

AGENDA
REGULAR MEETING OF THE CITY PLANNING AND ZONING BOARD
THURSDAY, AUGUST 15, 2024, AT 1:30 PM
CITY COUNCIL CHAMBERS, CITY HALL, VERO BEACH, FLORIDA

I. PRELIMINARY MATTERS

- A. Agenda Additions and/or Deletions

II. APPROVAL OF MINUTES

- A. Regular Meeting – August 1, 2024

III. PUBLIC COMMENT

IV. PUBLIC HEARINGS

[Quasi-Judicial]

- A. Site Plan Application Submitted by MBV Engineering, Inc. to Construct a 30,000 Sf Contractor Trades Building and Associated Site Improvements at 1402 Old Dixie Highway (#SP24-000002)

[Legislative]

- B. A Review and Recommendation Regarding the “Airport Master Plan” and Finding that the Plan is Consistent with the Relevant Goals, Objectives, and Policies of the City’s Comprehensive Plan

V. PLANNING DEPARTMENT MATTERS

VI. BOARD MEMBERS’ MATTERS

VII. ADJOURNMENT

ANY PERSON AGGRIEVED BY A DECISION OF THE PLANNING AND ZONING BOARD RELATIVE TO SITE PLAN APPROVAL MAY WITHIN TEN DAYS AND IN ACCORDANCE WITH SECTION 64.08(j) FILE AN APPEAL WITH THE PLANNING DIRECTOR OF THE CITY OF VERO BEACH. ANYONE WHO MAY WISH TO APPEAL ANY DECISION THAT MAY BE MADE AT THIS HEARING WOULD NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE THAT INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL WILL BE BASED.

ANYONE IN NEED OF SPECIAL ACCOMMODATIONS FOR THIS MEETING MAY CONTACT THE CITY'S AMERICANS WITH DISABILITIES ACT (ADA) COORDINATOR AT 978-4920 AT LEAST 48 HOURS IN ADVANCE OF THE MEETING.

PUBLIC INVITED TO ATTEND

**MINUTES OF THE CITY PLANNING AND ZONING BOARD MEETING
THURSDAY, AUGUST 1, 2024, AT 1:30 PM
CITY COUNCIL CHAMBERS, CITY HALL, VERO BEACH, FLORIDA**

PRESENT: Jeb Bittner, Chairman; Jason Ground, Vice Chairman; Members: T.P. Kennedy, and Alternate member Martha Webster **Also Present:** Jason Jeffries, Planning Director; John Turner, City Attorney and Tammy Bursick, Deputy City Clerk

Excused absences: Mr. Timothy Velde
Ms. Elliese Shaughnessy
Ms. Neli Santamarina

I. PRELIMINARY MATTERS

A. Agenda Additions and/or Deletions

There were no changes to the agenda.

II. APPROVAL OF MINUTES

A. Regular Meeting – July 18, 2024

Mr. Kennedy made a motion to approve the July 18, 2024 minutes. Mrs. Webster seconded the motion and it passed unanimously.

III. PUBLIC COMMENT

IV. PUBLIC HEARINGS

[Quasi-judicial]

A. Variance Application Submitted by Carter Associates, Inc. on Behalf of St. Frances Manor, to Reduce the Required Side Yard Setback by 30% from 15 ft. to 10.5 ft. to Preserve a 42” DBH Live Oak Tree on the Development Site, Located at 1750 20th Avenue (#V24-000002)

Chairman Bittner read the title of the variance application and reported that this would be a quasi-judicial hearing. There was not any ex parte communication and the Deputy City Clerk swore in anyone testifying at today’s meeting en masse.

Mr. Jason Jeffries, Planning Director, who has been sworn in, presented the case. He said that this application is a companion to the next hearing, which will be the Conditional Use and Site Plan Application. The first hearing is a variance received from the property owner for the requirement of Section 61.84 for a reduction of the side yard setback to preserve a 42” diameter at breast height (dbh) Live Oak Tree. In an effort to retain this 42-inch Live Oak Tree, the property owner is seeking a variance for the side yard setback for two (2) senior dwellings at St. Francis Manor of Vero Beach, which is located at 1750 20th Avenue. According to the Code, in order to preserve a historic tree, the Planning and Zoning Board may grant building setback variances, pursuant to Chapter 66, Variances, to reduce the setback requirement by a maximum of 30%. In order to grant a variance from the provisions of the zoning Ordinance, the applicant must satisfy the criteria of Section 66.02 and Section 66.03. According to Section 66.02, the Planning and Zoning Board shall deny an application

if it finds that the approval would a) constitute any change in the districts shown on the zoning map, b) impair adequate supply of light or air to adjacent property, c) unreasonably increase the congestion in public streets, d) increase the danger of fire or panic, e) imperil the public safety, f) unreasonably increase overcrowding of load, or g) imperil the health or general welfare of the inhabitants of the City. Mr. Jeffries said there are no known obvious conflicts with the able criteria. The application of the zoning Ordinance does cause an exceptional and unique hardship because of the 42-inch Live Oak Tree on the site while maximizing the property's density for affordable housing. The variance granted will be compatible with the physical characteristics of the neighborhood. The request will allow the proposed buildings to be constructed 4.5 feet closer to the south and east property lines than currently allowed by the zoning Ordinance. As shown on the provided exhibits (on file in the City Clerk's office), the site is bordered by the Boys & Girls Club ballfields to the east and the Jimmy Graves Sports Complex retention area to the south. Neither of these properties or uses will be negatively impacted by the reduction in the side yard setbacks. The variance granted will be in harmony with the intent and purpose of the Code according to the recently adopted City tree Ordinance that states *"To preserve a historic tree, the Planning and Zoning Board may grant building setback variances, pursuant to Chapter 66, Variances, to reduce the setback requirements by a maximum of 30% so long as the intent of the technical requirement is met."* The variance granted is the maximum necessary in order to alleviate the exceptional and unique hardship. In summary the request is to reduce the required side property line setback for two residential senior apartment buildings from 15 feet to 10.5 feet. The applicant is in attendance at today's hearing to present their case.

Mr. Tyler Spence, Project Manager with Carter Associates, Inc., was sworn in and is representing the applicant in this case said that Mr. Jeffries did a good job presenting this case. He said they are just trying to help St. Francis Manor. There is a cell tower located on this piece of property and it makes it difficult to design around it. They felt there was a need to preserve this beautiful Live Oak Tree and they didn't think that a 30% reduction was a huge increase.

There was no one wishing to be heard under public comment.

Ms. Webster made a motion to approve the variance application submitted by Carter Associates, Inc., on behalf of St. Frances Manor, to reduce the required side yard setback by 30% from 15 feet to preserve a 42" DBH Live Oak Tree on the development site located at 1750 20th Avenue (#V24-000002) based on competent and substantial evidence as presented. Mr. Ground seconded the motion and it passed 4-0 with Ms. Webster voting yes, Mr. Kennedy yes, Mr. Ground yes, and Chairman Bittner yes.

[Quasi-judicial]

B. Conditional Use and Site Plan Application Submitted by Carter Associates, Inc. on Behalf of St. Frances Manor, to Construct Three New Congregate Housing Buildings with a Net Increase of 31 Units to be Constructed in the Southeast Corner of the Property with Applicable Parking Infrastructure, Located at 1750 20th Avenue (#SP24-000008)

Chairman Bittner read the title of the Conditional Use and Site Plan Application. He said there was no ex parte communication. The Deputy City Clerk swore in the witness testifying at today's meeting en masse.

Mr. Jason Jeffries, Planning Director, was sworn in. He said that this building consists of three (3) buildings totaling 18,240 square feet, which will provide 33 additional congregate units at St. Francis

Manor. St. Francis Manor provides affordable, independent apartments to senior citizens on a limited income. There are currently 116 units on the site. The proposed project removes two (2) residential units for the existing recreation building and proposes 33 new residential units, with a total of 147 units on the site. The location of the site is 1750 20th Avenue and is surrounded by single-family and multi-family residences, an office, and the Boys & Girls Club. The site is designated “RH – Residential High” in the Comprehensive Land Use Plan and the Zoning Classification is “RM-13 – High Density Multiple Family Residential.” A congregate multiple-family housing for the elderly (with kitchen facilities) is a conditional use in the RM-13 Zoning District. The project meets the definition of a major and conditional site plan review and requires Planning and Zoning Board approval. On November 15, 2023, the applicant conducted a Neighborhood meeting for the proposed project. The meeting was attended by the applicant and those involved with the project, there were no residents in attendance. The site plan is consistent with the Comprehensive Plan, in particular the Land Use Element, including the future land use and zoning designations. Subject to the approval of the side yard setback variance, the proposed site plan is consistent with applicable zoning district standards per the LDR Section 64.13 (d) (4). The site plan avoids overburdening existing public facilities and services per the LDR Section 64.13 (d) (5). The site plan avoids significant adverse odor, noise, glare, and vibration impacts to abutting or nearby properties per the LDR Section 64.13 (d) (6). The site plan complies with all applicable screening or buffer requirements per LDR Section 64.13 (d) (7). The site plan avoids any significant deterioration of natural resources per LDR Section 64.13 (d) (8). The site plan is compliant with the safe and convenient ingress and egress and traffic flow standards of LDR Section 64.13(d) (9). The site plan will comply with all applicable Federal and State regulatory permits submitted per LDR Section 64.13 (d) (10). The site plan complies with all conditional use standards applicable to a congregate living facility in the RM-13 zoning district and the site plan complies with all applicable site design performance standards for a congregate living facility in a multi-family residential zoning district.

Mr. Jeffries stated that staff recommends approval of the site plan and conditional use subject to the following conditions: 1) The applicant shall provide an updated property description for the lease area for St. Francis Manor under one parcel I.D. prior to C.O., 2) During construction and after final grading, no surface water run-off shall be directed to adjacent properties, and all surface water runoff shall be routed to approved drainage facilities as shown on the site plan, 3) All run-off from the site, both during and after construction, shall be free of pollutants, including sediment, prior to discharge and the site is subject to random inspections by the Public Works Department to ensure compliance with the provisions of the City’s erosion and sediment control requirements in Section 73.33, 5) There is no work proposed in the City’s right-of-way and therefore no right-of-way permit is required at this time and should any right-of-way work be necessary the contractor or owner shall be responsible for obtaining the required permits and will be subject to the appropriate inspections and approvals prior to C.O., 6) One set of the approved and stamped set of plans are incorporated into this order. The City will inspect the project site during construction using these approved plans. Any work done contrary to these plans will be rejected. Should field conditions require deviations from the approved plans, the City must be notified and approval of the changes must be obtained before proceeding with the revised work and 7) Before final inspection, a Certification of Completion by the Engineer of Record and required as-built plans shall be submitted to the Planning and Development Department with a request for a landscape and engineering final inspection. The project of Engineer of Record shall be available to attend the final inspection and once complete and approved by the City, the property must be maintained in accordance with the approved plans. If the property is sold, the original owner is required to inform the new owner of their continuing obligation to maintain the property in accordance with the plans.

Mr. Kennedy asked what is the recommendation from staff regarding the updated leased area.

Mr. Jeffries explained that most of this property is being leased from the County except for two (2) parcels and there is a cell tower in the middle of the property.

Ms. Webster brought up the parking on the southwest part of the property that is currently there. She said that the parking is evidently asphalt and not in very good shape. It is presently being blocked by a dumpster. She asked if there were plans to fix that parking lot.

Mr. Tyler Spencer, Project Manager for Carter Associates, Inc., who has been sworn in, explained that the area in question is access to this phase of the project and it would be up to his client as to whether or not they want to improve the parking lot. He said the area that Ms. Webster brought up is private parking. He said that is not to say if funds were available that some improvements could be made.

Ms. Webster had some safety concerns about this area and that the parking lot was all broken up.

Mr. Theo Perry, Vice Chairman of the Board of Trustees for St. Francis Manor and who has been sworn in, explained that particular parking area is used for overflow parking, but it is not designated parking. He said that the dumpster is located there on purpose and it has always been there. He said there is ample parking on the property without having to use this area.

Ms. Webster questioned if they were concerned that this would be a liability the way that parking lot is torn up.

Mr. Jeffries explained that they were not approving that area today. However, he could pull out the previous site plan to see if parking is allowed there. He said if it is not then people should not be parking there. They have to be compliant with the Code when it was approved. He could ask code enforcement to look at this.

Ms. Webster expressed that this is a great project and provides senior housing that they desperately need.

There was no one wishing to be heard under public comment.

Chairman Bittner made a motion to approve the Conditional Use and Site Plan Application submitted by Carter Associates, Inc., on behalf of St. Frances Manor, to construct three (3) new congregate housing buildings with a net increase of 31 units to be constructed in the southeast corner of the property with applicable parking infrastructure, located at 1750 20th Avenue (#SP24-000008) based on competent and substantial evidence and that code enforcement take a look at the unsanctioned parking lot. Mr. Kennedy seconded the motion and it passed 4-0 with Mrs. Webster voting yes, Mr. Kennedy yes, Mr. Ground yes, and Chairman Bittner yes.

V. DISCUSSION OF YOUTH SAILING CENTER AT THREE CORNERS

Mr. Jeffries explained that the purpose of this request was for the Planning and Zoning Board to provide direction on Youth Sailing's preliminary site plan and its consistency with the City's adopted Master Concept Plan for the Three Corners project. Based on the direction from the Planning and Zoning Board, Youth Sailing will complete the site plan documents and submit a major site plan application for review by City staff and approval after a public hearing at the Planning and Zoning Board.

Mr. Jeffries reported that the proposed project is the development of a community sailing center.

The proposed project will consist of construction of a 12,000 square foot two-story building with small boat repair on the ground floor and administrative offices, conference/training rooms and a kitchen on the upper floor. There will be construction of floating docks for youth, coaching, safety, rental, and ADA compliant sailboats and powerboats used in junior and adult instructional sailing programs. There will be a ramp for small boat launching and a Park area with picnic pavilions. Youth Sailing has leased property from the City (approximately two (2) acres) on the Wastewater Treatment Plant property to operate a sailing program that serves the public and community in promoting and teaching the sport of sailing. On August 8, 2023, the City Council approved a lease agreement with Youth Sailing for the development of a new youth sailing center on the Three Corners property to be consistent with the Master Concept Plan. The site is located on the south waterfront (Wastewater Treatment Plant) of the Three Corners property. The site is designated "P, Parks" on the Future Land Use Map and is subject to the policies contained in Objective 12, Three Corners Waterfront District, of the Land Use Element in the City's Comprehensive Plan. The City will be rezoning the site to a specific zoning district that is consistent with the Objective and Policies related to the Three Corners Waterfront District in the City's Comprehensive Plan. The City explored land use options for the decommissioned power plant, wastewater treatment plant, and former postal annex properties, known as Three Corners. The Master Concept Plan was adopted on February 1, 2022. The City voters approved the referendum question by 79% allowing the redevelopment of the former power plant site pursuant to a long-term lease for public use and access, including recreation, restaurant, retail, hotel, and similar uses as presented in the Master Concept Plan. On February 27, 2024, amendments to the City's Comprehensive Plan to change the future land use designations on the site and add land use policies regarding the development of the site was approved consistent with the Master Concept Plan. Mr. Jeffries went over the Objectives and Policies adopted in the City's Comprehensive Plan. He said that Youth Sailing has begun the proposed site plan for the development of a sailing center on the property leased from the City. The site plan review process will follow the requirements for a major site plan in Chapter 64. Any development of the Three Corners Waterfront District shall be consistent with the Master Concept Plan. The redevelopment of the site should create a unique pedestrian-oriented destination. Improvements to the site shall ensure public access to the waterfront that is inclusive to the entire Vero Beach community and provide a diversity of dedicated public spaces, such as an active river wall, pedestrian promenades, recreational spaces, passive open spaces, and connecting to existing multi-modal transportation system. The site shall be developed to maintain public access to the Indian River Lagoon. The development of a sailing center with water-dependent recreational opportunities will provide public access to the Indian River Lagoon. The design of the site and buildings should respect the community's character and aspirations with architecturally pleasing structures. The final site plan will be required to be in compliance with pertinent zoning district standards, including height, open space, floor area ratio, landscaping, parking, stormwater and other development standards adopted for the special purpose zoning district for the Three Corners Waterfront District. These standards are still under development by the Planning staff.

Mr. Jeffries stated that in summary the focus of this review is Youth Sailing's proposed conceptual site plan and its consistency with the City's adopted Master Concept Plan for the Three Corners property and the adopted Comprehensive Plan policies for the Three Corners Waterfront District. The following are areas of concern with the Youth Sailing concept plan and the adopted Master Concept Plan: 1) Site parking needs to be part of integrated parking design for the entire site, 2) Parking lot located with the area shown on the Master Concept Plan for the lawn for the performance/cultural facility, 3) Provide pedestrian connections to the former power plant site, and 4) Site access road needs to include a bicycle path/facility. He asked the Board for their feedback.

Ms. Webster felt that the block architecture was good and more of that should be carried through the project. She said it looks very nice.

Mr. Jeffries commented that they had hoped to have a developer for the project under contract by now, but that did not work out. They are ready to start by putting out a new Request for Proposals (RFP) soon and then they will make sure what can be developed.

Mr. Kennedy asked if approval has been given by the Florida Department of Transportation (FDOT) to be able to park under the bridge.

Mr. Jeffries said they are still working with FDOT to get the approval.

Mr. Ground was concerned with making sure that the facilities remain assessable to the public, as well as being inviting. He wanted the property to continue to be used by the public in the future.

Chairman Bittner questioned where they were with the lease agreement.

Mr. Jeffries explained that in working in doing the site plan they will come back with specific lease boundaries. He said that Youth Sailing is ready to start construction they are just waiting on the City.

Mr. Kennedy asked about the access going forward at the south entrance.

Mr. Jeffries explained that there would be building access from the bridge to the south side of the site.

Chairman Bittner brought up the Master Plan Concept and mentioned calling for a form base code is a big reach.

Mr. Jeffries agreed that some of the challenges are waiting until a developer is in place. They don't know if it will be a full form base code or a hybrid.

Mr. Ground asked about the maintenance of the bulkhead and the shoreline. He asked who was taking care of that.

Mr. Jeffries explained that the lease puts that on the lessee. He said there have been improvements made by the Water Department over the years to the shoreline.

Chairman Bittner asked what kind of timeframe were they looking at.

Mr. Stu Keiller, Youth Sailing Project Manager, commented that they have been working on this project since Mr. Andres Duany first appeared in 2019. He went over the proposed timeframe. He said that Youth Sailing has agreed to pay for demolition of the water tank and build a parking lot over the tank. He said there is no parking in the Master Concept Plan on the south side. The parking lot they have proposed is screened by the bridge on north facing to the west of the existing Water Plant and when that goes away it can go to the north. He said if they have to wait until a developer is hired for the project then that could take another year and they would lose all the momentum for the project that they currently have. He talked about parking under the bridge and said that he would be surprised if FDOT approved parking there. He said that Youth Sailing would like to continue housing their boats under the bridge. As far as capacity goes they are above for that size of use of the building. For public access they are committed to building rest rooms, an educational facility, three (3) large picnic pavilions, and they just received another \$100,000 from the Kiwanis Club to build a children's playground. At the present time, the property is open to the public from 7:00 a.m. to sunset. He said it is more than just a sailing center, but a marine recreational park.

Mr. Ground had some concerns about pedestrian traffic.

Mr. Keiller said that they do plan on having a pedestrian walkway and providing a cul-de-sac so people can drop off their coolers, small boats, etc. He said that was the reason for the longer island on the site. They need to go ahead with this plan to have their site defined so they can start working on the real plans. He said they can't start on their site plan until they know where the parking is going to be. They have committed to building the road and providing temporary parking.

Mr. Jeffries said that would be up to the developer.

Mr. Keiller said that they needed to know what the boundaries are now so they can get the site plan in place so they can move forward to constructing their new building.

Mr. Jeffries explained conceptually that is the reason for this review before the Planning and Zoning Board today. He said the Master Concept Plan shows parking under the bridge and they are working on leases for that parking to occur there.

Mr. Peter Polk, Project Manager for Three Corners, explained that there are two (2) lease agreements for the area under the bridge. One is for Youth Sailing covering the eastern part of the property. The draft agreement with FDOT specifies that the property will be used for storage for boats and other equipment that Youth Sailing has currently been doing. The other agreement is with the City on the western bays under the bridge and does not specify what the use is for. He thinks FDOT would agree to parking underneath the bridge.

Chairman Bittner brought up the current location for the parking lot on this plan and asked is that where they propose parking. He said maybe it is time to look at another place.

Mr. Jeffries explained that the lease says that all approvals have to be consistent with the Master Concept Plan and that it meet all codes and land development regulations. The question for the Board is to look at the Master Concept Plan where it shows the original Steering Committee was interested in keeping one (1) of the water tanks and to make sure all the structures are compliant.

Chairman Bitter commented that the real estate under the bridge cannot be used for anything but parking and storage.

Mr. Keiller said that they need to know the site line drawn to do all the other work to get done before breaking ground on May 1st.

Mr. Jeffries expressed that they needed to discuss the overall site plan and then the lease will follow.

Chairman Bittner questioned if there was a timeline from FDOT to give the City approval to park under the bridge.

Mr. Polk explained that FDOT wants to have an agreement in place soon. They presently have a draft agreement and the City Attorney is looking at it. He said then there will have to be another agreement between the City and Youth Sailing to accompany that. He didn't remember if there was a requirement in the draft agreement for the storage of the boats under the bridge. He was not concerned that they will have a problem with parking under the bridge.

Chairman Bittner agreed getting parking according to plan would be ideal and if they need temporary parking where would that be.

Mr. Joe Stoddard, Civil and Structural Engineer with Schulke, Bittle and Stoddard, LLC, did not know how they would get approval to park under the bridge.

Mr. Jeffries commented that the way they have the parking laid out now on the plan isn't pleasant.

Mr. Keiller said that they could have a fence around the parking on a temporary basis if they need to.

It was brought up that the first concept had parking and the concept looked like what is presently at Humiston Beach. The question is what they plan on doing now.

Mr. Keiller said if they are being requested to have temporary parking then they will.

Chairman Bittner commented that looking at the plan where this is proposed is a green area. He asked if the City works with Youth Sailing to provide a temporary situation that allows the next stage and then looks at where the permanent parking can be built, will that work.

Mr. Jeffries felt that was workable.

Mr. Kennedy commented that they cannot over park this site and they cannot under park this site. He agreed with going along with the temporary parking.

Mr. Jeffries stated that Youth Sailing would have to submit their parking plan and finish putting the land development regulations in place in order to keep this moving forward. He said that Youth Sailing can submit something based on those recommendations and then come back before the Planning and Zoning Board.

Mr. Keiller asked him what his timeline was.

Mr. Jeffries hoped by this fall to come back with the land development regulations so Youth Sailing can move forward.

Mrs. Saskia Fuller, who represents Vero Beach Skate Park Alliance since 2015, said that she was so excited when this plan came up to put a Skate Park under the bridge and she doesn't want them to lose sight of that. They are going to pursue building the Skate Park there. She said currently there are three (3) Skate Parks that she knows about that have been built under a bridge so it is doable. She said this is not a surprise to FDOT. She is currently working on a presentation to show what this could look like. She said the Skate Park could easily fit under the first bay on the west side.

Mr. Keiller agreed having a Skate Park there would be a great amenity if they can do it. He wanted to explain to the Planning and Zoning Board that the reason for the urgency is that they are serving over 300 children a year and they have outgrown their classrooms. They have donors who have donated money to Youth Sailing in order to build this new building and they need to cut through the red tape and get it done.

VI. PLANNING DEPARTMENT MATTERS

Mr. Jeffries reported that the Planning and Zoning Board would be meeting on August 15th to go over the Airport Master Plan, but their first meeting in September will be cancelled.

VII. BOARD MEMBERS' MATTERS

None

VIII. ADJOURNMENT

Today's meeting adjourned at 2:58 p.m.

/tb

DEPARTMENTAL CORRESPONDENCE

TO: Chairman Bittner and Members of the Planning and Zoning Board
THROUGH: Jason H. Jeffries, AICP, Planning & Development Director ^{JHJ}
FROM: Cheri B. Fitzgerald, AICP, Principal Planner
DATE: July 31, 2024
SUBJECT: Site Plan Application #SP24-000002--Submitted by MBV Engineering, Inc. on behalf of Emma I, LLC, to Construct a 30,000 SF Contractor Trades Building and associated site improvements at 1402 Old Dixie Highway – Planning and Zoning Board meeting of August 15, 2024

OVERVIEW

Location: 1402 Old Dixie Highway
Parcel ID Number: 33 39 12 00000 3000 00015.0
Proposed Use: Contractor trades are permitted uses in the M, Industrial Zoning District.

BACKGROUND

The proposed project consists of a 30,000 SF contractor trades building addition with applicable parking, stormwater infrastructure.

The site is designated I, Industrial in the Comprehensive Plan and the Zoning classification is M, Industrial. Contractor trades are permitted uses in this zoning district.

The project meets the definition of a major site plan review and requires Planning and Zoning Board approval. Attachment A to this report provides a project description and fact sheet including general background and site information with details on project development specifications.

SITE PLAN EVALUATION

Section 64.10 of the City's Land Development Regulations (LDRs) requires that all approved site plans and amendments to site plans meet certain pertinent general review, performance, and development standards. Compliance with all pertinent provisions of the LDRs and the performance standards for the proposed use, design and layout of the development were reviewed as part of the site plan evaluation process. The specific analysis and findings regarding these standards are identified below and in the Attachment:

- *Consistency with the Pertinent Goals, Policies, and Objectives of the Comprehensive Plan [Sec. 64.10(a)(1)]*

Analysis. The site plan is consistent with the Comprehensive Plan, in particular the Land Use Element, including the future land use and zoning designations. The site is located in the I, Industrial land use designation. Comprehensive Plan Policy 1.18, Table 2-2, states the M, Industrial zoning district is listed as an allowed district in the I, Industrial land use designation.

Finding. The proposed site plan is consistent with the City's Comprehensive Plan per LDR Section 64.10 (a) (1).

- *Compliance with Land Development Regulations (Sec. 64.10 (a)(2))*

Analysis. The site plan's compliance with pertinent LDRs and standards were reviewed and found compliant with review departments including the Planning and Development, Public Works, Solid Waste, and Water and Sewer Departments. *[Note: Approval of the site plan by the Fire Prevention Department is pending, however, the engineer of record has provided revisions to the site plan to address the outstanding comments (fire hydrants)].* The site plan meets the height, setbacks, open space, floor area ratio, landscaping, parking, stormwater and other development standards as described in the attached Exhibit A.

Finding. The proposed site plan is compliant with the provisions of the Land Development Regulations and development standards per LDR Section 64.10 (a)(2).

- *Comply with any applicable federal and state regulatory permits (Sec. 64.10 (a)(3)).*

Analysis. The project will comply with any applicable Federal and state regulatory permits.

Finding. The site plan will comply with all applicable Federal and State regulatory permits submitted per LDR Section 64.10 (a)(3).

- *Take into consideration in the design of the site plan, the avoidance of adverse impacts on sensitive environmental, etc. as applicable (Sec. 64.10 (a)(4)).*

Analysis. The project site is located in a developed area and the site includes three (3) existing buildings and parking lot that does not include sensitive environmental areas.

Finding. The site plan is compliant with the performance standards of LDR Section 64.10(a)(4).

- *Site Design Performance Standards (Sec. 64.10(b))*

Analysis. Review of the proposed use, design and layout of the development project for consistency with the site design performance standards in Code Section 64.10 (b) (1-4) concluded the performance standards have been met.

Finding. The site plan has been reviewed by the City Engineer and is compliant with the performance standards of LDR Section 64.10(b).

- *Site Development Standards (Sec. 64.10(c))*

Analysis. Construction of a 30,000 SF contractor trades building with applicable parking, waste removal, stormwater and infrastructure meets the development standards.

Finding. The site plan is compliant with the applicable performance standards of LDR Section 64.10(c).

Recommendation

Staff recommends approval of the site plan with the following conditions:

1. During construction and after final grading, no surface water runoff may be directed to adjacent properties, and all surface water runoff must be routed to approved drainage facilities as shown on the site plan.
2. All runoff from the site, both during and after construction, must be free of pollutants, including sediment, prior to discharge. The site is subject to random inspections by the Public Works Department to ensure compliance with the provisions of the City's erosion and sediment control requirements in Section 73.33 of the City Code.
3. The applicant shall provide the Department of Public Works with a copy of Notice of Commencement and shall be subject to random inspections for compliance with Section 73.33.
4. The applicant must obtain all required permits from the Florida Department of Environmental Protection and the St. Johns River Water Management District, including but not limited to a Construction Generic Permit (CGP) and/or Environmental Resource Permit (ERP).

5. One set of the approved and stamped set of plans are incorporated into this order. The City will inspect the project site during construction using these approved plans. Any work done contrary to these plans will be rejected. Should field conditions require deviations from the approved plans, the City must be notified and approval of the changes must be obtained before proceeding with the revised work. During construction, the appropriate City inspectors shall be called for inspections.
6. Before final building inspection and issuance of the Certificate of Occupancy, a Certification of Completion by the Engineer of Record and required as-built plans shall be submitted to the Planning and Development Department with a request for a final inspection. The project Engineer of Record shall be available to attend the Engineering final inspection. Once the project is complete and approved by the City, the property must be maintained in accordance with the approved plans. In the event the property is sold, the original owner is required to inform the new owner of his or her continuing obligation to maintain the property in accordance with the plans.

Attachments

**ATTACHMENT A
VERO COMMERCE CENTER
CONTRACTORS TRADES BUILDING ADDITION
SITE PLAN PROJECT FACT SHEET**

Project Description

Construction of a 30,000 SF contractor trades building addition with parking, stormwater and infrastructure.

General Information

Location: 1402 Old Dixie Highway
Owner: Emma I, LLC
Applicant: MBV Engineering, Inc.
Engineer: MBV Engineering, Inc.
Parcel ID#: 33 39 12 00000 3000 00015.0

Site Information

Future Land Use: I, Industrial
Zoning District: M, Industrial
Proposed Use: Contractor trades are permitted uses in the M, Industrial Zoning District
Lot Size: 6.12 acres (266,753 sf)

Surrounding Zoning:

North: M, Industrial
South: M, Industrial
East: M, Industrial
West: C-1, Highway Oriented Commercial

Surrounding Existing Land Uses:

North: Gov't Use
South: Gov't Use
East: Storage, Warehouse, Office
West: Commercial, Club

Development Specifications

Specifications/Code Citations

	Required/ Allowed	Proposed
[Sec. 62.48] – Contractor Trades		
Overall building height	50	28
Setbacks		
Side yards	0	33 each
Rear yard	0	160
Flood Zone	X	
Open space	25%	36%

Parking [Sec. 63.04]

Existing Buildings		
Office 1/11,306 sf @ 350	33	
Warehouse 1/22,458 @ 600	38*	
Restaurant/bar 1/5,450 @ 75	73*	
Office 1/2,700 @ 350	8	
Personal services 1/3,922 @ 200	20	
Trades services 1/900 @ 500	2	
Warehouse 1/3,780 @ 600	7	
Proposed Building		
Trades Services 1/30,000 sf @ 1/500	60	
Total Required	130*	213

*[Note: There are (3) existing buildings on the site. *One of the existing buildings on site (facing Old Dixie Hwy. was constructed in 1960 prior to parking requirements and is exempt from parking regulations per Code Section 63.03 (b).]*

Landscape Specifications

Specifications/Code Citations



[Sec.72.14 & 72.15]	Required/ Allowed	Proposed
Perimeters:		
Landscape strip (north)	5'	5'
Landscape strip (south)	5'	5'
Landscape strip (east)	5'	5'
Building	5'	5'
Interior vehicular use areas (trees)		
Total trees	4	4
	38	52
Understory trees	22	22
Palms (max.)	10	4
Continuous hedge & shrubs	yes	yes

AERIAL MAP

1402 Old Dixie Hwy, Vero Beach, FL



LEGEND

-  Subject Property
-  COVB City Limits



Prepared by:
Department of Public Works
GIS Division
City of Vero Beach
February 29, 2024

1 inch = 500 feet

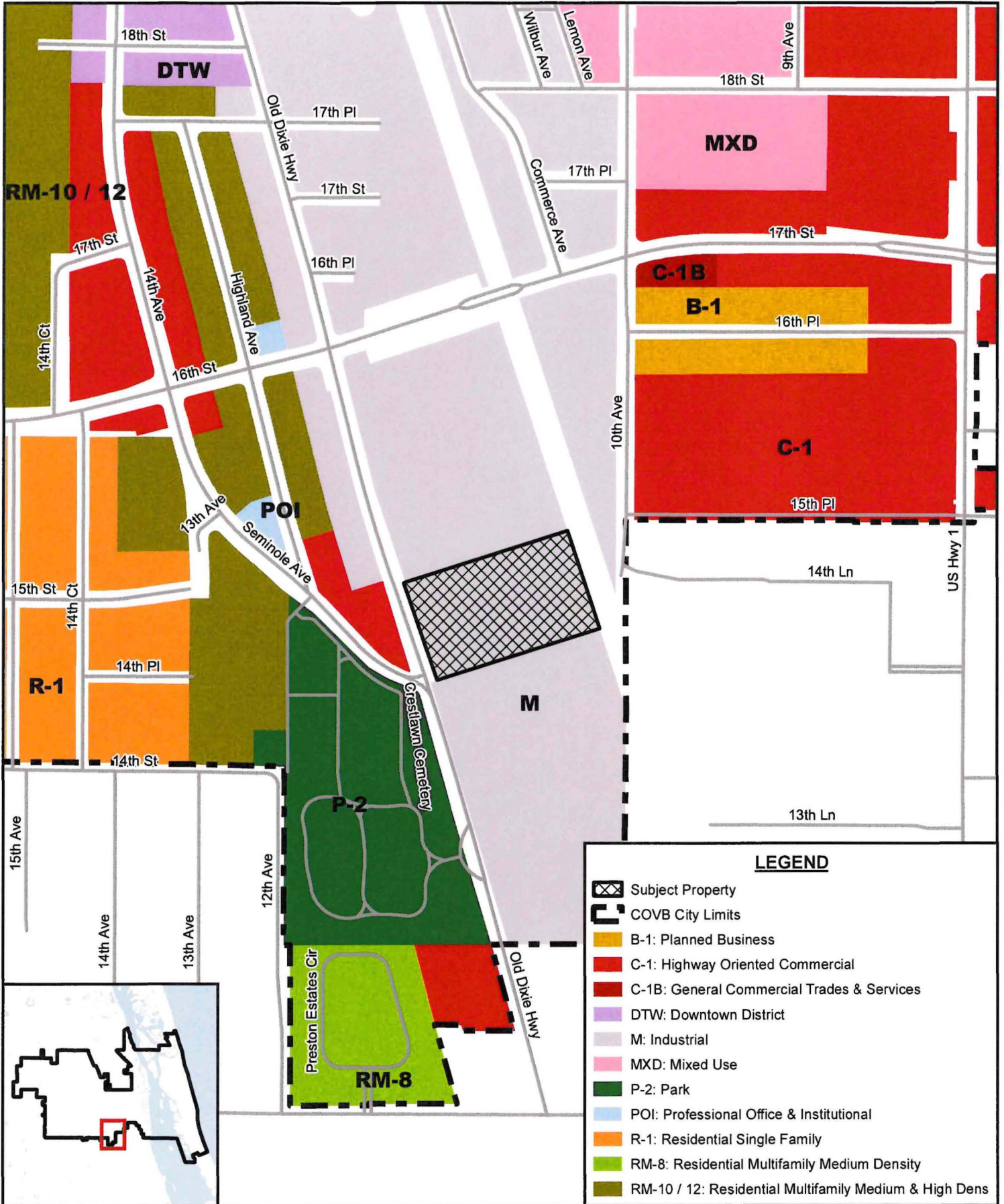
DISCLAIMER:

The City of Vero Beach makes no warranties, express or implied and assumes no responsibility for the use of this material by agencies or individuals other than the City of Vero Beach. Any use of this material is strictly at the risk of the user.
















ZONING DISTRICTS MAP

1402 Old Dixie Hwy, Vero Beach, FL



LEGEND

-  Subject Property
-  COVB City Limits
-  B-1: Planned Business
-  C-1: Highway Oriented Commercial
-  C-1B: General Commercial Trades & Services
-  DTW: Downtown District
-  M: Industrial
-  MXD: Mixed Use
-  P-2: Park
-  POI: Professional Office & Institutional
-  R-1: Residential Single Family
-  RM-8: Residential Multifamily Medium Density
-  RM-10 / 12: Residential Multifamily Medium & High Dens



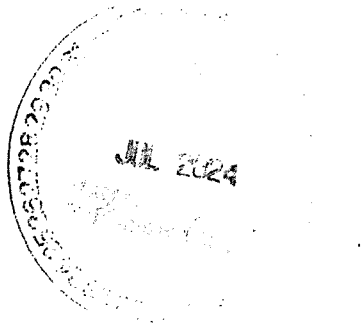
Prepared by:
 Department of Public Works
 GIS Division
 City of Vero Beach
 February 29, 2024

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July 3, 2024

Ms. Cheri Fitzgerald
Cit of Vero Beach
1053 20th Place
Vero Beach, FL 32960

Via Hand Delivery

Subject: Vero Commerce Center – 1402 Old Dixie Hwy.
SP24-000002
City of Vero Beach, Florida
Engineer's Project Number: 22-0559

Dear Ms. Fitzgerald:

In accordance with your comments dated June 5, 2024 (received June 12, 2024), please see our below responses and attachments as listed in the enclosures:



FIRE DEPARTMENT

1. Fire hydrants shall be located not more than 12 ft from the fire department access road. Provide location of all fire hydrants existing or proposed within 1000 ft. from the structures. **See revised civil sheets C5 & C6. The proposed FHA has been identified on the plan sheets.**
2. Fire hydrants shall be provided form buildings other than detached one- and two-family dwellings in accordance with both of the following: The maximum distance to a fire hydrant from the closest point on the building shall not exceed 400 ft. The maximum distance between fire hydrants shall not exceed 500 ft. **See revised civil sheet C6. The proposed FHA has been identified on the plan sheet.**

Additional fire hydrants may be required.

The distance to the proposed eastern most building "Bldg. D" does not meet the requirement. **See revised civil plan sheet C6. A Fire Hydrant Assembly is proposed to meet the required separation requirements.**

WATER & SEWER DEPARTMENT

1. Will this proposed building require a Fire Service? Please revise the plan if required. **No dedicated building fire suppression system is proposed. However, a Fire Hydrant Assembly is proposed in the revised civil package to IRCFD separation requirements**



Ms. Cheri Fitzgerald
July 3, 2024
Page 2
EPN: 22-0559

for new structures.

2. What is the proposed irrigation water source? Please revise the plan if required. **The site is currently served by an irrigation well. No new wells are proposed.**
3. The plan looks good as is. We will not need to do another review unless a Fire Service and/or an Irrigation Service is required. **Acknowledged, however the revised plan includes a water main extension to provide the required fire service. MBV shall coordinate with CoVB water-sewer directly to support any additional information / comments associated with this modification.**

Should you have any questions regarding the above subject, please feel free to contact our office at any time.

Sincerely,

Ryan McLean, VP
Vice President

RM/jeh

ENCLOSURES:

- Revised plans



SITE PLAN APPLICATION (MAJOR)

City of Vero Beach Planning & Development Department
1053 20th Place – P.O. Box 1389
Vero Beach, Florida 32961-1389
Phone (772) 978-4550 / Fax (772) 778-3856

Site Plan Conditional Use Change of Use

Application # SP24-000002

APPLICANT: MBV Engineering, Inc. Telephone: 772-569-0035
Fax or Email: aaronb@mbveng.com

MAILING ADDRESS: 1835 20th Street, Vero Beach, FL 32960

PROPERTY OWNER: Emma I, LLC

OWNER ADDRESS: 10905 Savona Way, Orlando, FL 32827

SITE ADDRESS: 1402 Old Dixie Highway

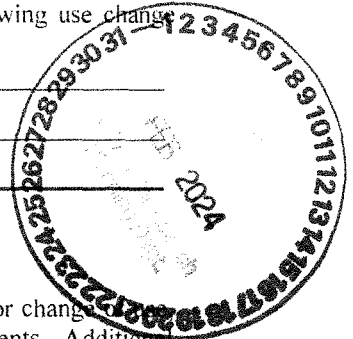
PARCEL I.D. NUMBER: 33-39-12-00000-3000-00015.0 ZONING DISTRICT: M

Floor Area Square Footage: Existing 50,569, Proposed 30,000

Number of Dwelling Units (multifamily residential): Existing _____ Proposed _____

The following specific modification (as shown on the attached plans) and/or the following use change and/or conditional use change is requested.

Proposed 30,000 SF contractor trades building addition to the existing facility including drainage, sanitary sewer and parking lot adjustments.



Are trees being removed or relocated as part of this application? Yes No
If yes, complete a Tree Removal Application.

This application is limited only to the specifically requested development approval and/or change and/or conditional use. No permanent structure shall be located on City easements. Additional documentation as required in the attached Major Site Plan and Conditional Use Submittal Requirements is to be provided.

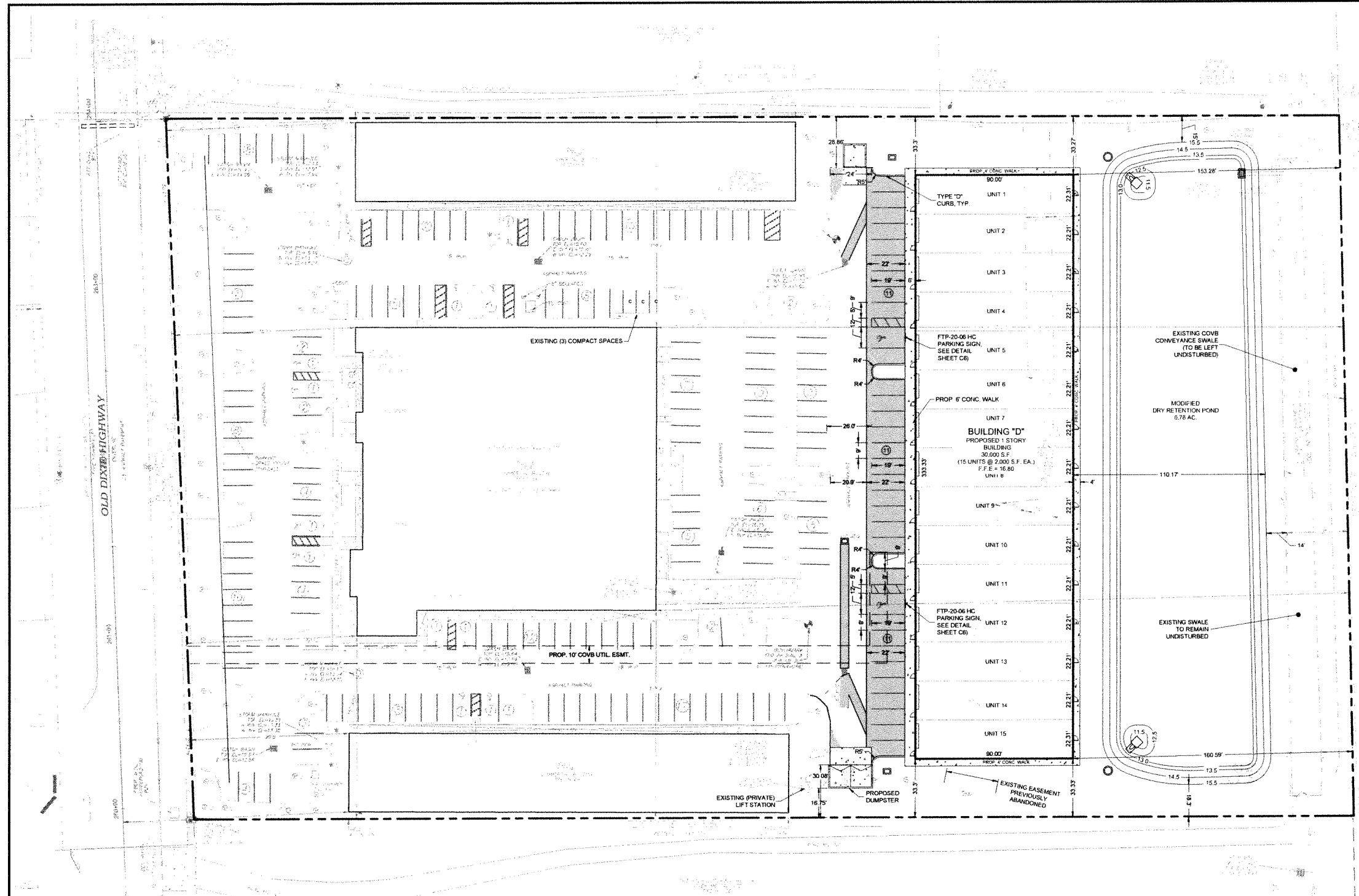
Any false statement, concealment, or misrepresentation in this application or plans, intentional or unintentional, shall be grounds for revocation of approval.

[Signature] 2/8/24 Todd Rambila 10/31/23
Applicant Signature Date *Property Owner Signature Date

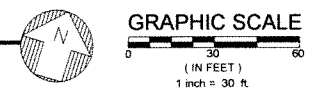
Aaron Bowles, PE Todd Rambila
Applicant Name (Print) Property Owner (Print)

* A letter of authorization may be provided in lieu of the property owner's signature.
** Separate review and fee may be required by IRC Fire Prevention **

Application Fee: _____



SITE PLAN
SCALE: 1" = 30'



LEGEND

[Pattern: Dotted]	EXISTING CONCRETE
[Pattern: Horizontal Lines]	EXISTING ASPHALT
[Pattern: Vertical Lines]	PROPOSED ASPHALT
[Pattern: Diagonal Lines]	PROPOSED CONCRETE

PROJECT INFORMATION

SITE ADDRESS
1402 OLD DIXIE HIGHWAY
VERO BEACH, FLORIDA 32960

OWNER / APPLICANT
EMWA I LLC
10905 SAVONA WAY
ORLANDO, FLORIDA 32827
PHONE (407) 634-8914

ENGINEER
MBV ENGINEERING, INC.
1835 20TH STREET
VERO BEACH, FLORIDA 32960
PHONE (772) 569-0035

ARCHITECT
ATELIER C ARCHITECTURE
645 BEACHLAND BLVD, SUITE 5
VERO BEACH, FLORIDA 32963
PHONE (772) 766-1611

SURVEYOR
INDIAN RIVER SURVEY, INC.
1835 20TH STREET
VERO BEACH, FLORIDA 32960
PHONE (772) 569-7880

TAX PARCEL I.D. NUMBER(S)
33-39-12-00000-3000-00015-0

ZONING
M
27-37.44 06' N

LAND USE
80 23.40 41' W

PROJECT DESCRIPTION
PROPOSED 30,000 SF BUILDING ADDITION TO EXISTING COMMERCIAL CENTER AND REQUIRED SITE IMPROVEMENTS

SITE DATA
EXISTING SITE DATA

SITE AREA	266,753 SF	6.12 AC	100%
IMPERVIOUS AREA	139,612 SF	3.21 AC	52.34%
EXISTING BUILDING (TOTAL)	50,516 SF	1.16 AC	18.94%
EXIST BLDG A	11,306 SF	0.26 AC	4.24%
EXIST BLDG B	27,508 SF	0.64 AC	10.46%
EXIST BLDG C	11,302 SF	0.26 AC	4.24%
EXISTING CONCRETE	8,342 SF	0.19 AC	3.13%
EXISTING PAVEMENT	80,754 SF	1.85 AC	30.27%
PERVIOUS AREA	127,141 SF	2.90 AC	47.68%

PROPOSED SITE DATA

SITE AREA	266,753 SF	6.12 AC	100%
IMPERVIOUS AREA	170,332 SF	3.91 AC	63.85%
TOTAL BUILDING	80,516 SF	1.85 AC	30.18%
EXIST BLDG A	11,306 SF	0.26 AC	4.24%
EXIST BLDG B	27,508 SF	0.64 AC	10.46%
EXIST BLDG C	11,302 SF	0.26 AC	4.24%
PROP BLDG D	30,000 SF	0.69 AC	11.25%
TOTAL CONCRETE	12,462 SF	0.29 AC	4.67%
TOTAL PAVEMENT	77,254 SF	1.76 AC	29.00%
PERVIOUS AREA	96,421 SF	2.21 AC	36.15%
OPEN SPACE	96,421 SF	2.21 AC	36.15%
NET NEW IMPERVIOUS	+ 30,720 SF	0.71 AC	

ZONING DATA

CRITERIA	REQUIRED	EXISTING	PROPOSED
LOT SIZE	20,000 SF	266,753 SF	266,753 SF
LOT WIDTH	100-FT	400 FT	400 FT
BUILDING SETBACKS			
FRONT	10-FT	28-FT	28-FT
SIDE	0-FT	3-FT	3-FT
REAR	0-FT	2-FT	2-FT
REAR	0-FT	311-FT	153-FT
BUILDING COVERAGE	50%	18.94%	30.17%
OPEN SPACE	25%	46.14%	36.15%
BUILDING HEIGHT	50-FT	NA	29-FT
FAR (TOTAL)	1.00	0.19	0.30
EX BLDG A		0.04	
EX BLDG B		0.10	
EX BLDG C		0.04	
PROP BLDG D			0.11

PARKING DATA

EXISTING BUILDING (A)	OFFICE	1.0 SPT 350 SF	11,306 SF	33 SPACES REQ.
EXISTING BUILDING (B)	WAREHOUSE	1.0 SPT 600 SF	22,458 SF	36 SPACES REQ.
	REST / BAR	1.0 SPT 75 SF	5,450 SF	73 SPACES REQ.
EXISTING BUILDING (C)	OFFICE	1.0 SPT 350 SF	2,700 SF	8 SPACES REQ.
	PER SERV	1.0 SPT 200 SF	3,927 SF	20 SPACES REQ.
	TRADES SERV.	1.0 SPT 500 SF	900 SF	2 SPACES REQ.
	WAREHOUSE	1.0 SPT 600 SF	3,780 SF	7 SPACES REQ.
PROPOSED BUILDING (D)	TRADES SERV.	1.0 SPT 500 SF	30,000 SF	60 SPACES REQ.
				153
				130 SPACES REQ. (TOTAL)

TRAFFIC STATEMENT

PER ITE, 11TH EDITION; (NET NEW TRIPS)

151 (MINI-WAREHOUSE) = 0.95 ADT PER 1,000 SF GFA
0.95 X 30.0 KSF = 28 ADOT

DRAINAGE STATEMENT

PROPOSED STORMWATER MANAGEMENT SYSTEM SHALL INCLUDE AN EXPANSION OF THE EXISTING DRY RETENTION SYSTEM. ADDITIONALLY, THE EXISTING CONTROL STRUCTURE SHALL BE REPLACED TO PROVIDE WATER TREATMENT REQUIREMENTS PRIOR TO DISCHARGE TO THE COVB CONVEYANCE DITCH LOCATED ALONG THE EASTERN PORTION OF THE PARCEL.

PERMITS REQUIRED

- CITY OF VERO BEACH MAJOR SITE PLAN AMENDMENT
- CITY OF VERO BEACH TREE REMOVAL PERMIT
- CITY OF VERO BEACH / INDIAN RIVER COUNTY CONCURRENCY
- INDIAN RIVER COUNTY FIRE REVIEW
- SURVMD ENVIRONMENTAL RESOURCES PERMIT MODIFICATION
- FDOP WATER DISTRIBUTION PERMIT
- FDOP NPDES NOI PERMIT

FLOOD ZONE

THE SUBJECT PROPERTY IS LOCATED IN FLOOD ZONE X PER FLOOD INSURANCE RATE MAP #12061C0244 J, DATED JAN 26 2023

LEGAL DESCRIPTION

SEE SHEET C3

WASTEWATER SOURCE

CITY OF VERO BEACH UTILITIES DEPT.

POTABLE WATER SOURCE

CITY OF VERO BEACH UTILITIES DEPT.

CONSTRUCTION SCHEDULE

START: JULY 2024
FINISH: FEB. 2025

REVISIONS

NO.	DATE	DESCRIPTION
1	07-10-24	3. PER COVB PLANNING COMMENTS
2	06-28-24	2. PER COVB/SURVMD
1	05-03-24	1. PER COVB COMMENTS

REVISIONS

NO.	DATE	DESCRIPTION
1	07-11-2024	DATE / ISSUED

REVISIONS

NO.	DATE	DESCRIPTION
1	07-11-2024	DATE / ISSUED

REVISIONS

NO.	DATE	DESCRIPTION
1	07-11-2024	DATE / ISSUED

REVISIONS

NO.	DATE	DESCRIPTION
1	07-11-2024	DATE / ISSUED

REVISIONS

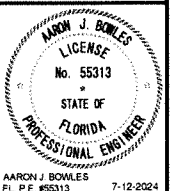
NO.	DATE	DESCRIPTION
1	07-11-2024	DATE / ISSUED

C:\Users\jdo222\OneDrive\Documents\Projects\1402 Old Dixie Hwy\Commerce Complex Expansion - Drawings\02-0559 CA SITE PLAN_A.dwg



SITE PLAN

COMMERCE COMPLEX EXPANSION
1402 OLD DIXIE HIGHWAY

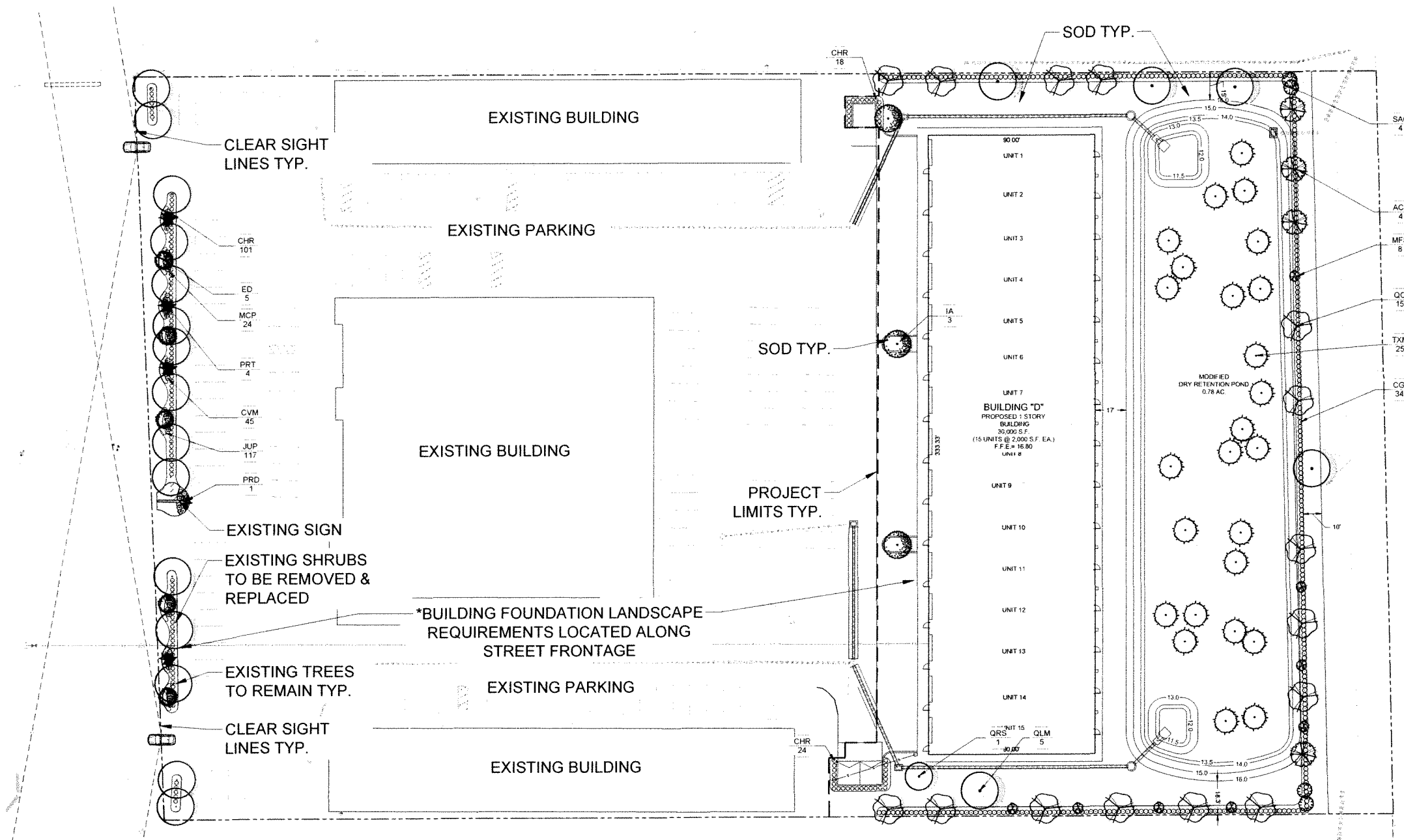


C4

22-0559

General Landscape Notes:

- All plants shall conform to established nursery grades and standards, to be Florida No. 1 or better, and shall be free of disease and insects at the time of installation.
- Trees shall be a minimum of twelve (12) feet in height and have a DBH of 3 inches when installed.
- All required trees, except palms, shall have a minimum of five (4) feet of clear trunk and a minimum five (5) foot canopy spread at the time of planting.
- All palm trees shall have a minimum clear trunk of ten (10) feet when installed. Three palm trees are equal to one shade tree having a mature canopy spread of fifteen (15) feet.
- Shrubs shall be a minimum of twenty-four (24) inches in height above grade immediately after planting.
- Groundcovers, other than grass, shall be planted in a manner as to present a finished appearance and reasonably complete coverage within four (4) months after planting.
- Turf grass shall be installed using solid sod and shall be either Bahia or St. Augustine sod.
- All landscape areas other than sod will be provided a mulch cover of at least three (3) inches. Cypress mulch shall not be used.
- All existing native vegetation found on the site and is not in direct conflict with the proposed buildings or parking areas shall be left undisturbed. A suitable protective barrier, constructed of metal, wood, safety fencing, or other durable material, will be placed around the staked out locations of existing native vegetation.
- No fill materials, construction materials, concrete, paint, chemicals, or other foreign materials shall be stored, deposited, or disposed of within any areas that have been staked or fenced off as being undisturbed native vegetation areas.
- Existing understory shall be maintained in areas of undisturbed native vegetation.
- All Category 1 exotic plant species will be eradicated from the site.
- Conspicuous, durable barricades will be erected around each individual tree or areas of vegetation that are to be preserved. In the event that any protective barricades are removed or altered and land clearing or construction work is being conducted on the site, all work at the site will be stopped until the barriers are restored and any necessary corrective actions taken to repair or replant any vegetation removed or damaged as a result of these encroachments.
- Irrigation to conform to all local and State regulations with regard to water consumption.
- All new landscaping shall be provided with 100% automated irrigation coverage in accordance with Vero Beach Codes through the establishment period, not less than 1-year.



Project Team
Landscape Architect
LANDSCAPE ARCHITECTURAL SERVICES LLC
1000 S. US HWY 1, SUITE 100
VERO BEACH, FL 34982
787.231.9400
Civil Engineer
MBV
ENGINEERING, INC.

Commerce Complex Expansion
1402 Old Dixie Hwy, Vero Beach, Florida
Landscape Plan

Revisions		
Date	Int.	Description
5.02.24	PG	Submittal

PAUL A. GOULAS, RLA
FLORIDA REG # LA666687

Drawn By: PG
Checked By: PG
Municipal Project:
Scale:
NORTH
SCALE: 1" = 30'
0 15' 30' 60'
LA-1

Landscape Data:

REQUIREMENTS:

- SITE EXPANSION AREA = 95,723
- OVERALL CANOPY REQUIREMENTS = 95,732/2,500
- 38 TREES REQUIRED
- NORTH PERIMETER ADJACENT TO OTHER PROPERTIES = 270 LF x 5' WIDTH
- 270 DIV. BY 40 = 7 TREES REQUIRED
- 270 DIV. BY 80 = 4 UNDERSTORY TREES REQUIRED
- 270x5(25%) = 338 SF OF SHRUBS OR GROUND COVERS REQUIRED
- SOUTH PERIMETER ADJACENT TO OTHER PROPERTIES = 280 LF x 5' WIDTH
- 280 DIV. BY 40 = 7 TREES REQUIRED
- 280 DIV. BY 80 = 4 UNDERSTORY TREES REQUIRED
- 280x5(25%) = 350 SF OF SHRUBS OR GROUND COVERS REQUIRED
- EAST PERIMETER ADJACENT TO OTHER PROPERTIES = 400 LF x 5' WIDTH
- 400 DIV. BY 40 = 10 TREES REQUIRED
- 400 DIV. BY 80 = 5 UNDERSTORY TREES REQUIRED
- 400x5(25%) = 500 SF OF SHRUBS OR GROUND COVERS REQUIRED
- BUILDING PERIMETER = 334 LF x 5' WIDTH
- 334 DIV. BY 40 = 9 UNDERSTORY TREES REQUIRED
- 334x5(25%) = 418 SF OF SHRUBS OR GROUND COVERS REQUIRED
- INTERIOR VEHICULAR USE AREAS
- (4)140 SF PLANTING AREAS WITH TREES REQUIRED
- TREE MITIGATION REQUIRED
- 125 HARDWOOD DBH INCHES REQUIRED

TOTAL REQUIRED:

38 TREES
22 UNDERSTORY TREES
1,606 SF OF SHRUBS

PROVIDED:

- SITE EXPANSION AREA = 95,723
- 52 TREES PROVIDED
- NORTH PERIMETER ADJACENT TO OTHER PROPERTIES = 270 LF x 5' WIDTH
- 7 TREES PROVIDED
- 4 UNDERSTORY TREES PROVIDED
- 550 SF OF SHRUBS OR GROUND COVERS PROVIDED
- SOUTH PERIMETER ADJACENT TO OTHER PROPERTIES = 280 LF x 5' WIDTH
- 7 TREES PROVIDED
- 4 UNDERSTORY TREES PROVIDED
- 580 SF OF SHRUBS OR GROUND COVERS PROVIDED
- EAST PERIMETER ADJACENT TO OTHER PROPERTIES = 400 LF x 5' WIDTH
- 10 TREES PROVIDED
- 5 UNDERSTORY TREES PROVIDED
- 800 SF OF SHRUBS OR GROUND COVERS PROVIDED
- BUILDING PERIMETER = 334 LF x 5' WIDTH
- 9 UNDERSTORY TREES PROVIDED
- 836 SF OF SHRUBS OR GROUND COVERS PROVIDED
- INTERIOR VEHICULAR USE AREAS
- (4)140 SF PLANTING AREAS WITH 4 TREES PROVIDED
- TREE MITIGATION PROVIDED
- (25)5' TREES = 125 HARDWOOD DBH INCHES PROVIDED

TOTAL PROVIDED:

52 TREES
22 UNDERSTORY TREES
2,745 SF OF SHRUBS

Landscape Legend:

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	HEIGHT	WIDTH	NOTES	NATIVE	DBH
TREES										
	ACF	4	Acer rubrum 'Florida Flame'	Red Maple	45G	12' HT	6' W	4 CT. SP	Native	3" DBH
	IA	3	Ilex x alternata 'Eagleston'	Eagleston Holly	45G	12' HT	5' W	6 CT. SP	Native	3" DBH
	OC	14	Quercus virginiana	Southern Live Oak	45G	12' HT	6' W	6 CT. SP	Native	3" DBH
	TXM	25	Taxodium distichum	Bald Cypress	FG	12'-14' HT	6' W	4 CT. SP	Native	5" DBH
*EXISTING TREES TO REMAIN										
	QLM	5	Quercus virginiana	Southern Live Oak	Existing to Remain				Native	VARIES 12"-20" DBH
	QRS	1	Quercus virginiana	Southern Live Oak	Existing to Remain				Native	VARIES 10"-12" DBH
UNDERSTORY TREES										
	ED	5	Elaeagnus decipiens	Japanese Blueberry Tree	30G	10' HT	4' W	4 CT. STD. SP	Non-native	1.5" Caliper
	MFS	8	Myrciathus fragrans	Simpson's Stopper	25G	6' HT	4' W	ML. SP	Native	1.5" Caliper
	PRD	1	Phoenix roebelenii	Double Pygmy Date Palm	FG	6' CT. 8' OA		Double FH. SP	Non-native	
	PRT	4	Phoenix roebelenii	Triplic Pygmy Date Palm	FG	6' CT. 8' OA		Tripl. FH. SP	Non-native	
	SAC	4	Sabal palmetto	Sabal Palm	FG	10'-18' CT		HVY CAL. SLK. SP	Native	12" DBH
SHRUBS										
	CHR	143	Chrysobalanus icaco 'Redtip'	Red Tip Coccoloba	3G	24" HT	18" W	F	Native	
	CVM	45	Codiaeum variegatum 'Mantney'	Mantney Croton	3G	24" HT	18" W	F	Non-native	
	CGS	343	Conocarpus erectus	Green Bubbwood	3G	24" HT	18" W	F	Native	
	MCP	24	Muhlenbergia capillaris	Pink Muhly Grass	3G	24" HT	18" W	F	Native	
GROUND COVERS										
	JUP	117	Juniperus chinensis 'Parson'	Parson's Juniper	1G	12" HT	18" W	F	Non-native	
SOD/SEED										
	SOD	780	Paspalum notatum	Bahiya Grass	SOD				Free of Weeds and Pests	

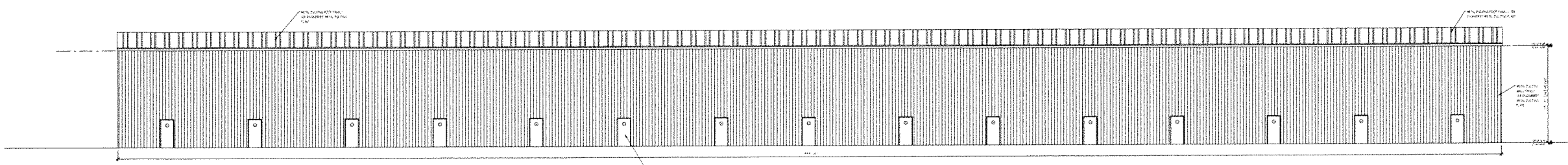
Sheet Index:

- Sheet LA-1..... Landscape Data and Plant Schedule
- Sheet LA-2..... Existing Tree Disposition & Mitigation Plan
- Sheet LA-3..... Landscape Detail & Specifications

UNLESS OTHERWISE NOTED, ALL EXISTING TREES, SHRUBS, & SOD TO REMAIN OUTSIDE OF THE PROJECT LIMITS

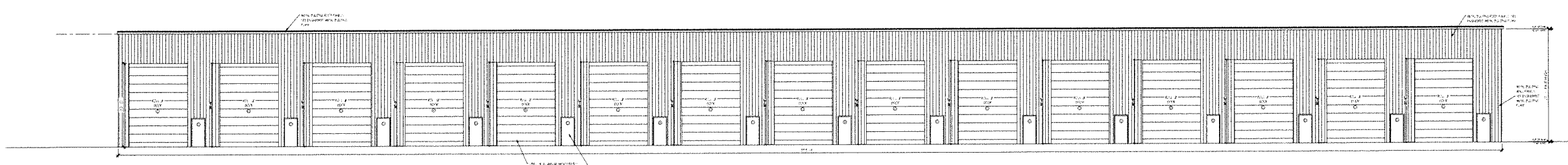
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Date: 2024.05.03 12:16:43 -0400
Adobe Acrobat version: 2024.002.20687





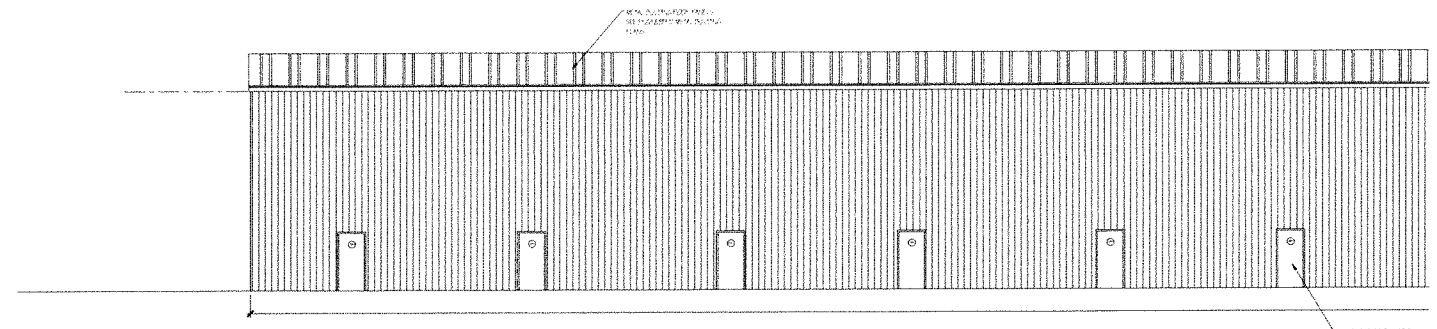
EAST ELEVATION

SCALE 1/8" = 1'-0"



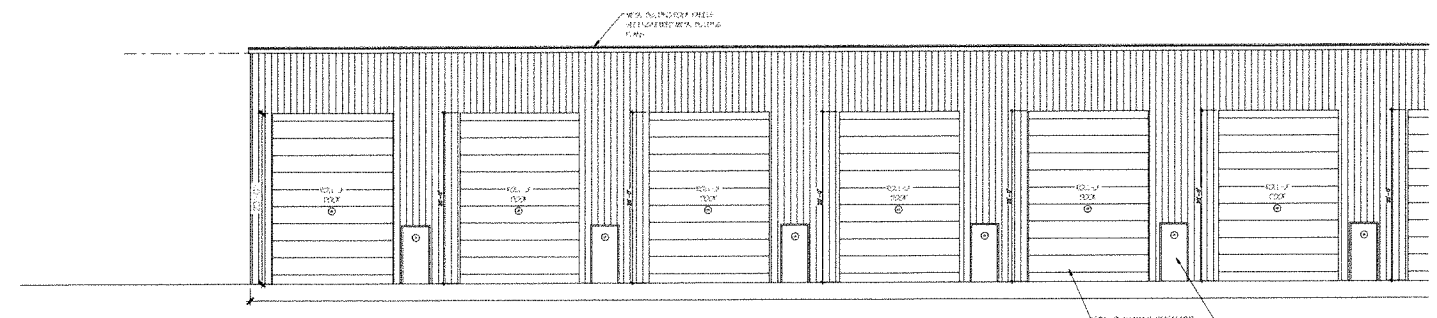
WEST ELEVATION

SCALE 1/8" = 1'-0"



PARTIAL EAST ELEVATION

SCALE 1/8" = 1'-0"

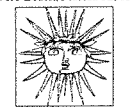


PARTIAL WEST ELEVATION


SCALE 1/8" = 1'-0"

NEW METAL BUILDING
1402 OLD DIXIE
METAL BUILDING
1402 OLD DIXIE ROAD
VERO BEACH, FLORIDA

Project No.	1402 OLD DIXIE
Client	REYNOLDS
Architect	Atelier d'Architecture
Scale	1/8" = 1'-0"
Date	07/2004
Drawn by	JLR
Checked by	JLR
Project No.	1402 OLD DIXIE
Sheet No.	01

Atelier d'Architecture
By Jeff L. Ray, Inc.
645 Beachland Blvd., Suite #5
Vero Beach, Florida 32963

(772) 766-1611 cell

ELEVATIONS



Scale: 1/8" = 1'-0"

Project No: 1402
Sheet No: 01

Drawn by: JLR
Checked by: JLR

File No: 1402004-01
Date: 07/2004

Scale: 1/8" = 1'-0"

13.10

DEPARTMENTAL CORRESPONDENCE

TO: Chairman Jeb Bittner and
Planning and Zoning Board Members

THROUGH: Jason H. Jeffries, AICP ^{JHJ}
Director of Planning and Development

FROM: Cheri B. Fitzgerald, AICP ^{CBF}
Principal Planner

DATE: August 6, 2024

SUBJECT: **Airport Master Plan**

Staff is requesting the Planning and Zoning Board review and provide a recommendation on the Airport Master Plan as the Local Planning Agency for the City of Vero Beach. Pages of the Master Plan document airport layout plan (ALP) is attached for reference.

BACKGROUND

The City has contracted with Hanson Professional Services, Inc. to prepare a Master Plan update for the airport. The following background information is provided in the Master Plan documents prepared by Hanson.

This planning process and the resulting airport master plan is a tool to assist VRB in meeting its mission. The most recent planning process for VRB was an airport layout plan (ALP) update completed in 2016. That study was conducted shortly after the initiation of commercial service with jet aircraft and focused on the development of commercial service facilities.

This airport master plan will provide strategic planning direction and focus for VRB, covering a range of aeronautical and nonaeronautical uses, and assist in identifying long-term facility needs over a 20-year planning period. Along with the airport master plan narrative report, an ALP drawing set will be prepared to depict the preferred development.

The goal of this planning process is to provide a foundation for development at VRB to serve the community's aviation needs that, in turn, support economic development. Managing an airport is a complex process. It includes providing a safe facility while meeting a range of regulations, including aviation and environmental; managing multiple leases; providing value to the community in alignment with community goals; supporting economic growth; and competing for limited grant funds while managing within the airport budget. The airport master plan will consider each of these goals to develop a flexible plan for achievable airport development in compliance with FAA and FDOT design standards, policies, and grant assurances.

While the airport master plan will focus on VRB, the recommendations from the airport master plan should also be incorporated into community planning. Information prepared as part of the airport master plan will be used by the City of Vero Beach to update its comprehensive plan.

The Airport Planning Advisory Committee and the Airport Commission held meetings to review the Airport Master Plan documents. A public workshop was held on March 18, 2024.

ANALYSIS

The Planning and Zoning Board should consider the following objectives and policies in the City's Comprehensive Plan that relate to land use and airport operations:

Objective 15. Land Use Compatibility with Airport Operations

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

Policies:

- 15.1 The City Planning and Development Department should coordinate with the Vero Beach Regional Airport and the airport master plan to review amendments to the Future Land Use Map or Zoning Map that may be proposed within the airport noise impact zone as defined in Chapter 68, Airport Zoning, of the Vero Beach Code.
- 15.2 The City Planning and Development Department should coordinate with the Vero Beach Regional Airport by providing copies for review and comment of proposed development permit applications, including change of uses that are located within the airport noise impact zone as defined in Chapter 68, Airport Zoning, of the Vero Beach Code.
- 15.3 In accordance with Federal Aviation Administration advisories and Chapter 333, Florida Statutes, Airport Zoning, the City shall prohibit proposed incompatible land uses, activities, or construction within the airport runway protection zone as defined in Chapter 68, Airport Zoning, of the Vero Beach Code. Examples of incompatible land uses are uses that could lead to the congregation of people, the attraction of birds, the emission of light, glare, or smoke, or the construction of tall structures.
- 15.4 The City shall prohibit proposed residential uses and educational facilities, with the exception of aviation school facilities, that are inside the 65 decibel Day-Night Average Sound Level (DNL) noise contour, as adopted in the most recent Vero Beach Municipal Airport FAR Part 150 Noise Study, in accordance with Federal Aviation Administration guidance and Chapter 333, Florida Statutes, Airport Zoning.
- 15.5 The City shall prohibit proposed land uses such as sanitary landfills or other hazardous wildlife attractants at either end of a runway within five (5) statute miles between the farthest edge of the airport operations area and the hazardous wildlife attractant if the attractant could cause wildlife movement into or across the approach or departure airspace, in accordance with Federal Aviation Administration recommendations.
- 15.6 The City shall prohibit proposed construction of educational facilities of a public or private school at either end of an airport runway within an area which extends five (5) miles in a direct line along the centerline of the runway, and which has a width measuring one-half the length of the runway.
- 15.7 The Vero Beach Regional Airport should continue to use and improve upon its noise abatement approach and departure procedures as outlined in the most recent Part 150 Noise Study, Noise Compatibility Plan.
- 15.8 The City shall require prior to substantial improvements or new residential construction in the airport noise impact zone, as defined in Chapter 68, Airport Zoning, of the Vero Beach

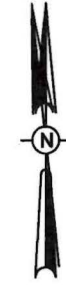
Code, that the property owner(s) shall either grant an avigation easement to the City of Vero Beach or provide soundproofing sufficient to achieve an outdoor to indoor noise level reduction of 25 decibels.

- 15.9 The City shall maintain its intergovernmental agreement with Indian River County to concurrently develop, administer, and enforce updated airport protect zoning regulations governing the use of land on, adjacent to, or in the immediate vicinity of the Vero Beach Regional Airport in compliance with Chapter 333, Florida Statutes.

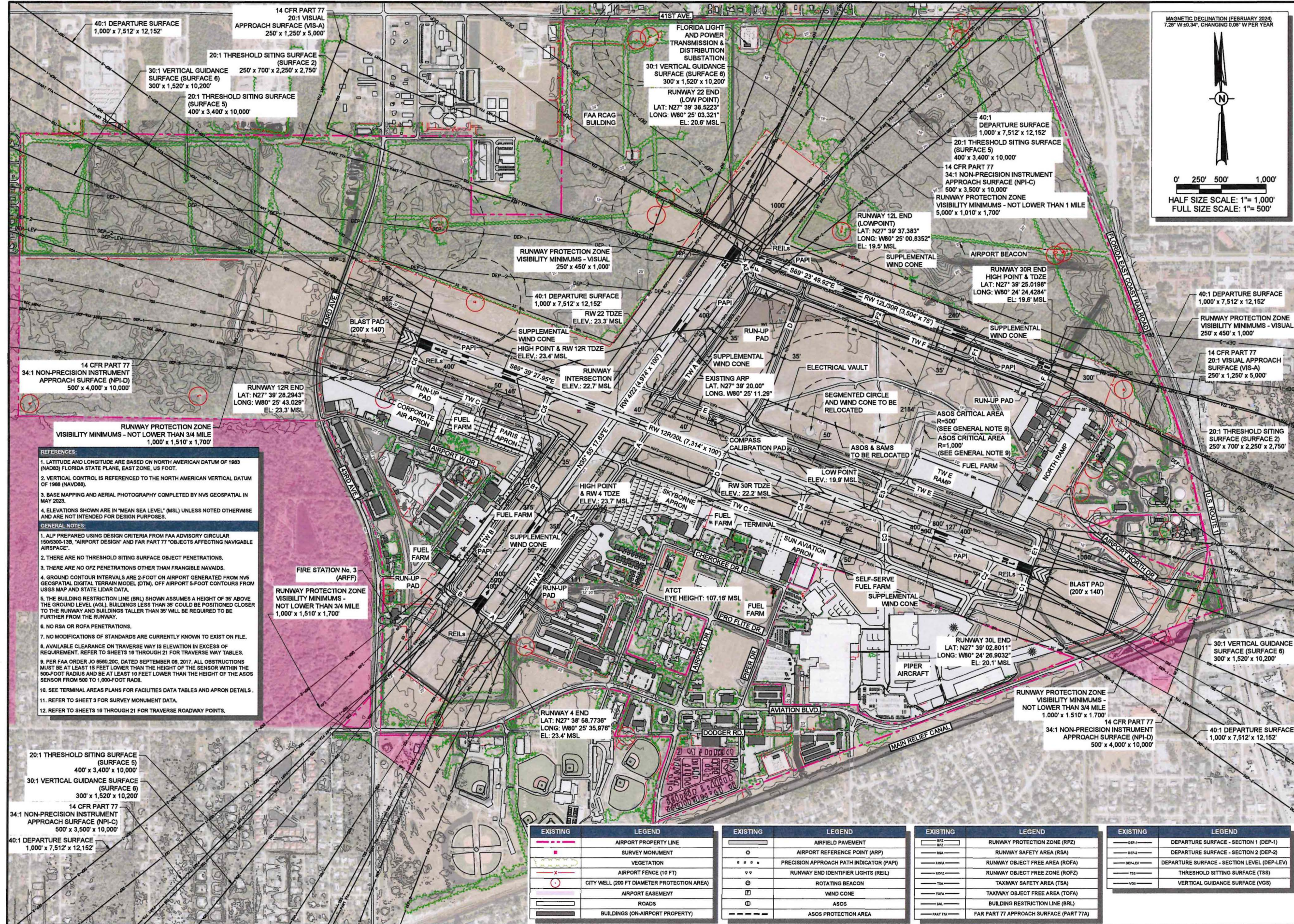
It is the staff's finding that implementation of the proposed Master Plan improvements and potential land use development options will require future amendments to the Comprehensive Plan, in particular land use map amendments in the areas located in the north and west of the airport property that are designated CV, Conservation.

Attachment

MAGNETIC DECLINATION (FEBRUARY 2024)
7.28° W ± 0.34°, CHANGING 0.06" W PER YEAR



0' 250' 500' 1,000'
HALF SIZE SCALE: 1"= 1,000'
FULL SIZE SCALE: 1"= 500'



- REFERENCES:**
- LATITUDE AND LONGITUDE ARE BASED ON NORTH AMERICAN DATUM OF 1983 (NAD83) FLORIDA STATE PLANE, EAST ZONE, US FOOT.
 - VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
 - BASE MAPPING AND AERIAL PHOTOGRAPHY COMPLETED BY NVS GEOSPATIAL IN MAY 2023.
 - ELEVATIONS SHOWN ARE IN 'MEAN SEA LEVEL' (MSL) UNLESS NOTED OTHERWISE AND ARE NOT INTENDED FOR DESIGN PURPOSES.
- GENERAL NOTES:**
- ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13B, 'AIRPORT DESIGN' AND FAR PART 77 'OBJECTS AFFECTING NAVIGABLE AIRSPACE'.
 - THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
 - THERE ARE NO OFZ PENETRATIONS OTHER THAN FRANGIBLE NAVAIDS.
 - GROUND CONTOUR INTERVALS ARE 2-FOOT ON AIRPORT GENERATED FROM NVS GEOSPATIAL DIGITAL TERRAIN MODEL (DTM), OFF AIRPORT 5-FOOT CONTOURS FROM USGS MAP AND STATE LIDAR DATA.
 - THE BUILDING RESTRICTION LINE (BRL) SHOWN ASSUMES A HEIGHT OF 35' ABOVE THE GROUND LEVEL (AGL). BUILDINGS LESS THAN 35' COULD BE POSITIONED CLOSER TO THE RUNWAY AND BUILDINGS TALLER THAN 35' WILL BE REQUIRED TO BE FURTHER FROM THE RUNWAY.
 - NO RSA OR ROFA PENETRATIONS.
 - NO MODIFICATIONS OF STANDARDS ARE CURRENTLY KNOWN TO EXIST ON FILE.
 - AVAILABLE CLEARANCE ON TRAVERSE WAY IS ELEVATION IN EXCESS OF REQUIREMENT. REFER TO SHEETS 18 THROUGH 21 FOR TRAVERSE WAY TABLES.
 - PER FAA ORDER JO 6960.20C, DATED SEPTEMBER 06, 2017, ALL OBSTRUCTIONS MUST BE AT LEAST 15 FEET LOWER THAN THE HEIGHT OF THE SENSOR WITHIN THE 500-FOOT RADIUS AND BE AT LEAST 10 FEET LOWER THAN THE HEIGHT OF THE ASOS SENSOR FROM 500 TO 1,000-FOOT RADII.
 - SEE TERMINAL AREAS PLANS FOR FACILITIES DATA TABLES AND APRON DETAILS.
 - REFER TO SHEET 3 FOR SURVEY MONUMENT DATA.
 - REFER TO SHEETS 18 THROUGH 21 FOR TRAVERSE ROADWAY POINTS.

VERO BEACH REGIONAL AIRPORT (VRB)
AIRPORT LAYOUT PLAN DRAWINGS SET

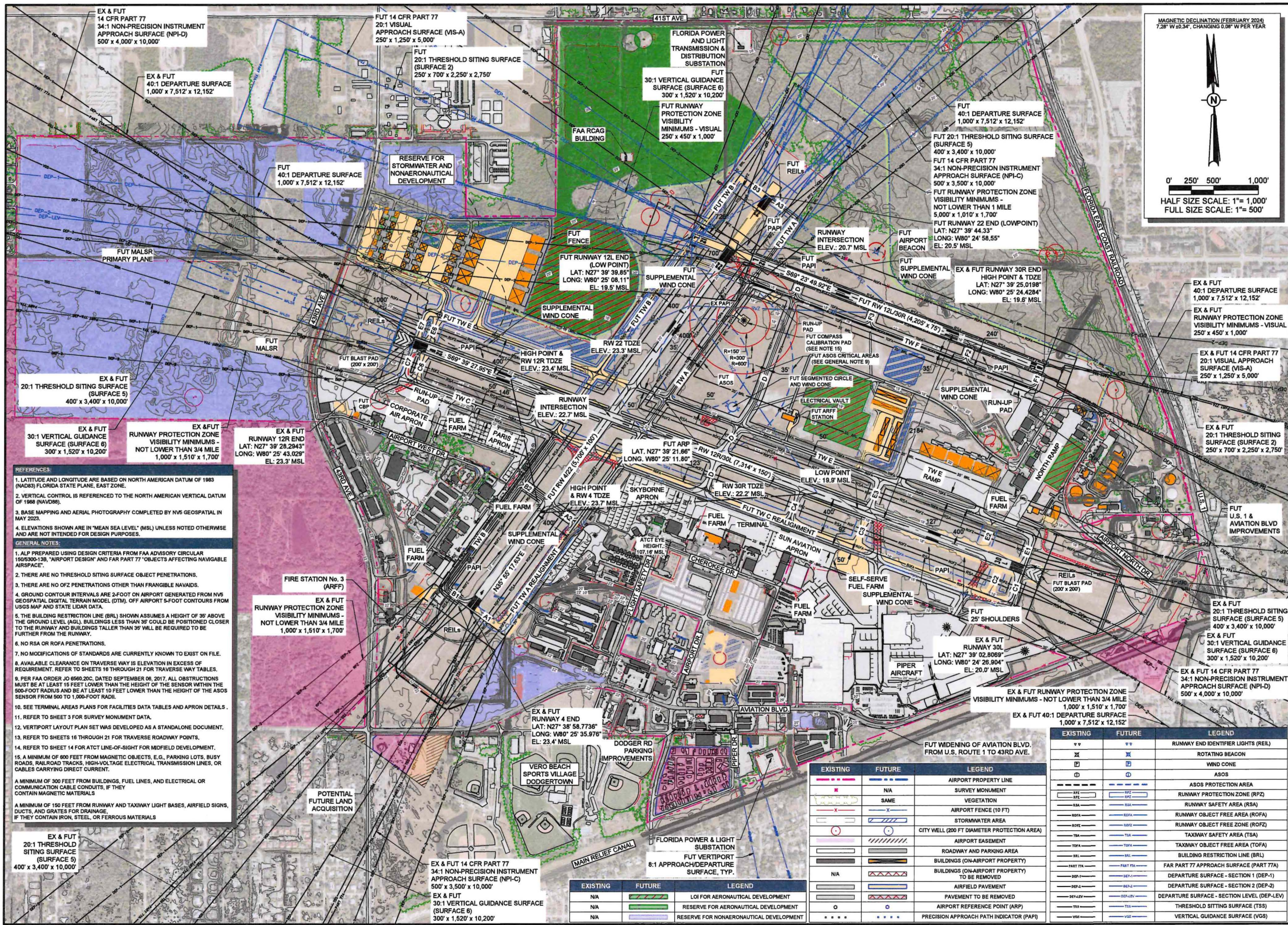
DATE	REVISION DESCRIPTION	BY

ISSUE: AUGUST 2024
PROJECT NO: 20A0069W01
CAD FILE: 4_EX ALP.DWG
DESIGN BY: JA
DRAWN BY: JA
REVIEWED BY: SZ

SHEET TITLE

EXISTING	LEGEND	EXISTING	LEGEND	EXISTING	LEGEND	EXISTING	LEGEND
	AIRPORT PROPERTY LINE		AIRFIELD PAVEMENT		RUNWAY PROTECTION ZONE (RPZ)		DEPARTURE SURFACE - SECTION 1 (DEP-1)
	SURVEY MONUMENT		AIRPORT REFERENCE POINT (ARP)		RUNWAY SAFETY AREA (RSA)		DEPARTURE SURFACE - SECTION 2 (DEP-2)
	VEGETATION		PRECISION APPROACH PATH INDICATOR (PAPI)		RUNWAY OBJECT FREE AREA (ROFA)		DEPARTURE SURFACE - SECTION LEVEL (DEP-LEV)
	AIRPORT FENCE (10 FT)		RUNWAY END IDENTIFIER LIGHTS (REIL)		RUNWAY OBJECT FREE ZONE (ROFZ)		THRESHOLD SITING SURFACE (TSS)
	CITY WELL (200 FT DIAMETER PROTECTION AREA)		ROTATING BEACON		TAXIWAY SAFETY AREA (TSA)		VERTICAL GUIDANCE SURFACE (VGS)
	AIRPORT EASEMENT		WIND CONE		TAXIWAY OBJECT FREE AREA (TOFA)		
	ROADS		ASOS		BUILDING RESTRICTION LINE (BRL)		
	BUILDINGS (ON-AIRPORT PROPERTY)		ASOS PROTECTION AREA		FAR PART 77 APPROACH SURFACE (PART 77A)		

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7.28° W 10.34', CHANGING 0.00" W PER YEAR

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HALF SIZE SCALE: 1"= 1,000'
FULL SIZE SCALE: 1"= 500'

HANSON
Engineering | Planning | Allied Services

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www.hanson-inc.com

VERO BEACH

VERO BEACH REGIONAL AIRPORT
3400 CHEROKEE DRIVE
VERO BEACH, FL 32960
PHONE (772) 978-4930

VERO BEACH REGIONAL AIRPORT (VRB)

AIRPORT LAYOUT PLAN DRAWINGS SET

DATE	REVISION DESCRIPTION	BY

ISSUE: AUGUST 2024
PROJECT NO: 20A0069W01
CAD FILE: 5_FUT ALP.DWG
DESIGN BY: JA
DRAWN BY: JA
REVIEWED BY: SZ

SHEET TITLE

FUTURE AIRPORT LAYOUT PLAN

REFERENCES:

- LATITUDE AND LONGITUDE ARE BASED ON NORTH AMERICAN DATUM OF 1983 (NAD83) FLORIDA STATE PLANE, EAST ZONE.
- VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVDS88).
- BASE MAPPING AND AERIAL PHOTOGRAPHY COMPLETED BY NVS GEOSPATIAL IN MAY 2023.
- ELEVATIONS SHOWN ARE IN "MEAN SEA LEVEL" (MSL) UNLESS NOTED OTHERWISE AND ARE NOT INTENDED FOR DESIGN PURPOSES.

GENERAL NOTES:

- ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5000-130, "AIRPORT DESIGN" AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
- THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
- THERE ARE NO OFZ PENETRATIONS OTHER THAN FRANGIBLE NAVAIDS.
- GROUND CONTOUR INTERVALS ARE 2-FOOT ON AIRPORT GENERATED FROM NVS GEOSPATIAL DIGITAL TERRAIN MODEL (DTM), OFF AIRPORT 5-FOOT CONTOURS FROM USGS MAP AND STATE LIDAR DATA.
- THE BUILDING RESTRICTION LINE (BRL) SHOWN ASSUMES A HEIGHT OF 35' ABOVE THE GROUND LEVEL (AGL). BUILDINGS LESS THAN 35' COULD BE POSITIONED CLOSER TO THE RUNWAY AND BUILDINGS TALLER THAN 35' WILL BE REQUIRED TO BE FURTHER FROM THE RUNWAY.
- NO RSA OR ROFA PENETRATIONS.
- NO MODIFICATIONS OF STANDARDS ARE CURRENTLY KNOWN TO EXIST ON FILE.
- AVAILABLE CLEARANCE ON TRAVERSE WAY IS ELEVATION IN EXCESS OF REQUIREMENT. REFER TO SHEETS 16 THROUGH 21 FOR TRAVERSE WAY TABLES.
- PER FAA ORDER JO 6560.20C, DATED SEPTEMBER 08, 2017, ALL OBSTRUCTIONS MUST BE AT LEAST 15 FEET LOWER THAN THE HEIGHT OF THE SENSOR WITHIN THE 500-FOOT RADIUS AND BE AT LEAST 10 FEET LOWER THAN THE HEIGHT OF THE ASOS SENSOR FROM 500 TO 1,000-FOOT RADII.
- SEE TERMINAL AREAS PLANS FOR FACILITIES DATA TABLES AND APRON DETAILS.
- REFER TO SHEET 3 FOR SURVEY MONUMENT DATA.
- VERTIPORT LAYOUT PLAN SET WAS DEVELOPED AS A STANDALONE DOCUMENT.
- REFER TO SHEETS 16 THROUGH 21 FOR TRAVERSE ROADWAY POINTS.
- REFER TO SHEET 14 FOR ATCT LINE-OF-SIGHT FOR MIDDLEFIELD DEVELOPMENT.
- A MINIMUM OF 600 FEET FROM MAGNETIC OBJECTS, E.G., PARKING LOTS, BUSY ROADS, RAILROAD TRACKS, HIGH-VOLTAGE ELECTRICAL TRANSMISSION LINES, OR CABLES CARRYING DIRECT CURRENT.

A MINIMUM OF 300 FEET FROM BUILDINGS, FUEL LINES, AND ELECTRICAL OR COMMUNICATION CABLE CONDUITS, IF THEY CONTAIN MAGNETIC MATERIALS.

A MINIMUM OF 150 FEET FROM RUNWAY AND TAXIWAY LIGHT BASES, AIRFIELD SIGNS, DUCTS, AND GRATES FOR DRAINAGE IF THEY CONTAIN IRON, STEEL, OR FERROUS MATERIALS.

EXISTING	FUTURE	LEGEND
N/A		LOI FOR AERONAUTICAL DEVELOPMENT
N/A		RESERVE FOR AERONAUTICAL DEVELOPMENT
N/A		RESERVE FOR NONAERONAUTICAL DEVELOPMENT

EXISTING	FUTURE	LEGEND
		AIRPORT PROPERTY LINE
		SURVEY MONUMENT
		VEGETATION
		AIRPORT FENCE (10 FT)
		STORMWATER AREA
		CITY WELL (200 FT DIAMETER PROTECTION AREA)
		AIRPORT EASEMENT
		ROADWAY AND PARKING AREA
		BUILDINGS (ON-AIRPORT PROPERTY)
		BUILDINGS (ON-AIRPORT PROPERTY) TO BE REMOVED
		AIRFIELD PAVEMENT
		PAVEMENT TO BE REMOVED
		AIRPORT REFERENCE POINT (ARP)
		PRECISION APPROACH PATH INDICATOR (PAPI)

EXISTING	FUTURE	LEGEND
		RUNWAY END IDENTIFIER LIGHTS (REL)
		ROTATING BEACON
		WIND CONE
		ASOS
		ASOS PROTECTION AREA
		RUNWAY PROTECTION ZONE (RPZ)
		RUNWAY SAFETY AREA (RSA)
		RUNWAY OBJECT FREE AREA (ROFA)
		RUNWAY OBJECT FREE ZONE (ROFZ)
		TAXIWAY SAFETY AREA (TSA)
		TAXIWAY OBJECT FREE AREA (TOFA)
		BUILDING RESTRICTION LINE (BRL)
		FAR PART 77 APPROACH SURFACE (PART 77A)
		DEPARTURE SURFACE - SECTION 1 (DEP-1)
		DEPARTURE SURFACE - SECTION 2 (DEP-2)
		DEPARTURE SURFACE - SECTION LEVEL (DEP-LEV)
		THRESHOLD SITING SURFACE (TSS)
		VERTICAL GUIDANCE SURFACE (VGS)

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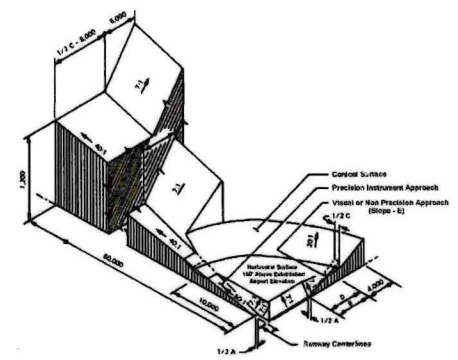
14 CFR PART 77 AIRPORT AIRSPACE OBSTRUCTION DATA TABLE						
OBJECT NUMBER	OBJECT DESCRIPTION	OBJECT ELEVATION (MSL)	SURFACE ELEVATION (MSL)	SURFACE CLEARANCE (-) OR PENETRATION (+)	SURFACE	PROPOSED DISPOSITION
80395	POLE	77	69	8	7:1 TRANSITIONAL	LIGHT/MARK
80403	POLE	76	72	4	7:1 TRANSITIONAL	LIGHT/MARK
80411	POLE	92	92	0	7:1 TRANSITIONAL	NO ACTION
80435	POLE	94	94	0	7:1 TRANSITIONAL	NO ACTION
80451	TREE	95	95	0	7:1 TRANSITIONAL	TRIM/REMOVE
80922	POLE	75	75	0	7:1 TRANSITIONAL	LIGHT/MARK
80930	POLE	74	71	3	7:1 TRANSITIONAL	LIGHT/MARK
80954	POLE	55	55	0	7:1 TRANSITIONAL	NO ACTION
80970	POLE	55	55	0	7:1 TRANSITIONAL	NO ACTION
80976	POLE	69	66	1	7:1 TRANSITIONAL	LIGHT/MARK
81170	CONTROL TOWER	129	100	29	7:1 TRANSITIONAL	LIGHT/MARK
83953	TREE	95	76	17	7:1 TRANSITIONAL	TRIM/REMOVE
83961	TREE	83	73	10	7:1 TRANSITIONAL	TRIM/REMOVE
83977	TREE	87	64	24	7:1 TRANSITIONAL	TRIM/REMOVE
83985	TREE	77	74	3	7:1 TRANSITIONAL	TRIM/REMOVE
85745	TREE	59	58	1	7:1 TRANSITIONAL	TRIM/REMOVE
85917	POWER POLE	100	100	0	7:1 TRANSITIONAL	NO ACTION
87613	TREE	68	66	0	7:1 TRANSITIONAL	TRIM/REMOVE
87717	TREE	70	58	12	7:1 TRANSITIONAL	TRIM/REMOVE
87725	TREE	53	53	0	7:1 TRANSITIONAL	TRIM/REMOVE
88240	TREE	67	66	2	7:1 TRANSITIONAL	TRIM/REMOVE
88704	TREE	74	74	0	7:1 TRANSITIONAL	TRIM/REMOVE
88420	POLE	94	94	0	7:1 TRANSITIONAL	NO ACTION
91466	TREE	81	77	4	7:1 TRANSITIONAL	TRIM/REMOVE
91474	TREE	73	70	2	7:1 TRANSITIONAL	TRIM/REMOVE
91496	TREE	70	67	3	7:1 TRANSITIONAL	TRIM/REMOVE
91506	TREE	73	73	0	7:1 TRANSITIONAL	TRIM/REMOVE
92904	POLE	87	86	1	7:1 TRANSITIONAL	LIGHT/MARK
94033	POLE	69	69	0	7:1 TRANSITIONAL	NO ACTION
94161	POLE	73	73	0	7:1 TRANSITIONAL	NO ACTION
94635	POLE	68	68	0	7:1 TRANSITIONAL	NO ACTION
95472	POLE	78	78	0	7:1 TRANSITIONAL	NO ACTION
95524	TREE	73	66	7	7:1 TRANSITIONAL	TRIM/REMOVE
95932	TREE	67	63	5	7:1 TRANSITIONAL	TRIM/REMOVE
95960	TREE	72	54	18	7:1 TRANSITIONAL	TRIM/REMOVE
95995	TREE	64	50	14	7:1 TRANSITIONAL	TRIM/REMOVE
97240	TREE	105	85	20	7:1 TRANSITIONAL	TRIM/REMOVE
97666	TREE	82	66	16	7:1 TRANSITIONAL	TRIM/REMOVE
98430	TREE	87	65	23	7:1 TRANSITIONAL	TRIM/REMOVE
103282	TREE	55	50	4	7:1 TRANSITIONAL	TRIM/REMOVE
103314	TREE	52	50	1	7:1 TRANSITIONAL	TRIM/REMOVE
103786	TREE	81	70	2	7:1 TRANSITIONAL	TRIM/REMOVE
106050	POLE	58	59	0	7:1 TRANSITIONAL	NO ACTION
111905	TREE	68	66	2	7:1 TRANSITIONAL	TRIM/REMOVE
111913	TREE	67	67	0	7:1 TRANSITIONAL	TRIM/REMOVE
111945	TREE	65	65	0	7:1 TRANSITIONAL	TRIM/REMOVE
112049	TREE	63	57	6	7:1 TRANSITIONAL	TRIM/REMOVE
112069	TREE	60	55	5	7:1 TRANSITIONAL	TRIM/REMOVE
112113	TREE	58	53	5	7:1 TRANSITIONAL	TRIM/REMOVE
112129	TREE	79	67	11	7:1 TRANSITIONAL	TRIM/REMOVE
112497	TREE	70	62	8	7:1 TRANSITIONAL	TRIM/REMOVE
112505	TREE	71	64	6	7:1 TRANSITIONAL	TRIM/REMOVE
112521	TREE	59	56	1	7:1 TRANSITIONAL	TRIM/REMOVE
113221	TREE	69	60	9	7:1 TRANSITIONAL	TRIM/REMOVE
116036	TREE	70	50	20	7:1 TRANSITIONAL	TRIM/REMOVE
116044	TREE	68	50	18	7:1 TRANSITIONAL	TRIM/REMOVE
116052	TREE	72	52	21	7:1 TRANSITIONAL	TRIM/REMOVE
116080	TREE	68	50	18	7:1 TRANSITIONAL	TRIM/REMOVE
116068	TREE	71	53	18	7:1 TRANSITIONAL	TRIM/REMOVE
116076	TREE	69	53	16	7:1 TRANSITIONAL	TRIM/REMOVE
116084	TREE	69	53	16	7:1 TRANSITIONAL	TRIM/REMOVE
116092	TREE	71	57	14	7:1 TRANSITIONAL	TRIM/REMOVE
116100	TREE	70	55	15	7:1 TRANSITIONAL	TRIM/REMOVE
116380	TREE	51	51	0	7:1 TRANSITIONAL	TRIM/REMOVE
116412	TREE	53	51	1	7:1 TRANSITIONAL	TRIM/REMOVE
116420	TREE	51	50	1	7:1 TRANSITIONAL	TRIM/REMOVE
116464	TREE	52	50	2	7:1 TRANSITIONAL	TRIM/REMOVE
116668	TREE	53	52	1	7:1 TRANSITIONAL	TRIM/REMOVE
116876	TREE	54	50	4	7:1 TRANSITIONAL	TRIM/REMOVE
116900	TREE	67	59	8	7:1 TRANSITIONAL	TRIM/REMOVE
116908	TREE	57	57	0	7:1 TRANSITIONAL	TRIM/REMOVE
116940	TREE	69	70	0	7:1 TRANSITIONAL	TRIM/REMOVE
117054	TREE	70	66	4	7:1 TRANSITIONAL	TRIM/REMOVE
117092	TREE	64	64	0	7:1 TRANSITIONAL	TRIM/REMOVE
117100	TREE	65	63	2	7:1 TRANSITIONAL	TRIM/REMOVE
117108	TREE	67	64	3	7:1 TRANSITIONAL	TRIM/REMOVE
117195	TREE	69	64	5	7:1 TRANSITIONAL	TRIM/REMOVE
117164	TREE	66	64	2	7:1 TRANSITIONAL	TRIM/REMOVE
117172	TREE	66	65	2	7:1 TRANSITIONAL	TRIM/REMOVE
117180	TREE	65	65	0	7:1 TRANSITIONAL	TRIM/REMOVE
117188	TREE	69	66	3	7:1 TRANSITIONAL	TRIM/REMOVE
117196	TREE	68	66	0	7:1 TRANSITIONAL	TRIM/REMOVE
117220	TREE	65	64	0	7:1 TRANSITIONAL	TRIM/REMOVE
117226	TREE	65	64	1	7:1 TRANSITIONAL	TRIM/REMOVE
117236	TREE	67	62	5	7:1 TRANSITIONAL	TRIM/REMOVE
117244	TREE	64	61	3	7:1 TRANSITIONAL	TRIM/REMOVE
117252	TREE	64	62	2	7:1 TRANSITIONAL	TRIM/REMOVE
117260	TREE	63	63	0	7:1 TRANSITIONAL	TRIM/REMOVE
117266	TREE	64	62	2	7:1 TRANSITIONAL	TRIM/REMOVE
117276	TREE	64	64	0	7:1 TRANSITIONAL	TRIM/REMOVE

OBSTRUCTION IDENTIFICATION SURFACES
FEDERAL AVIATION REGULATIONS PART 77

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY (PIR)	
A	B	A	B	C	D		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	-
E	APPROACH SLOPE	20:01	20:01	20:01	34:01.00	34:01.00	-

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000

Source: <http://www.ngs.noaa.gov/FAER/Obspec.html>



REFERENCES:

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- VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88).
- ELEVATIONS SHOWN ARE IN "MEAN SEA LEVEL" (MSL) UNLESS NOTED OTHERWISE AND ARE NOT INTENDED FOR DESIGN PURPOSES.
- OBSTRUCTION SURVEY COMPLETED BY NVS GEOSPATIAL DATED MAY 2023.

GENERAL NOTES:

- ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-130, "AIRPORT DESIGN" AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
- REFER TO SHEETS 7 AND 8 FOR ADDITIONAL PART 77 IMAGINARY AIRSPACE SURFACES OBSTRUCTION DATA TABLES. TO LIMIT THE NEED OF ADDITIONAL SHEETS IN THE SET, THE PART 77 IMAGINARY AIRSPACE SURFACES OBSTRUCTION DATA TABLES ONLY INCLUDE OBJECTS THAT PENETRATE THE PART 77 IMAGINARY AIRSPACE SURFACES. ELECTRICAL FILES PROVIDED TO THE AIRPORT INCLUDE ALL OBJECTS THAT PENETRATE OR ARE WITHIN 15 FEET OF THE PART 77 IMAGINARY AIRSPACE SURFACES.
- FOR CLARITY, ONLY OBJECTS THAT PENETRATE THE PART 77 IMAGINARY AIRSPACE SURFACES BY 10 FEET OR MORE ARE SHOWN IN THE PLAN VIEW.
- REFER TO SHEETS 16 THROUGH 21 FOR OBJECTS WITHIN THE INNER PORTION OF THE APPROACH SURFACE.

MAGNETIC DECLINATION (FEBRUARY 2024)
7.28° W x 0.34', CHANGING 0.08" W PER YEAR

0' 1000' 2000' 4000'

HALF SIZE SCALE: 1" = 4000'
FULL SIZE SCALE: 1" = 2000'

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VERO BEACH, FL 32960
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VERO BEACH
REGIONAL AIRPORT
(VRB)

AIRPORT LAYOUT PLAN
DRAWINGS SET

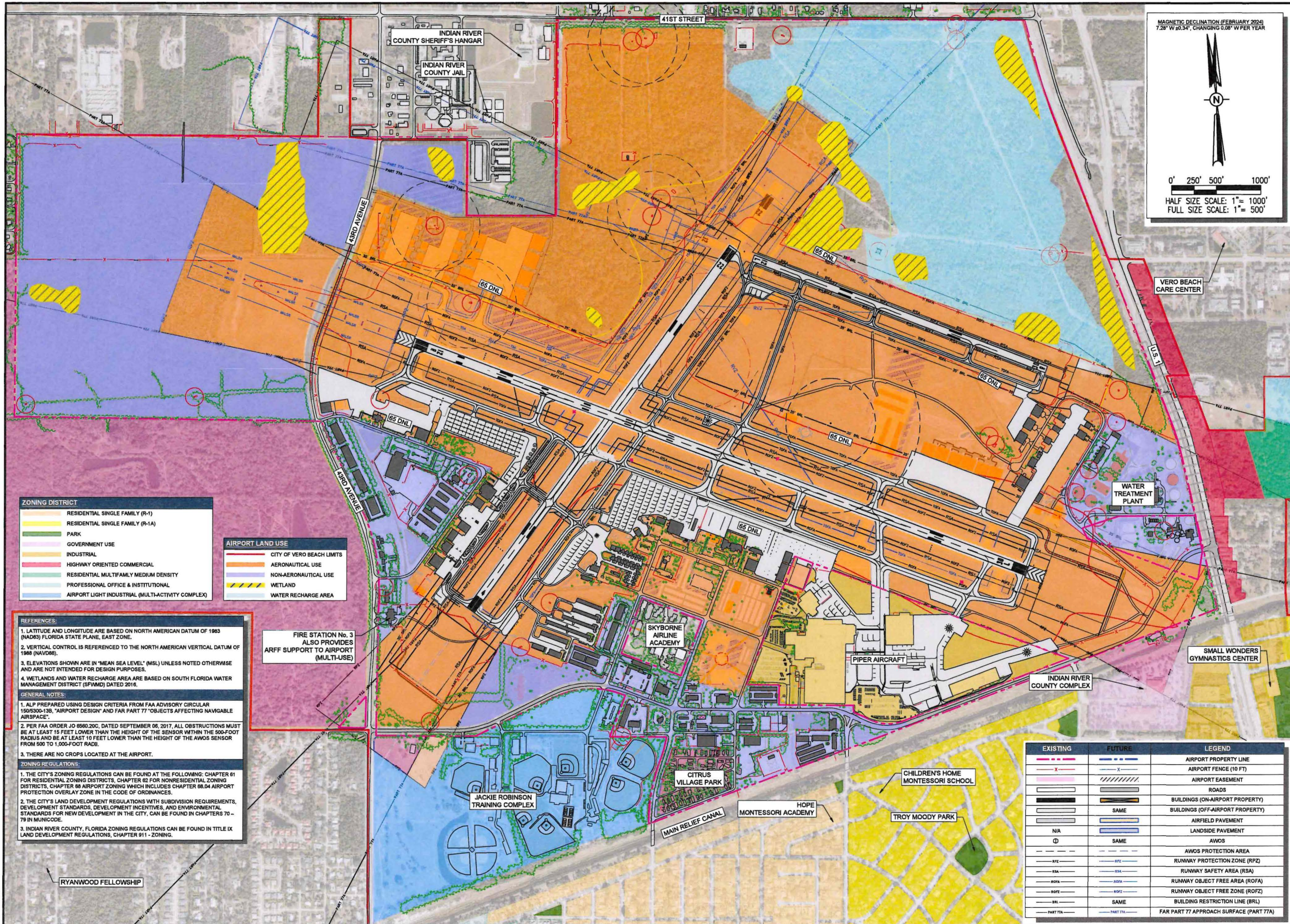
DATE	REVISION DESCRIPTION	BY

ISSUE: AUGUST 2024
PROJECT NO: 20A0069W01
CAD FILE: 6-8_AIRSPACE.DWG
DESIGN BY: JA
DRAWN BY: JA
REVIEWED BY: SZ

SHEET TITLE

PART 77 AIRPORT
AIRSPACE DRAWING

AUG 05 2024 1:21 PM ALEXA02176
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MAGNETIC DECLINATION (FEBRUARY 2024)
7.28° W @ 0.34°, CHANGING 0.08° W PER YEAR

0' 250' 500' 1000'

HALF SIZE SCALE: 1" = 1000'
FULL SIZE SCALE: 1" = 500'

ZONING DISTRICT		AIRPORT LAND USE	
[Yellow]	RESIDENTIAL SINGLE FAMILY (R-1)	[Orange]	CITY OF VERO BEACH LIMITS
[Light Yellow]	RESIDENTIAL SINGLE FAMILY (R-1A)	[Red]	AERONAUTICAL USE
[Green]	PARK	[Blue]	NON-AERONAUTICAL USE
[Light Green]	GOVERNMENT USE	[Blue with diagonal lines]	WETLAND
[Pink]	INDUSTRIAL	[Blue with horizontal lines]	WATER RECHARGE AREA
[Light Blue]	HIGHWAY ORIENTED COMMERCIAL		
[Light Purple]	RESIDENTIAL MULTIFAMILY MEDIUM DENSITY		
[Light Cyan]	PROFESSIONAL OFFICE & INSTITUTIONAL		
[Light Blue with diagonal lines]	AIRPORT LIGHT INDUSTRIAL (MULTI-ACTIVITY COMPLEX)		

REFERENCES:

- LATITUDE AND LONGITUDE ARE BASED ON NORTH AMERICAN DATUM OF 1983 (NAD83) FLORIDA STATE PLANE, EAST ZONE.
- VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- ELEVATIONS SHOWN ARE IN "MEAN SEA LEVEL" (MSL) UNLESS NOTED OTHERWISE AND ARE NOT INTENDED FOR DESIGN PURPOSES.
- WETLANDS AND WATER RECHARGE AREA ARE BASED ON SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD) DATED 2016.

GENERAL NOTES:

- ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13B, "AIRPORT DESIGN" AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
- PER FAA ORDER JO 6590.20C, DATED SEPTEMBER 06, 2017, ALL OBSTRUCTIONS MUST BE AT LEAST 15 FEET LOWER THAN THE HEIGHT OF THE SENSOR WITHIN THE 500-FOOT RADIUS AND BE AT LEAST 10 FEET LOWER THAN THE HEIGHT OF THE AWOS SENSOR FROM 500 TO 1,000-FOOT RADII.
- THERE ARE NO CROPS LOCATED AT THE AIRPORT.

ZONING REGULATIONS:

- THE CITY'S ZONING REGULATIONS CAN BE FOUND AT THE FOLLOWING: CHAPTER 61 FOR RESIDENTIAL ZONING DISTRICTS, CHAPTER 62 FOR NON-RESIDENTIAL ZONING DISTRICTS, CHAPTER 68 AIRPORT ZONING WHICH INCLUDES CHAPTER 68.04 AIRPORT PROTECTION OVERLAY ZONE IN THE CODE OF ORDINANCES.
- THE CITY'S LAND DEVELOPMENT REGULATIONS WITH SUBDIVISION REQUIREMENTS, DEVELOPMENT STANDARDS, DEVELOPMENT INCENTIVES, AND ENVIRONMENTAL STANDARDS FOR NEW DEVELOPMENT IN THE CITY, CAN BE FOUND IN CHAPTERS 70 - 79 IN MUNICIPAL CODE.
- INDIAN RIVER COUNTY, FLORIDA ZONING REGULATIONS CAN BE FOUND IN TITLE IX LAND DEVELOPMENT REGULATIONS, CHAPTER 911 - ZONING.

EXISTING	FUTURE	LEGEND
[Red dashed line]	[Blue dashed line]	AIRPORT PROPERTY LINE
[Red solid line]	[Blue solid line]	AIRPORT FENCE (10 FT)
[Red dashed line]	[Blue dashed line]	AIRPORT EASEMENT
[Black solid line]	[Black solid line]	ROADS
[Black solid line]	[Black solid line]	BUILDINGS (ON-AIRPORT PROPERTY)
[Black solid line]	[Black solid line]	BUILDINGS (OFF-AIRPORT PROPERTY)
[Blue solid line]	[Blue solid line]	AIRFIELD PAVEMENT
[Blue solid line]	[Blue solid line]	LANDSIDE PAVEMENT
[Blue solid line]	[Blue solid line]	AWOS
[Blue dashed line]	[Blue dashed line]	AWOS PROTECTION AREA
[Blue dashed line]	[Blue dashed line]	RUNWAY PROTECTION ZONE (RPZ)
[Blue dashed line]	[Blue dashed line]	RUNWAY SAFETY AREA (RSA)
[Blue dashed line]	[Blue dashed line]	RUNWAY OBJECT FREE AREA (ROFA)
[Blue dashed line]	[Blue dashed line]	RUNWAY OBJECT FREE ZONE (ROFZ)
[Blue dashed line]	[Blue dashed line]	BUILDING RESTRICTION LINE (BRL)
[Blue dashed line]	[Blue dashed line]	FAR PART 77 APPROACH SURFACE (PART 77A)

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VERO BEACH REGIONAL AIRPORT (VRB)
AIRPORT LAYOUT PLAN DRAWINGS SET

DATE	REVISION DESCRIPTION	BY

ISSUE: AUGUST 2024
PROJECT NO: 20A0069W01
CAD FILE: 33_LAND USE.DWG
DESIGN BY: JA
DRAWN BY: JA
REVIEWED BY: SZ

SHEET TITLE

AIRPORT LAND USE PLAN

AUG 05 2024 1:48 PM ALEXA02176 I:\2024\33\20A0069W01\CAD\AIRPORT\33_LAND USE.DWG