project; support the following project elements: sidewalks, street lighting, safe pedestrian crossings, bike lanes, landscape and hardscape aesthetic improvements, slower speed and narrower “urban” section through West Wabasso, fair right-of-way acquisition process.*
- *Determine drainage needs in the Lowes Park and Douglas Subdivisions, identify potential solutions and improvements and present those to the BCC for consideration.*
- *Consider adding improvements to the Causeway Park that are identified as needs by the Wabasso Community.*
- *Consider extending sidewalk along 64<sup>th</sup> Avenue to West Wabasso Park and extend the hours of operation*
- *Consider re-furbishing walking trail and improve access point to Wabasso conservation area in the West Wabasso Park*



## **Communication**

### **Communication Problems and Issues Comments:**

1. Representation/Communication (owners/residents)
2. Lying - Misrepresentation – Lack of Communication
3. Coordination with City of Sebastian, better tower site maintenance needed? Wabasso Cemetery maintenance?
4. Improve communication
5. Developer coordination with the community (provide community benefits?)
6. Additional communications on upcoming projects, private and public
7. Work better together
8. Notify all interested parties, create a new Wabasso Corridor Plan Committee (at least half of the members be native/full time residents)
9. Stakeholders? Who are the community members to be involved in changing?

## **Communication Concerns Summary**

1. **Establish and maintain better communication between residents and government entities**
2. **Resolve committee issue: who gets information and provides input?**

### **Communication Potential Solutions**

- *Establish and maintain an email group open to all citizens and interested parties to join at any time; county to provide information on proposed development projects in the Wabasso Corridor area.*
- *Use direct communication with citizens in lieu of forming a committee.*
- *County to forward to Wabasso citizens information from the City of Sebastian for projects in the city near West Wabasso (such as the communication tower built in the city next to West Wabasso).*

## **Land Use/Zoning/Development**

### **Land Use/Zoning/Development Problems and Issues Comments:**

1. Zoning change from limited commercial to heavy commercial approved despite some residents desires – Heavy Commercial restriction
2. Will corridor criteria limit commercial development in Wabasso Corridor area, especially in “West Wabasso” area? Are they too stringent or too costly?
3. Historical resources impacts: will changes to plan have an effect?

4. New affordable residential development needed
5. Businesses need support to beautify the area

**Land Use/Zoning/Development Opportunities and Doing Well Comments:**

1. Additional protections for historical buildings/resources may be needed. Will they be protected for CR 510 expansion project?
2. Help for Affordable/low income housing
3. Historic preservation on CR 510 and U.S. #1
4. Corridor Plan has worked well (appearance of projects) may need update
5. Monument signs (Corridor plan sign requirements are good)
6. Landscape (Corridor plan landscaping requirements are good)

**Land Use/Zoning/Development Concerns Summary**

1. **Maintain current zoning within the corridor or prevent expanding CH (Heavy Commercial) zoning within the corridor**
2. **Evaluate impacts of Corridor Plan requirements on developments, especially re-development in “West Wabasso”**
3. **Provide support for more affordable housing**

**Land Use/Zoning/Development Potential Solutions**

- *Require applicants seeking a heavy commercial or industrial rezoning along U.S. #1 within the Wabasso Corridor to meet with neighbors before the rezoning application is formally reviewed and scheduled for a public hearing. The County will provide the meeting room for the “zoning pre-application” meeting with neighbors. Possible land use changes from C/I, Commercial/Industrial to another designation.*
- *Inform local business owners of any available programs that can assist low income/minority business owners in West Wabasso with development and re-development projects.*
- *Support developers of affordable housing projects within the West Wabasso area and provide individual assistance to owner occupied households that need housing rehabilitation.*
- *Support use of local labor whenever possible in public projects*
- *Keep density low in Wabasso*

# **Community Identity**

## **General/Corridor Problems and Issues Comments:**

1. Postal Address (8450 62<sup>nd</sup> Avenue) “Vero Beach”: problems getting deliveries
2. Tower near park – Revenue from property – who benefits (located in Sebastian, next to Wabasso)
3. Community identification, Winter Beach sign moved north on U.S. 1 and Sebastian sign moved south – Preserve Wabasso identity

## **General/Corridor Opportunities and Doing Well Comments:**

1. Naming areas, subareas by residents (probably use old family names?)
2. Make the plan more current
3. Better define the Wabasso boundary (road signs)
4. Corridor Committee did a good job (maybe illegal in its current composition?)

## **Community Identity Concerns Summary**

1. **Maintain and promote community’s identity**
2. **Better define the Wabasso Corridor boundary (perhaps by posting road signs)**

## **Community Identity Potential Solutions**

- *Consider re-naming or designating CR 510 with a name supported by community consensus.*
- *Coordinate with FDOT on proper placement of existing community signs along U.S. Highway 1 (e.g. “Sebastian”, “Winter Beach” signs) and consider placing “Wabasso” community sign along U.S. Highway 1.*

## **October 2016 Community Meeting (Second Meeting)**

At the second community meeting held on October 3, 2016, the 49 residents/participants who attended discussed and provided input on the solutions under the following categories:

- Infrastructure
- Communication
- Land Use/Zoning/Development
- Community Identity

Priorities were expressed by a limited number of “votes” (8 dots) given to each meeting participant. Each participant put his or her dots next to solutions he or she felt were most important. Following is a list of potential solutions and opportunities identified and priority given to each item solution at the October 2016 community meeting by the Wabasso residents/participants. Results are shown below.

**Results of Wabasso Community Priorities  
Based on Citizen Votes at October 3, 2016 Community Meeting**

<b>Categories/Issues</b>	<b>Number of Votes (higher votes indicate higher importance)</b>	<b>Comments</b>
<b>Infrastructure</b>		
1. Coordinate with FDOT and inform citizens of design alternatives for CR 510 project; support multiple improvements/upgrades	35	
2. Determine drainage needs in the Lowes Park and Douglas Subdivision	31	
3. Consider adding improvements to the Causeway Park that are identified as needs by the Wabasso Community	7	Based on low number of votes, consider eliminating this item
4. Consider extending sidewalk along 64 <sup>th</sup> Avenue to West Wabasso Park and extend the hours of operation	23	
5. Consider re-furbishing walking trail and improve access point to Wabasso conservation area in the West Wabasso Park	16	
<b>Communication</b>		
1. Establish and maintain an email group open to all citizens and interested parties	9	
2. Use direct communication with citizens in lieu of forming a committee (BCC – appointed committee subject to Sunshine Law)	8	Private groups or “committees” are free to form and meet
3. County to forward to Wabasso citizens information from the City of Sebastian for projects in the city near West Wabasso	19	
<b>Land Use/Zoning/Development</b>		
1. Require applicants seeking a heavy commercial or industrial rezoning along U.S. #1 within the Wabasso Corridor to meet with neighbors before the rezoning application is formally reviewed and scheduled for a public hearing. Possible land use designation change.	15 (9 valid votes)	6 of 15 dots were posted by someone who actually used another participant’s dots
2. Inform local business owners of any available programs that can assist low income/minority business owners	3	Based on low number of votes, consider eliminating this item
3. Support developers of affordable housing projects within the West Wabasso area and provide individual assistance to owner occupied households that need rehabilitation	14	
4. Support use of local labor whenever possible in public projects	15	
5. Keep density low in Wabasso	11	
<b>Community Identity</b>		
1. Consider re-naming or designating CR 510 with a name supported by community consensus	5	Based on low number of votes, consider eliminating this item
2. Coordinate with FDOT on proper placement of existing community signs along U.S. #1	10	
<b>Total number of Votes</b>	<b>221</b>	

## **LIST OF PLAN UPDATE ACTIONS**

Based on items and priorities that emerged from the 2016/2017 community meetings and based on the data and analysis reflected in this plan, a list of actions for the entire **Wabasso Corridor (WC)** and a list of specific actions for **West Wabasso (WW)** have been added to the plan.

This section provides specific actions to be taken as part of implementing the plan. Below is the list of actions for the entire **Wabasso Corridor (WC)** and for **West Wabasso (WW)**.

### **Wabasso Corridor (WC) Plan Actions**

#### **Infrastructure**

**WC Action 1.1** – Through 2025 or project completion, the Community Development Department with assistance from the MPO and Public Works Department will coordinate with FDOT and periodically inform citizens of design alternatives and determinations for the CR 510 project and support the following project elements: sidewalks, street lighting, bike lanes, landscape and hardscape aesthetic improvements, slower speed and narrower “urban” section through West Wabasso, and fair right-of-way acquisition process.

**WC Action 1.2** – By 2019, the county will acquire needed right-of-way and design an east-bound, right turn lane on CR 510 at 58<sup>th</sup> Avenue.

**WC Action 1.3** – By 2019, the county will construct an east-bound, right turn lane on CR 510 at 58<sup>th</sup> Avenue,

**WC Action 1.4** – Through 2025 or project completion, the Community Development Department will coordinate with the Public Works Department and periodically inform citizens of the county’s CR 510 project.

#### **Communication**

**WC Action 2.1** – By 2016, the County Community Development Department will establish and maintain an email group (or similar method) open to all citizens and interested parties to join at any time.

**WC Action 2.2** – (On-going) The County Community Development Department will coordinate and directly communicate with citizens on an on-going basis regarding proposed projects within the Wabasso Corridor Plan.

#### **Land Use/Zoning**

**WC Action 3.1** – (On-going) The County Community Development Department will require applicants seeking a heavy commercial or industrial rezoning within the Wabasso Corridor to meet with neighbors before the rezoning application is formally reviewed and scheduled for a public hearing. County staff

will provide the meeting room for the “zoning pre-application” meeting with neighbors and will compile citizen input provided at the pre-application meeting.

### **Community Identity**

**WC Action 4.1** – By 2017, Community Development will obtain a consensus on placement of community signs; MPO staff will coordinate with FDOT on proper placement of community signs along U.S. #1 and will coordinate with County Public Works on proper placement of community signs along CR 510.

## **West Wabasso (WW) Actions**

### **Infrastructure**

**WW Action 1.1** – By 2018, the County Public Works Department will evaluate drainage needs in the Lowes Park and Douglas Subdivisions, identify potential solutions and improvements, and present that information to the Board of County Commissioners for consideration.

**WW Action 1.2** – (On-going) The County Parks Division will continue to adequately maintain improvements at the West Wabasso Park.

**WW Action 1.3** – By 2018, the County Public Works Department will evaluate available right-of-way along 64<sup>th</sup> Avenue, and if adequate right-of-way is available will consider extending sidewalks along 64<sup>th</sup> Avenue to the West Wabasso Park.

**WW Action 1.4** – By 2020, the County Parks Division will consider extending hours of operation at West Wabasso Park.

**WW Action 1.5** – By 2019, the County Parks Division will refurbish the walking trail and improve the access point to the adjacent Wabasso Scrub Conservation Area within the West Wabasso Park.

### **Communication**

**WW Action 2.1** – (On-going) The County Community Development Department will coordinate with the City of Sebastian for projects in the city proposed within 500 feet of West Wabasso and forward that information to Wabasso residents and interested parties.

### **Land Use/Zoning/Development**

**WW Action 3.1** – (On-going) The County Community Development Department will support affordable housing projects within the West Wabasso area.

**WW Action 3.2** – (On-going) Through the SHIP (State Housing Initiatives Partnership) program, the County Community Development Department will provide individual loan assistance to owner occupied very low and low income households that need housing rehabilitation.

**WW Action 3.3** – (On-going) The County Community Development Department will investigate and inform developers/business owners of available programs that assist low income/minority business owners in West Wabasso with development and re-development projects.

### **Community Identity**

**WW Action 4.1** – By 2017, the Community Development Department with the assistance of MPO staff will coordinate with FDOT and the County Public Works Department on proper placement of community signs along CR 510.

**Appendix “A”  
Community Comments**

At the August 2, 2016 kick-off community meeting at the Dasie Hope Center from 6:00 p.m. to 8:00 p.m., the 66 residents/participants who attended identified issues, problems, and opportunities. Following is the list of issues identified by the residents/participants at the August community meeting or by comments cards submitted at or after the meeting:

**Wabasso Corridor Plan Update  
Comments from the 1<sup>st</sup> Wabasso Corridor Plan Update Meeting  
Dasie Hope Center 6:00 p.m. on 8/2/2016**

**Verbal Comments received at the meeting:**

**Problems**

1. Road Maintenance (84<sup>th</sup> Place, west side is not maintained: how can it not be a public road if it has a street sign?)
2. Postal Address (8450 62<sup>nd</sup> Avenue) “Vero Beach”: problems getting deliveries
3. Representation/Communication (owners/residents)
4. Lying - Misrepresentation – Lack of Communication
5. Drainage, a master drainage evaluation/plan is needed
6. Drainage poor in Lowes Park Subdivision and 64<sup>th</sup> Avenue

**Issues**

7. Tower near park – Revenue from property – who benefits (located in Sebastian, next to Wabasso)
8. Coordination with City of Sebastian, better tower site maintenance needed? Wabasso cemetery maintenance?
9. U.S. 1/CR 510 roadway construction limits and timeframe, impact on business, traffic management
10. Community identification, Winter Beach sign moved north on U.S. 1 and Sebastian sign moved south – Preserve Wabasso identity
11. Zoning change from limited commercial to heavy commercial approved despite some residents desires – Heavy Commercial restriction
12. Concerns over transition between road projects (coordinating state and county projects)
13. Will corridor criteria limit commercial development in Wabasso? Are they too stringent or too costly?
14. Historical resources impacts: will changes to plan have an effect?
15. Right-of-Way acquisition for 510: will compensation pay to replace a home – make residents whole?
16. Notify all interested parties, create a new Wabasso Corridor Plan Committee (at least half of the members be native/full time residents)
17. Stakeholders? Who are the community members?
18. New affordable residential development needed
19. Focus improvements in Western portion of corridor (“West Wabasso”) – so far left behind
20. Tradeoffs for improvements/takings/cost of improvements (who pays for beautification?)
21. Wabasso due for improvements
22. Why are improvements grant-dependent?
23. Vero Beach and Sebastian look much better (spend tax money in Wabasso)
24. Improve communication
25. businesses need support to beautify the area



**Opportunities**

26. Developers can coordinate with the community about their projects (provide community benefits?)
27. Apply corridor plan requirements to roads/public projects/ROW
28. Additional communications on upcoming projects, private and public
29. Naming areas, subareas by residents (probably use old family names?)
30. Rename the street (from current name of CR 510) to give it an identity (“Gateway to the Causeway” as an example of something different)
31. Additional protections for historical buildings/resources may be needed. Will they be protected for CR 510 expansion project? Redevelopment?
32. Make the plan more current and up-to-date
33. Help for affordable/low income housing
34. Better define the Wabasso boundary (road signs)
35. Additional funding for CR 510 upgrades (federal, state, local), especially west of US 1
36. Work better together
37. Alternative transportation options, bicycle and pedestrian improvements
38. Historic preservation on CR 510 and U.S. #1

**Doing Well Now**

39. Corridor Committee did a good job (maybe “illegal” in its current composition?)
40. Corridor Plan has worked well (appearance of projects), may need updating
41. Monument signs (Corridor plan sign requirements) are good
42. Landscape (Corridor plan landscaping requirements) are good

**Written Comment Received at the Meeting:**

43. Need to communicate the Wabasso Corridor road construction start and finish dates as well as beginning and ending location

**Written Comments Received after 8/15/16**

44. Is U.S. #1 widening justified?
45. If U.S. #1 widening is certain, then 79<sup>th</sup> Street turn lanes should be improved
46. Effect of U.S. #1 widening on environmentally sensitive lands and wildlife?

**Summary:**

Comments received from community at Meeting #1: 43

Post-meeting comments received by staff: 3

Total Comments: 46

## Appendix “B”

### Response to Community Comments

Between the first community meeting and the second community meeting staff researched all comments provided by the residents/participants, coordinated with all appropriate departments, and drafted a response to all comments (see below). The responses to the comments then were submitted to all residents/participants via e-mail and at the October 3, 2016 meeting.

### Wabasso Corridor Plan Update

#### Response to Comments from the 1<sup>st</sup> Wabasso Corridor Plan Update Meeting (Dasie Hope Center 6:00 p.m. on 8/2/2016) and Post Meeting Comments

#### Verbal Comments received at the meeting:

#### Problems:

1. Road Maintenance (84<sup>th</sup> Place, west side is not maintained: how can it not be a public road if it has a street sign?)

**Answer:** Although no specific location was provided, planning staff assumes this comment is talking about 84<sup>th</sup> Place west of 63<sup>rd</sup> Avenue. In that location, 84<sup>th</sup> Place is an unimproved right-of-way for a local side street. Between 63<sup>rd</sup> Avenue and 64<sup>th</sup> Avenue, 84<sup>th</sup> Place is one of many “paper street” rights-of-way throughout the county that has never been improved, or accepted as a public road. There are no plans for the county to improve such rights-of-way. The county does allow property owners to make access improvements in such rights-of-way if a permit is granted; improvements are privately maintained.

2. Postal Address (8450 62<sup>nd</sup> Avenue) “Vero Beach”: problems getting deliveries

**Answer:** City names used by the postal service are set by the Federal Government; consequently, the county does not have any control over postal location names. While the county establishes house numbers and street names, the county does not establish and cannot modify the postal service city designation.

3. Representation/Communication (owners/residents)

**Answer:** Through use of an e-mail group of Wabasso residents and interested parties, the county will now reach Wabasso citizens more effectively. For the Wabasso Corridor Plan Update, an e-mail group has been established by planning staff to provide updates directly to citizens. The email group is open for any citizen to join at any time. Also, a county website for the Wabasso Corridor Plan Update project has been established (<http://www.irccdd.com/wabasso>). In the future, the e-mail group will be used by the planning staff to provide citizens with on-going updates of public projects or proposed development within Wabasso.

4. Lying - Misrepresentation – Lack of Communication

**Answer:** Through the county website and e-mail group mentioned above, the county will reach citizens more effectively with complete and consistent information.

5. Drainage, a master drainage evaluation/plan is needed

**Answer:** Immediately after the end of the August 2016 community meeting, the Public Works Director spoke with Wabasso citizens and made a field visit to the south end of 64<sup>th</sup> Avenue in the Douglas Subdivision. He noticed that there is no positive outfall; consequently local flooding occurs in that area. Public Works staff is investigating the right-of-way situation in the area to identify potential solutions to the drainage problem.

6. Drainage poor in Lows Park Subdivision and 64<sup>th</sup> Avenue (Douglas Subdivision)

**Answer:** Plans to address the 64<sup>th</sup> Avenue drainage issue (south of the Daise Hope Center) were conceptually approved as part of the Liberty Park Planned Development. That development approval includes the construction of stormwater retention facilities west of 64<sup>th</sup> Avenue and east of 66<sup>th</sup> Avenue. When those facilities are constructed, drainage from 64<sup>th</sup> Avenue can be directed to them. Because the Liberty Park development has not commenced and may not commence for a considerable amount of time, Public Works will evaluate interim improvements (see item 5 above). With respect to Lows Park Subdivision, Public Works Department staff needs to investigate the issue further.

**Issues:**

7. Tower near park – Revenue from property – who benefits (located in Sebastian, next to Wabasso)

**Answer:** Tower is located within and falls under the jurisdiction of the City of Sebastian. After the August 2016 community meeting, county planning staff contacted the City of Sebastian staff for information about the tower and to see if the fenced compound around the tower can be more effectively screened.

8. Coordination with City of Sebastian, better tower site maintenance needed? Wabasso cemetery maintenance?

**Answer:** Since the first meeting, county staff has coordinated with City of Sebastian regarding the tower and about having Sebastian establish a notification process for future developments within Sebastian that are next to the West Wabasso area. That process will involve the City of Sebastian staff providing information to the county planning staff who will forward the information to the Wabasso email group. The West Wabasso Cemetery is owned and maintained by the West Wabasso Cemetery Association, Inc. and appeared to be well kept when staff visited the site August 2016.

9. U.S. 1/CR 510 roadway construction limits and timeframe, impact on business, traffic management

**Answer:** This county project will enter into the right of way (ROW) acquisition phase within the next year. Public Works anticipates that it will take approximately 3 years to acquire the necessary ROW for the project and approximately 2 ½ years to construct the project after the ROW is acquired.

10. Community identification, “Winter Beach” community designation sign was moved north on U.S. 1 and “Sebastian” sign was moved south – Preserve Wabasso identity

**Answer:** Wabasso Corridor Plan boundaries to the north and south along U.S. #1 follow a Census Designated Place (CDP) boundary. Community marker signs on U.S. #1 are under the jurisdiction of FDOT (State). County MPO staff has coordinated with FDOT regarding the location of the signs and the responsible party. FDOT is investigating the matter. If appropriate, FDOT may relocate the signs and, in coordination with the County, accommodate placement of a “Wabasso” sign on U.S. Highway 1.

11. Zoning change from limited commercial to heavy commercial approved despite some residents desires – Heavy Commercial restriction

**Answer:** With county support, last spring a rezoning applicant and neighbors near the rezoning site (location: west of U.S. #1 and north of 77<sup>th</sup> Street) in the Wabasso area got together and created a voluntary restrictive covenant which limits uses at a site rezoned to heavy commercial. Future rezoning requests, if any, will be required to go through a public hearing and notification process. In addition, county staff will provide early notice to Wabasso citizens about any such proposal via the email group. Lastly, county staff is considering a Wabasso-specific zoning notification and “pre-zoning application meeting” policy that will provide for an upfront community meeting for review of any future heavy commercial or industrial rezoning proposal in the Wabasso Corridor.

12. Concerns over transition between road projects (coordinating state and county projects)

**Answer:** Public Works and the County MPO will continue to coordinate with FDOT regarding FDOT's CR 510 widening project from 58<sup>th</sup> Avenue to CR 512 and the county's CR 510 widening project and U.S. #1 intersection project from 84<sup>th</sup> Street to 87<sup>th</sup> Street.

13. Will corridor criteria limit commercial development in Wabasso? Are they too stringent or too costly?

**Answer:**

The Wabasso Corridor development criteria do contain some provisions that add costs above meeting standard land development code requirements such as monument signs versus pole signs, quality building exterior finishes, and increased landscaping. With respect to increased cost, the Wabasso Corridor criteria generally prohibit using cheap building materials such as corrugated or ribbed metal panels, smooth finish concrete block (stucco finished concrete block is acceptable), plywood, and plastic for exterior walls. Also, within the Wabasso Corridor, additional understory trees are required to be placed in buffer yards between residential and commercial uses, and foundation plantings are required for commercial buildings (includes canopy trees, understory trees, palm trees and shrubs). Other corridor aesthetic criteria that generally do not add to construction cost are in place, such as criteria that focus on allowable building colors and smaller sign sizes.

Regarding Wabasso area sites with existing commercial, industrial, or multi-family uses along CR 510 and US Highway 1, those sites are not required to comply with the Wabasso Corridor aesthetic requirements until the owner chooses to initiate improvements to those sites (i.e. submits an application for a building expansion or change of use). In such a case, the Wabasso Corridor requirements would apply only to the expansion area. Site upgrades may also be required ("compatible property" requirement) when a building renovation is done.

Besides requests from a property owner, corridor requirements may also apply at the point in time when the County or State purchase right-of-way and site changes are triggered. At that time, a "cure plan" may be required to address any necessary site alterations (i.e. relocation of lost parking do to the road frontage acquisition). With a cure plan, generally the county or state would cover the costs associated with site changes and improvements, including any Wabasso Corridor requirements that are applied.

In 2010, the County revised landscape size, type, and plant number requirements including corridor landscaping requirements. Those revisions retained good landscaping effects and reduced landscaping costs by 30%.

In summary, the corridor criteria may cost more, but will enhance the visual quality of the corridor and property values.

14. Historical resources impacts: will changes to the plan have an effect?

**Answer:** The Corridor plan update will not have any negative impact on historical resources. Existing historical resource requirements will remain in place. Those requirements include: county staff review of alterations to historic structures for historic integrity preservation prior to issuance of building permits; certain building code exemptions for historic structures to incentivize preservation; nonconformity allowances to preserve historic resources; transfer of development rights incentives to preserve archaeological sites; and conservation easement tax relief opportunities for archaeological resource protection.

15. Right-of-Way acquisition for C.R. 510: will compensation pay to replace a home – make residents whole?

**Answer:** When acquiring right-of-way, the County or State must pay fair market price. The right of way acquisition process will follow the current guidelines for acquisition of property for roadway construction, and those guidelines include obtaining an independent appraisal. On a case by case basis, it will be determined whether an entire property will be taken or only a portion, and the development potential of any remainder. For FDOT's CR 510 project, final ROW needs will not be known until Location Design Conceptual Approval (LDCA) is granted by the Federal Highway Administration in mid-2018.

16. Notify all interested parties, create a new Wabasso Corridor Plan Committee (at least half of the members be native/full time residents)

**Answer:** An interested parties e-mail list has been created and is open to all Wabasso citizens. Everyone on the email list will be notified. The Wabasso Corridor Plan update will involve input from all citizens and is not committee dependent. If needed, a new ongoing Wabasso Corridor Plan Committee could be formed but at this time there is no proposal or apparent need for a committee.

17. Stakeholders? Who are the community members?

**Answer:** All residents and business owners within the Wabasso Corridor plan area as well as interested parties are invited to participate in the plan update and/or join the email group.

18. New affordable residential development needed (West Wabasso)

**Answer:** If a developer wants to build a new affordable residential development in West Wabasso, staff will support that project by expediting permit processing, assisting with getting grants, and arranging for meetings with residents. Local SHIP Rehabilitation Assistance to owner occupied, very-low and low income households will be provided through Indian River County's affordable housing program (State Housing Initiatives Partnership {SHIP} Program).

19. Focus improvements in Western portion of corridor ("West Wabasso") – so far left behind

**Answer:** West Wabasso will be a focus in the corridor plan update. Since 1995, over time, numerous public improvement projects/activities have been completed in West Wabasso including:

- Road paving and drainage improvements
- Bringing potable water and sanitary sewer to the community
- Improving the West Wabasso park with pavilions, walking trails, basketball courts, tennis courts
- Assisting with Dasie Hope Center improvements
- Street lighting
- Sidewalk along 64<sup>th</sup> avenue
- Residential rehabilitation/roof repairs
- Demolition of abandoned homes
- Improving old Douglas School (Douglas Headstart Center)

The corridor plan update can help identify and address additional improvements needed in West Wabasso.

20. Tradeoffs for improvements/takings/cost of improvements (who pays for beautification?)

**Answer:** Property/business owners pay for beautification of their sites when developed. In return, they will have a visually enhanced site that compares well with other sites in the Wabasso Corridor and other commercial corridors, and improved property value.

21. Wabasso due for improvements

**Answer:** A general list of publicly funded improvements during the 1995-2016 timeframe of the current Wabasso Corridor Plan is summarized under item #19, above. A chart of those improvements is attached. Future improvements depend on community needs, including needs identified as part of the Wabasso Corridor Plan update, opportunities for improvement projects, and funding.

22. Why are improvements grant-dependent?

**Answer:** Improvements cost money and require design and management efforts. The County increases its services to the entire county, and to Wabasso specifically, by applying for grants and leveraging local funds to match funds from non-local sources. For instance, from 1995-2016, \$923,841.50 in local funds were used to obtain \$3,224,605.05 in non-local funds for a combined total of \$4,148,446.55 for improvement projects in West Wabasso. When grants have not been available, the County has used its funds without grants for projects in Wabasso such as \$141,439.30 in county funds for West Wabasso Park improvements, \$112,547.84 for Dasie Hope Center improvements, \$128,919.52 for Douglas Headstart Center, streetlight, and sidewalk improvements.

**In summary, the County uses grant funding as much as possible to stretch resources for additional services and improvements as much as possible, but is not “grant-dependent”.**

23. Vero Beach and Sebastian look much better (spend tax money in Wabasso)

**Answer:** Incorporated cities have limited areas to serve and have higher property tax rates vs. the unincorporated county that has an expansive service area and lower property tax rates. Even so, the purpose of the Wabasso Corridor Plan is to enhance aesthetic improvements, including the West Wabasso area, when private development projects and public projects are designed and constructed.

24. Improve communication

**Answer:** Better communication with Wabasso citizens will be provided through e-mail and updates to county website (see item #3, #4, #8, and #16 above).

25. Businesses need support to beautify the area

**Answer:** Improvements will be made to beautify the area through public road and park projects and through private development projects. Staff will investigate and identify any programs that may be used to assist business development/redevelopment in West Wabasso.

**Opportunities:**

26. Developers can coordinate with the community about their projects (provide community benefits?)

**Answer:** That type of coordination would be beneficial both to developers and residents and is fully supported by staff. Staff will invite citizens to attend public project review meetings with development applicants and will request that developers arrange for meetings with residents. Although developer/citizen meetings and specific results cannot be mandated by the County, past experience indicates positive results from such meetings.

27. Apply corridor plan requirements to roads/public projects/ROW

**Answer:** The current Wabasso Corridor Plan requires consideration of aesthetic upgrades along the U.S. #1 and CR 510 Corridors when those roads are being improved. That requirement will continue to apply to public projects within the corridor, including the FDOT CR 510 and County CR 510/US 1 projects.

28. Additional communications on upcoming projects, private and public

**Answer: Communication with Wabasso citizens will be improved through use of an e-mail group open to all citizens and county website (see item #3, #4, #8, #16, and #24 above).**

29. Naming areas, subareas by residents (perhaps use old family names?)

**Answer: If the Wabasso community comes to a consensus on naming something, the BCC can consider that item when it considers adoption of the corridor plan update.**

30. Rename the street (from current name of CR 510) to give it an identity (“Gateway to the Causeway” as an example of something different)

**Answer: See item #29, above.**

31. Additional protections for historical buildings/resources may be needed. Will they be protected for CR 510 expansion project? Redevelopment?

**Answer: As provided by County development code Chapter 933, County environmental planning staff will assess historic designation potential for various structures within the Wabasso Corridor and will coordinate with FDOT and County Public Works regarding future roadway projects (see item #14, above).**

32. Make the plan more current and up-to-date

**Answer: Staff is reviewing the current plan in detail and will propose updated items for review by Wabasso citizens and the BCC.**

33. Help for affordable/low income housing

**Answer: Help for very low and low income households is available through Indian River County’s State Housing Initiatives Partnership (SHIP) Program. The SHIP Program provides down payment and closing cost assistance to first time, very low and low income homebuyers. The SHIP Program also provides rehabilitation and emergency rehabilitation assistance to very low and low income owner occupied households (see item #18, above).**

34. Better define the Wabasso boundary (road signs)

**Answer: FDOT has been contacted regarding community signs along U.S. #1 (see item #10, above).**

35. Additional funding for CR 510 upgrades (federal, state, local), especially west of US 1

**Answer: MPO and the county will continually look for grant opportunities and apply for all applicable grants when they become available.**

36. Work better together

**Answer: The corridor plan update and associated changes will improve communication, coordination, and focus attention on items important to the Wabasso community.**

37. Alternative transportation options, bicycle and pedestrian improvements

**Answer: The Public Works Department and MPO are working on this with the design of future roadway projects and sidewalks as needed and where funding is available. The MPO will coordinate with FDOT regarding pedestrian crossing at the intersection of 64<sup>th</sup> Avenue and CR 510 as part of CR 510 improvements.**

**The MPO Bike Ped Plan identifies sidewalks on both sides of the CR 510, 66<sup>th</sup> Avenue, 58<sup>th</sup> Avenue, and US 1 corridors throughout the Wabasso Study Area. It identifies sidewalks on both sides of 77<sup>th</sup> Street between 58<sup>th</sup>**

**Avenue and US 1.** Finally, it recommends sidewalks on one side of Old Dixie Highway and on 77<sup>th</sup> Street between 58<sup>th</sup> and 66<sup>th</sup> Avenue.

Local neighborhood street sidewalks are not typically eligible for MPO funding and therefore were not identified in the Bike Ped Plan. Subject to sufficient right-of-way, logical sidewalk locations on local streets would include approaches to community centers, churches, bus stops, parks, and businesses where sufficient ROW for a sidewalk exists.

38. Historic preservation on CR 510 and U.S. #1

**Answer:** The county will try to protect all historical buildings and resources as feasible and will coordinate with FDOT on this issue (see item #14 and #31, above).

### **Doing Well Now:**

39. Corridor Committee did a good job (maybe “illegal” in its current composition?)

**Answer:** Special corridor requirements will continue to apply. At this time, no committee is needed for the plan update or implementation (see item #16, above).

40. Corridor Plan has worked well (appearance of projects), may need updating

**Answer:** Will continue to apply corridor plan requirements on public sector and private development projects. Updates are currently being formulated (see item #32 above).

41. Monument signs (Corridor plan sign requirements) are good

**Answer:** Will continue to require monument signs.

42. Landscape (Corridor plan landscaping requirements) are good

**Answer:** Will continue to apply enhanced landscape requirements.

### **Written Comment Received at the Meeting:**

43. Need to communicate the Wabasso Corridor road construction start and finish dates as well as beginning and ending location.

**Answer:** This will be done through the new e-mail group and through coordination with FDOT and County Public Works. Attached is information on the location and limits for the FDOT CR 510 project and the County CR 510/U.S. #1 project (see item #3, #4, #8, #16, #24, and #28, above).

### **Written Comments Received after 8/15/16:**

44. Is U.S. #1 widening justified?

**Answer:** The long-range widening plan will affect the segment of US 1 from 53<sup>rd</sup> Street to CR 510, and the project will be conducted by FDOT. FDOT always performs a justification study first, before proceeding with a road project. Since this type of roadway widening project is very complicated and expensive, the planning, design, engineering and funding begin well in advance of actual construction. In this manner, the added roadway capacity is planned to accommodate future traffic demand at the time of construction (e.g. after 2040). In the MPO's 2040 Long Range Transportation Plan, the US 1 widening is only 80% funded. As such, project construction is anticipated to begin after 2040. At that time, U.S. 1 will be at or very near capacity with its current 4 lanes.



45. If U.S. #1 widening is certain, then 79<sup>th</sup> Street turn lanes should be improved

**Answer: Staff will coordinate with FDOT on this item. Roadway design is scheduled to begin in fall of 2016. Staff will forward your comment regarding 79<sup>th</sup> Street to FDOT's design consultant for consideration.**

46. Effect of U.S. #1 widening on environmentally sensitive lands and wildlife?

**Answer: Several in-depth studies were recently completed to determine impacts to keep sensitive species and habitats as a result of the project. Based on a comprehensive Endangered Species Biological Assessment completed in March of 2015, the U.S. Fish and Wildlife Service concurred that the project will not adversely affect listed or protected plant and/or animal species. In addition, a wetland study was conducted to determine potential impacts to wetlands within the scope of work. Based on that study, impacts to natural wetland areas will not occur as a result of the project.**

**Summary:**

Comments received from community at Meeting #1: 43

Post-meeting comments received by staff: 3

Total Comments: 46

## Appendix “C” History of Wabasso and West Wabasso Communities

The current community of Wabasso had its beginnings as a prehistoric Ais Indian midden (ancient landfill of shells and pottery shards). It stood tall along the otherwise pristine shoreline and became a landmark known to travelers up and down the Indian River Lagoon as Two Dollar Bluff. Over time the bluff disappeared as its contents were put to use by early settlers, and by 1890 a river dock was constructed on the site where early farmers on the barrier island could float their fruits and vegetables across the lagoon for transport to markets up and down the lagoon by boat or wagon. (Remnants of the midden still remained when the current causeway was being built in the late 1960s).

In 1894, as Henry Flagler extended his Florida East Coast Railway (FEC) down the eastern side of the Atlantic Coastal Ridge, he established a water and fuel stop along with a freight depot that connected to the river dock by a dirt road known as Wabasso Road. Homesteading farmers like Stephen Michael (patriarch of the famous citrus family) and Frank Forster could then transport their citrus and vegetable crops to northern markets.

Captain Frank Forster, a 29-year old German seafarer, arrived before the Michaels around 1885. He settled on the barrier island in a community he named Orchid, but he also bought property across from it on the mainland near Two Dollar Bluff. Today the 110-acre Captain Forster Hammock Preserve, located at 8650 Jungle Trail, is a public park and conservation area named in his honor and is the site of several artifacts from Captain Forster’s homestead.

Theories abound as to how it became known as Wabasso. One is that railroad officials gave it that name from a line in the Longfellow poem, Song of Hiawatha or from an Indian word for “white rabbit.” Two early settlers came from Minnesota and may have known about a new small town named Wabasso, Minnesota that was platted in 1889. Another theory is that it is an Indian word spelled backwards – Ossabaw. There is a town in Georgia named Ossabaw and it is possible that an early settler family came from that town. In any event, a store was built to trade with scattered settlers and Seminole Indians living west of the Ridge, and on March 31, 1897, Captain Frank Foster established the Wabasso post office, the first official use of the name.

An early north/south Brevard County road was built soon afterwards between the railroad tracks and the Indian River. (Wabasso was part of Brevard County until 1905 when it became part of St. Lucie County). In 1915 this road would become part of the famous Dixie Highway system and later still merge with U.S. 1. Tourists and visitors that had traveled the narrow dirt Dixie Highway were now traveling a narrow two-lane U.S. 1 and finding tourist homes and trailer parks (called "Tin Can" Campgrounds) in Wabasso. Even today, you can drive on the old two lane Dixie Highway/U.S.1 from Wabasso to Gifford.

West of the Atlantic Coastal Ridge, in the area that would later be called West Wabasso, much of the land was pine forest in those days. The only “inland” road was the Hernandez/Capron military trail blazed during the Seminole War years (C. 1836-1850s). It attracted a different type of settler – cattlemen, hunters and loggers. That trail was considered an extension of the Kings Highway connecting the sparse settlements from Fort Pierce to St. Augustine and Jacksonville. Segments near the original alignment are still called Kings Highway.

In 1911, C.G. Redstone, an Eau Gallie sawmill operator, decided to move his mill south because so much timber was available west of Wabasso. He settled in the tiny hamlet of Vero and that timber would be used to build Vero’s earliest homes and businesses. (Redstone would go on to become mayor of Vero from 1923-1927 and in 1925 went with a delegation from Vero and surrounding areas to successfully lobby for the creation of Indian River County.)

Then in 1912, Herman Zeuch’s Indian River Farms Company acquired 55,000 acres of swampland in what would become Vero Beach. R.D. Carter, a Daytona Beach engineer was hired in 1913 to drain and lay out Vero. The subsequent drainage and reclamation plan also created a network of roads that included the east/west Wabasso Road, north/south Lateral A (66<sup>th</sup> Avenue) and Kings Highway (58<sup>th</sup> Avenue). Carter himself chose to homestead 88 acres in 1914 west of Wabasso. His grandson, Marvin Carter, says, “At the time, Wabasso was more established than Vero with two churches, a school and a train station.”

The first African-Americans to settle west of Wabasso were laborers building the new railroad and farm workers back in a time before citrus replaced pineapples as the primary area crop.

In 1919 the original Graves Brothers Company, a timber growing and processing firm based then in Liberty County, Florida, bought 32,000 acres of primarily timber land west of Wabasso under the name Sebastian Land Company. A turpentine still was located in the area of the Kings Highway and the company hired black laborers including former railroad and farm workers. They lived in “still quarters” near Wabasso Road, which were small frame shacks and “cracker” houses that shared shallow wells and outside facilities. Streets were non-existent. There were other “quarters” in the area that would form the basis for the West Wabasso community.

St. Matthews Missionary Baptist Church (8550 64<sup>th</sup> Street) was founded in 1914 on land donated by local residents. Thomas Jackson and his family moved to the area in 1914 from Deerfield and he became the first African-American homesteader in West Wabasso when he acquired 40 acres on February 23, 1917. The Jackson land was eventually subdivided and deeded over to family members. Thomas’s son, Walter McNeal Jackson (1903-2008), would become the first African-American elected to the Indian River County School Board.

These early settlers built their community around their modest homes, businesses and churches. Another one of their early churches was the Beulah African Methodist Episcopal Church established in 1916 and built on land donated by Thomas Jackson (dates unknown), John Knowles (1879-1967) and Sam Caswell (dates unknown). It was the first church to be affiliated with a national congregation. This church, later to be renamed Allen Chapel AME also served the African- American community as its first school and stands to this day (2016) at 6425 85<sup>th</sup> Street.

The Graves Brothers Company planted their first citrus groves in 1921, then moved their entire company here, including employees. The company built its first citrus packinghouse in 1928, then a larger one at the intersection of US 1, Old Dixie Highway and CR 510. The building still stands today in 2016.

As part of St. Lucie County (1905-1925), the community of Wabasso grew in population and earned both a brick schoolhouse (the Wabasso School built in 1925 and still in use in 2016) and a narrow wooden drawbridge built in 1927 on the dock site connecting the small mainland community of Wabasso to Jungle Trail in the even smaller community of Orchid. By 1925 when Indian River County was formed from northern St. Lucie County, Wabasso was noted as a city on the official maps. This status was brief and by 1929 the “city” designation had been discarded.

The West Wabasso community also grew, but without a plan. Small frame shacks and “cracker” houses lined nameless dirt roads. In 1927 a four-room schoolhouse was built on Allen Chapel land by residents for African-American students, but it lacked the most rudimentary functions, like running water. Originally referred to as the “colored school,” it was later named the Douglas School after one of the early residents. Eventually it was turned over to the Indian River County school system. The school closed in 1982 but the building still stands.

Very little written history exists about this community. Newspaper articles and community columns through the years about Wabasso, never included anything about the West Wabasso community other than mention of the “colored school.”

As the turpentine and lumber industries declined, the citrus, vegetable and dairy farms took over the newly cleared land. The citrus packing houses along the east side of the FEC expanded as production from the citrus groves increased west of the Ridge. Both the Wabasso and West Wabasso communities benefited from the citrus grown on the interior groves and from the world famous Indian River citrus grown on Orchid Island.

The Great Depression of the 1930s and the war years of the 1940s saw both the Wabasso and West Wabasso communities and much of Indian River County at a standstill. With little industry other than agriculture as the mainstay of Wabasso’s economy, growth remained stagnant.

## WABASSO CORRIDOR PLAN

By the 1950s and 1960s, as the United States and Florida recovered and began to move again, new industries in Indian River County and a real estate boom throughout Florida brought infrastructural problems to light. Roads, bridges, sewer, and water in areas that had been slow to develop and slow to recover were now major problems. A few businesses were now open along the more heavily traveled Wabasso Road, known by 1946 as County Road 510. The Douglas School (now the Dasie Hope Center) was remodeled and a county recreational area was being planned for the community. A few new homes had been built, but many of the older homes were still being added to, not replaced.

By the year 2000, West Wabasso still had shallow groundwater wells that supplied brownish drinking water since the days of the first settlers, bottomless septic tanks, no street lights, sidewalks or paved roads. County drinking water was installed in 2007 and in 2008, the Board of County Commissioners passed a resolution formally recognizing the West Wabasso Community Neighborhood.

In the late 1960s and early 1970s, a new roadway to the Wabasso Bridge was constructed south of the original route. This new alignment to the east would lead to the new causeway with a series of bridges and a modern high-rise arch bridge over the main channel of the Indian River. The original section of the Wabasso Road from the remnants of Two Dollar Bluff would remain as 87<sup>th</sup> Street and would end at a now closed railroad crossing. The new alignment for the Wabasso Road (C.R.510) would cross the Ridge and connect with the old alignment to continue into the community of West Wabasso.

Throughout the 1970s and 1980s, the problems of growth and infrastructure would continue, not only in Indian River County, but throughout the State of Florida. By the 1980s each region, county, city and community had been mandated by the Florida Legislature and the newly formed state agency, the Florida Department of Community Affairs, to prepare a Comprehensive Land Use Plan. Those plans would take years to develop and decades to administrate, but would help to put in place an outline for orderly growth and development.

Wabasso and West Wabasso remained unincorporated though and as the area continued to grow, especially with the expansion of 66<sup>th</sup> Avenue and booming Sebastian Highlands, which bordered the western edge of West Wabasso, community residents, property owners and business owners worried that the historical character of Wabasso might become lost unless a set of standards was created to govern future development. Several property owners approached the County planning staff in July 1994 requesting assistance in developing standards for future development.

Specifically, they were concerned about the Wabasso Corridor that runs along US 1 from 96<sup>th</sup> Street to 77<sup>th</sup> Street and along CR 510 from 66<sup>th</sup> Avenue to the beach. Working together with the community over six years, County staff prepared the Wabasso Corridor Plan, applying standards for future land and infrastructure development and redevelopment that would preserve and enhance the appearance of the Wabasso Corridor, coordinate public and private investments to enhance the function and appearance of the Corridor, prevent the establishment of incompatible land uses and unattractive developments and increase property values in the Corridor.

Over the years growth in the area slowed, especially during the 2007-2012 Recession years, but has once again gathered momentum. New concerns were expressed by residents and so County staff, under direction from the Board of County Commissioners, asked residents and businesses to help draft a revision of the Wabasso Corridor Plan. The revised plan is scheduled to be ready for Board consideration in 2017.

Ruth Stanbridge, County Historian

Milt Thomas, interviewer \* and editor

\* Interviewees include Reverend Sylvester McIntosh, 2016

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