

NORTH COURTENAY PARKWAY CORRIDOR STUDY
A Report from the North Courtenay Citizen Resource Group

October 2005

STAFF DRAFT

MISSION STATEMENT

The CRG established the following mission statement to guide their review of the SR 3 corridor: the mission of the North Courtenay Parkway Citizen Resource Group is to explore new ideas, to seek out the best alternatives and land use improvements, and to beautify and enhance the aesthetic character of the North Courtenay Parkway Scenic Highway.

CORRIDOR STUDY AREA

The scope of the corridor study area, as defined by the North Courtenay Parkway CRG, included the area from the Barge Canal to the Kennedy Space Center and included all properties that had frontage along North Courtenay Parkway (see Map 1). This scope included the stipulation that the study area could be altered if conditions warrant an exception to the above provisions at a future date. An aerial view of the corridor is shown on Map 2.



GOALS / OBJECTIVES

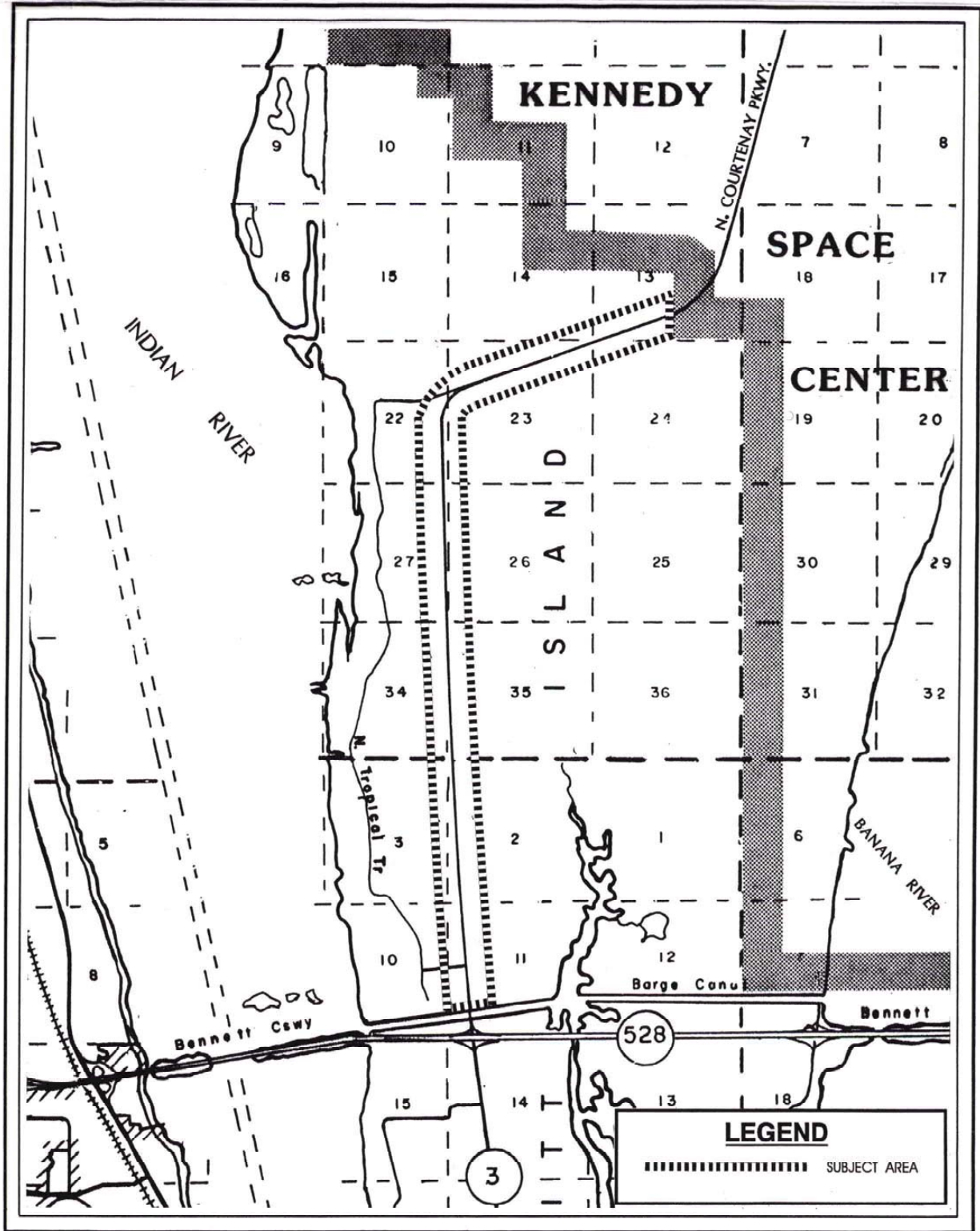
The following goals and objectives were established by the CRG.

1. Landscaping
2. Signage
3. Land Use
4. Access Management
5. Pedestrian Facilities (Paths / Trails)
6. Lighting

LAND DEVELOPMENT REGULATIONS SUMMARY

The Brevard County Land Development Regulations (LDRs) are intended to implement the more general policies of the Comprehensive Plan which guide how development can occur. The LDRs contain site plan and subdivision requirements that must be met in order to obtain a project approval.

CORRIDOR STUDY - NORTH COURTENAY PARKWAY, 9/2004
MERRITT ISLAND, FLORIDA
LOCATION MAP





SCALE: 1" = 2000'
PHOTO DATE: 2004

Certain development within the corridor was constructed prior to the performance standards that are currently in effect and this older development is not required to conform to today's regulations. As alterations in use occur along the corridor, some of the older developments will be upgraded to meet current regulations per the change of use section of code. Additionally, the proposed CRG recommendations and any subsequent modification of the land development regulations, could result in the long-term evolution for an enhanced North Courtenay Parkway.

LAND USE AND ZONING

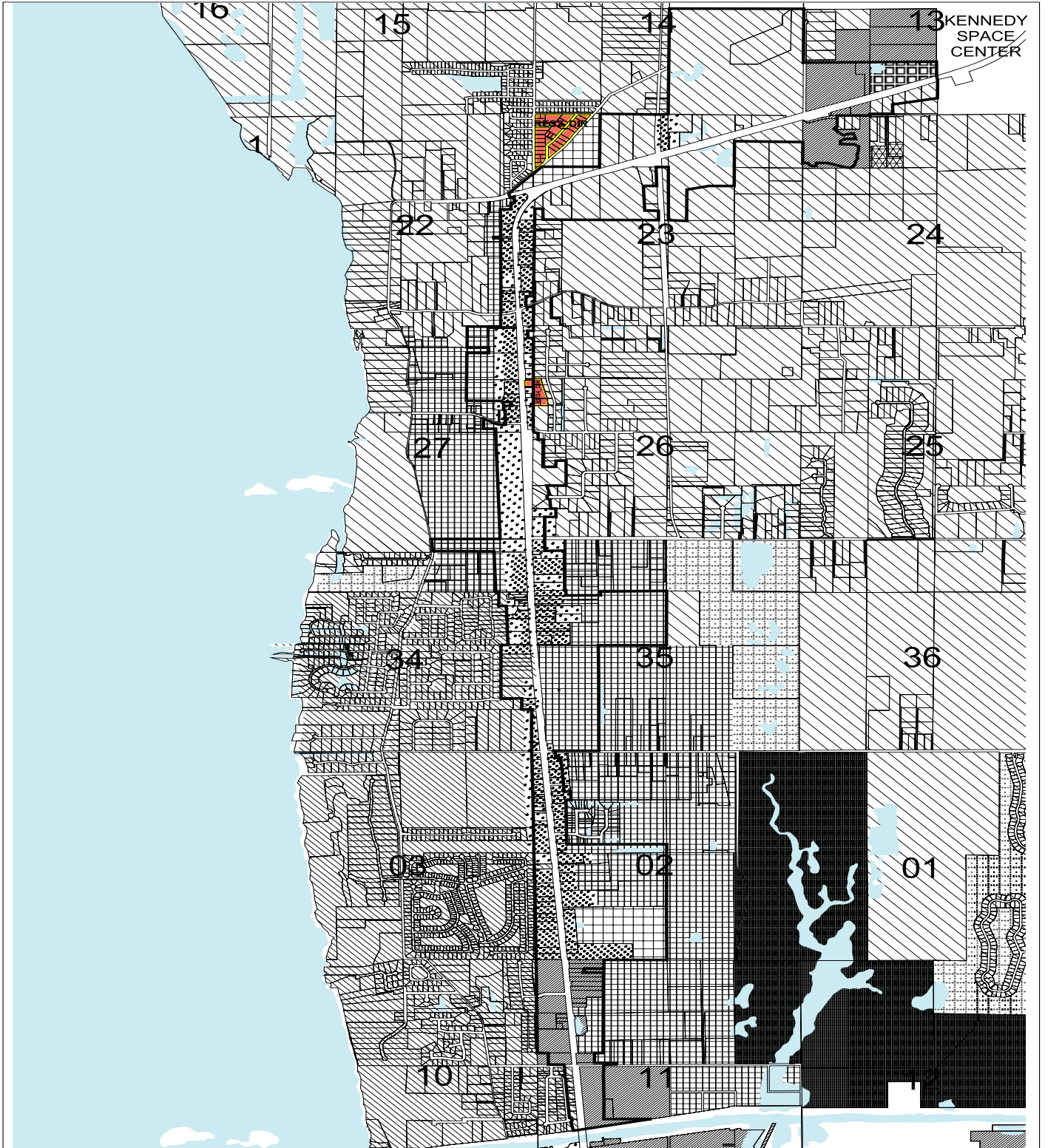
The Comprehensive Plan designates general future land use patterns for the unincorporated areas of the County. These future land use patterns control the type of zoning that may be considered for a certain area. The County has eighteen future land use classifications which include residential designations, agriculture, public and private conservation, industrial, recreation, public facilities, planned redevelopment district, neighborhood and community commercial, and development of regional impact. The Future Land Use Map (FLUM) also identifies those properties that are listed within the Future Land Use Element (FLUE) as directives. The future land use designations are implemented through the zoning code which specifies the type of use, size, dimension, as well as other matters such as buffering and setbacks.

The majority of frontage property along North Courtenay Parkway is designated as either Neighborhood Commercial (NC) or Community Commercial (CC) on the FLUM with a depth that varies from approximately 200 to 900 feet (see Map 3). These designations allow for the consideration of commercial and residential zonings (see Map 4). Specific residential densities are subject to the criteria found within FLUE



Policy 2.13 which states that residential development within NC or CC designations is permitted at the same density as the closest residentially designated area on the FLUM (on the same side of the street). Transitional uses, such as those specified in the Residential Professional (RP) and Restricted Neighborhood Commercial (BU-1-A) can be considered in residential land use areas per FLUE Policy 2.12. Residential and the BU-1-A zoning classifications are typically located within the NC designation. The General Retail Commercial (BU-1) and Retail, Warehousing, and Wholesale Commercial (BU-2) zoning classifications are the classifications that most often occur within the CC land use designation.

The character and intensity of development that occurs along North Courtenay Parkway are defined primarily by the uses permitted within the NC and CC land use designations.

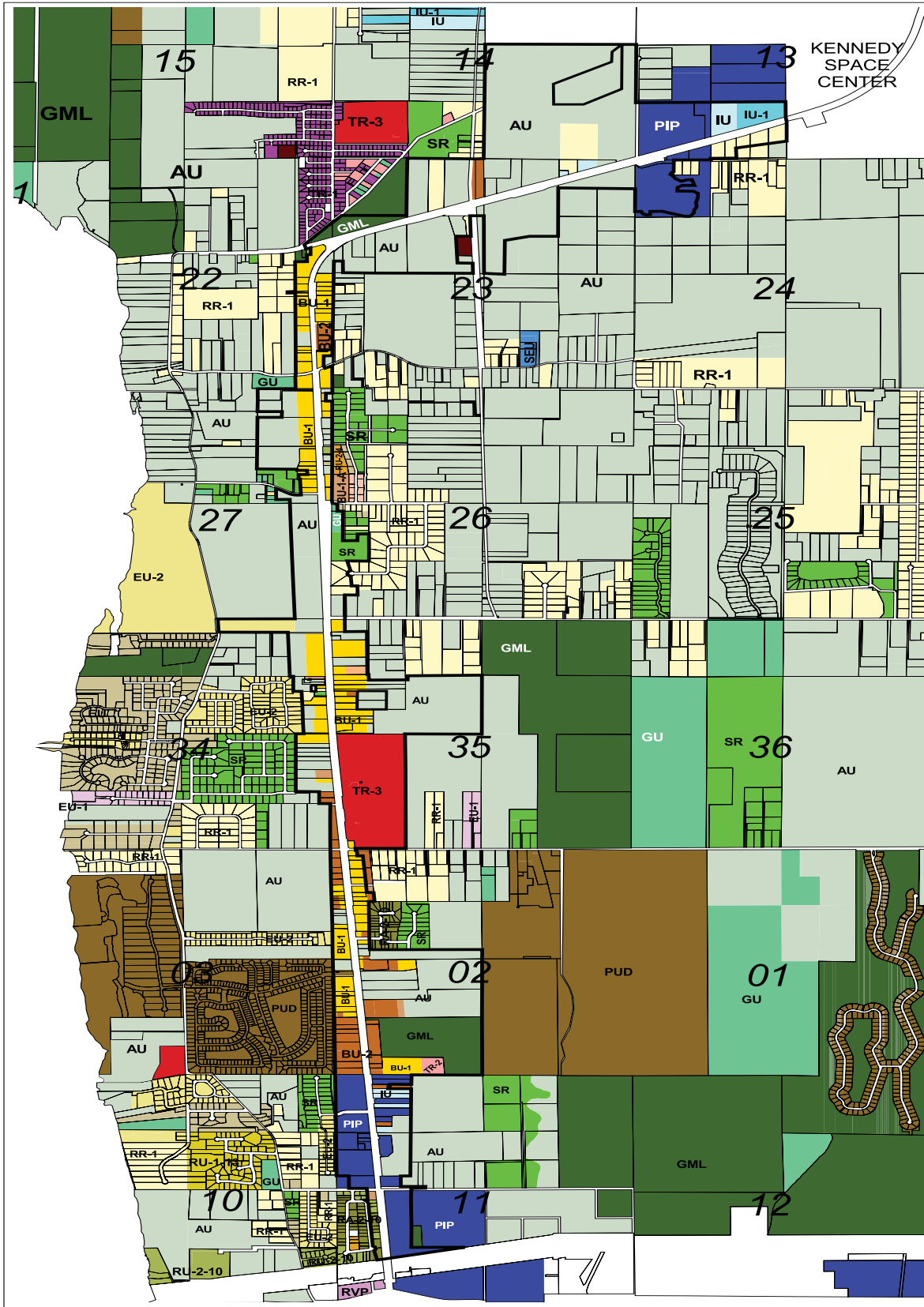


FUTURE LAND USE DESIGNATIONS

	DIRECTIVE		IND		PUB		RES 1:2.5		RES 10
	AGRIC		NC		PUB-CONS		RES 2		RES 15
	CC		PLNIP		REC		RES 4		
	DRI		PRIV-CONS		RES 1		RES 6		

SCALE: 1" = 2000'

SUBJECT PROPERTY BOUNDARY



LEGEND
Zoning Classifications

[Light Green]	AU
[Yellow]	BU-1
[Light Orange]	BU-1-A
[Orange]	BU-2
[Light Green]	EU
[Light Green]	EU-1
[Light Green]	EU-2
[Dark Green]	GML
[Light Green]	GU
[Light Blue]	IU
[Light Blue]	IU-1
[Dark Blue]	PIP
[Brown]	PUD
[Light Green]	RA-2-10
[Light Green]	RR-1
[Dark Red]	RRMH-1
[Light Green]	RU-1-13
[Light Green]	RU-1-7
[Light Green]	RU-1-9
[Light Green]	RU-2-10
[Light Green]	RU-2-30
[Light Green]	RU-2-4
[Light Green]	RVP
[Light Green]	SEU
[Light Green]	SR
[Light Green]	TR-1
[Light Green]	TR-2
[Light Green]	TR-3

SCALE: 1" = 2000'

A portion of the corridor is designated for planned industrial on the FLUM. This section of the study area is located adjacent to the Barge Canal and extends northward for approximately 4,200 feet. The majority of this area is also zoned for planned industrial park uses (PIP). Such uses include light manufacturing activities and various commercial enterprises

**CRG RECOMMENDATIONS AND THEIR RELATIONSHIP
TO CURRENT REGULATIONS**

The CRG examined the future land use and zoning for the corridor area and generated the following recommendations:

LU-1: *For properties zoned BU-2, outdoor storage areas shall not be visible from the roadway. An opaque buffer that shields storage areas from view shall be required for BU-2 uses within the North Courtenay Parkway corridor.*

The BU-2 zone encompasses property that is used for a variety of uses including general retail and wholesale businesses, contracting and heavy repair services, and warehousing activities. Presently, the BU-2 zoning classification permits the outdoor storage of retail items such as motor vehicles, utility sheds, and nursery items such



Policicchio Groves Store

as plants, trees, boats, and mobile homes. This classification also allows such uses as automobile repairs, automobile sales and storage, contractor’s offices, plants and storage yards, minor automobile repairs, mini warehouses, and farm machinery sales and service.

The CRG recommendations create performance standards that provide buffering from the intense outdoor commercial activities that are permitted within BU-2 zoning. The new standards are specific to the SR 3 corridor and will require modification of the LDRs. The CRG recommendation addressed the opaqueness of the buffer but did not address the depth of the proposed buffer.

LU-2: *No bay doors should face the roadway. All such doors should face to the side or rear of the building.*

Both BU-1 and BU-2 zones currently permit bay doors to front on a roadway. This CRG recommendation proposes that all bay doors should face to the side or the to rear of the roadway and not to the front. Modification of the LDRs will be necessary to implement this recommendation.

LU-3: *No portion of a building constructed of sheet metal shall be visible from North Courtenay Parkway. Stucco, wood siding, brick, and other materials with similar textures are appropriate.*

Metal Buildings are addressed by Section 62-2115.7 of the Zoning Code. Current standards address the appearance of the roofline and the front of metal buildings. These standards require that the front of a metal building be galvanized and use a factory finished painted siding at a minimum. They also require that the roofline be architecturally treated with a mansard roof or with another acceptable manner that enhances the front of the building. Implementation of this CRG recommendation will require a change to the current Zoning Code regulations.

SIGNAGE



Retail Center Signage

A sign is any permanent or temporary device which is used to inform, attract attention, or advertise, and is readily visible on the premises upon which a structure is located. The Brevard County Sign Regulations are intended to regulate the type, size, location, and appearance of signs used in commercial and non-commercial situations. The regulation of signs is intended not only to improve community

aesthetics, but to increase safety by reducing visual distraction or obstruction.

CRG RECOMMENDATIONS AND THEIR RELATIONSHIP TO CURRENT REGULATIONS

Note: CRG recommendations S-1 through S-9 will require changes to the Land Development Regulations for implementation.

S-1: *Allow one additional sign for every 500 feet of street frontage beyond the first 200 feet of frontage, to a maximum of three total signs.*

Currently, the land development regulations allow a sign for each 200 feet of frontage. The LDR's also do not place a limit on the number of signs that can be placed on a property. This CRG recommendation establishes additional spacing requirements (500 feet compared to 200 feet) for on-premises signs and limits the total signs per parcel to three.

S-2: Require a separation of 500 feet apart on the same parcel.

Present regulations state that freestanding signs shall not be placed closer than 100 feet apart on the same parcel of land. This CRG recommendation proposes to increase that separation to 500 feet.

S-3: Freestanding signs shall be encased within a structure that is architecturally related to and compatible with the main building and overall architectural design of the development.

The LDRs do not contain a regulation that addresses architectural standards. This recommendation establishes such standards for freestanding signs.

S-4: Restrict all signs to ground signs and such signs shall be no more than 12 feet in height. Sign surface area shall be limited to 100 square feet for individual businesses. For sites that contain multiple businesses, sign surface area shall be limited to 120 square feet.

Present regulations do not address height and type of signs that can be constructed on a parcel of land. In addition, the current LDRs permit a maximum allowable sign surface area of 150 square feet. In cases where more than one freestanding sign is permitted the aggregate area shall not exceed 300 square feet. In the Transient Tourist Commercial zone (TU-2), one freestanding sign may be permitted up to 250 square feet in area. Aggregate sign surface area shall not exceed 400 feet in TU-2 zoning classification. This CRG recommendation reduces the amount of sign surface area permitted, establishes a maximum height of 12 feet, and requires that all freestanding signs be constructed as the ground variety regardless of zoning classification.

S-5: Landscaping shall be integrated with each freestanding sign and irrigation supply shall be located within 100 feet of the sign.

Current regulations do not address the integration of landscaping with freestanding signs. The CRG's recommendation requires landscaping materials to be assimilated with each new freestanding sign within SR 3 corridor. The recommendation also requires that an irrigation supply be located within 100 feet of the sign.

S-6: Prohibit the use of internal lighting of signs.

Internal lighting of signs is not addressed in the current LDRs. This recommendation prohibits the use of internal lighting for newly constructed signs within the SR 3 corridor. New signs would be required to be highlighted by spotlights or other similar type lighting methods.

S-7: Restrict signs from using fluorescent or day-glo materials.

Current regulations do not limit the use of day-glo materials for signage purposes.

S-8: All signs shall be constructed to professional standards.



The LDRs do not currently have a provision that requires all signs to be constructed to professional standards. This recommendation applies to all signs (including those signs not required to have site plan approval). In addition, the term professional standards will need to be defined in a measurable manner.

**RELATIONSHIP OF CRG
LANDSCAPING
RECOMMENDATIONS
TO CURRENT REGULATIONS**

The Brevard County Landscape Regulations are based on a point system that allows the developer a variety of options in the landscape design providing the point requirements are met. The points are accumulated by preserving existing trees and certain native vegetation on the site or planting new trees or a combination of preservation and new plantings. The minimum factors considered when approving a proposed landscaping plan pertain to the natural vegetation remaining on the site, the source of irrigation, special functions of the landscaping material (such as buffering), soils and topography of the site, and special conditions (such as wetland and aquifer recharge areas).

Adjacent to any public right-of-way, the regulations require a Type C, Roadway Buffer. The buffer is required to be a minimum of 15 foot in depth, however this may be reduced to 5 feet if the developer opts to landscape and maintain a median within the right-of-way. Other than the general requirements of the Landscaping Regulations, there are no specific requirements as to the type and quantity of landscape materials within the Type C buffer.

The Landscape Regulations define North Courtenay parkway as a Scenic Roadway which provides a point bonus for the preservation of native vegetation along the roadway. No other landscape standards are associated with this designation.

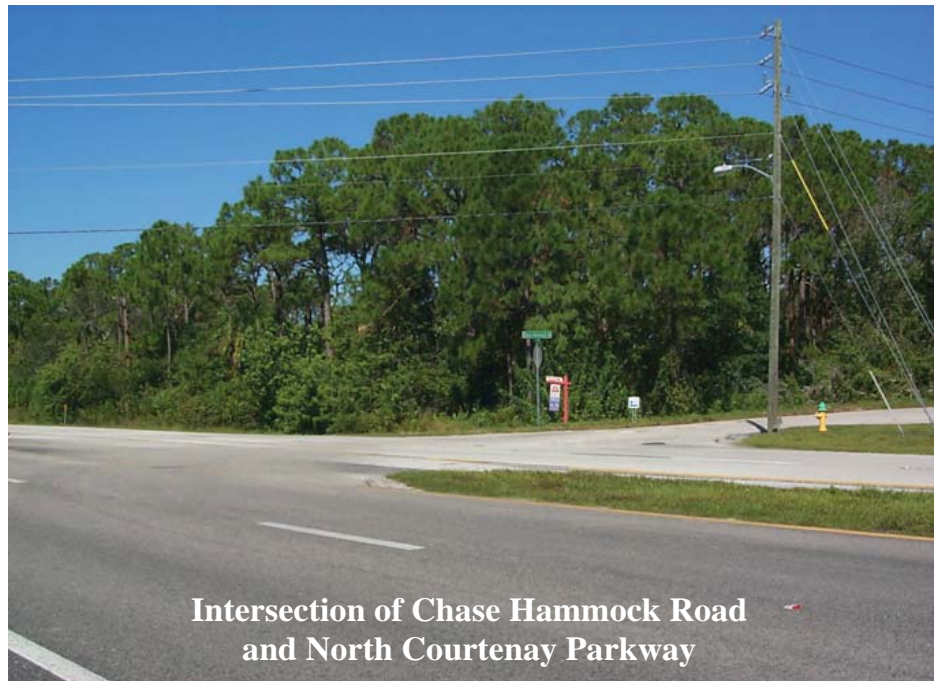
LND-1: *In order to create a native-tropical vegetative theme, the following large species trees are recommended for inclusion in the landscaping plan of properties within the SR 3 corridor: oaks, maples, magnolias, and cabbage palms. Recommended medium species trees include wax myrtle, crape myrtle, red bay, and holly. Small species trees and ground cover should remain consistent with the theme while providing variety and color. The large and medium species trees should be alternated and staggered every 25 feet. Palm trees should be clustered in groups of three.*

This CRG recommendation strives to create a vegetative theme for the SR 3 corridor. The Natural Resources Management Office (NRMO) has noted that Crape Myrtle is a non-native species and does not appear to correspond to the proposed theme.

LND-2: *Property owners within the North Courtenay Parkway corridor are encouraged to provide a 25-foot front landscape buffer. The minimum front landscaping buffer required shall be 15 feet.*

This recommendation encourages property owners to provide a 25-foot front landscape buffer. The front landscape buffer required by the LDRs remains at 15 feet (Type C roadway buffer).

LND-3: *The North Courtenay Parkway median should be landscaped and irrigated in conjunction with the native tropical theme established in Recommendation LND-1. Grants for such landscaping should be pursued by applicable County entities.*



Intersection of Chase Hammock Road
and North Courtenay Parkway

Landscape enhancement grants may be available from the FDOT to landscape the medians of state controlled roadways. Maintenance of such landscaping would be the responsibility of the County.

PEDESTRIAN FACILITIES

The Greenways and Trails Master Plan (see attached map) identifies various such projects throughout the County. The North Merritt Island component features a trail system that links various parks and other sites in the area. The CRG examined the proposed trail system and prioritized the following segment within the North Courtenay Parkway corridor.

***P-1:** The first priority for the proposed North Merritt Island trail system should be that segment of North Courtenay Parkway from Judson Road to Porcher Road with crosswalks at Chase Hammock Road and Hall Road.*

Recommendation P-1 prioritizes a portion of the North Merritt Island trail system. The CRG also recommended two locations for crosswalks on North Courtenay Parkway.

ACCESS MANAGEMENT

Access management is the practice of managing the location, number and spacing of connections (driveways), median openings and traffic signals on the roadway system.

North Courtenay Parkway is listed by FDOT as an access class 5 roadway which sets minimum connection spacing of one half to one quarter mile for full median cuts and 660 feet for directional openings. However, where existing lot patterns will not allow these spacing standards to be met, FDOT will grant a single connections to the state road due to hardship. Such connections will be restricted to right in/right out turning movements. Many of the existing frontage lots on North Courtenay Parkway have insufficient frontage to meet the FDOT criteria, therefore as development occurs optimal spacing will not occur for connections.

***AM-1:** Whenever possible, access management techniques shall be encouraged to minimize driveway cuts along North Courtenay Parkway.*

This CRG recommendation encourages access management within the SR 3 corridor. Such standards could be supported by an amendment to the Transportation Element of the Comprehensive Plan. Such an amendment would encourage FDOT to recognize a heightened importance to access management techniques within the corridor.

***AM-2:** A study should be undertaken, to review median openings, left hand turning movements, and deceleration lanes along North Courtenay Parkway, due to safety concerns caused by an increase in vehicular traffic. The study should evaluate the length and interval of such openings.*

This recommendation encourages a study to evaluate median openings on North Courtenay Parkway. The CRG deemed that the population increase, and associated growth, on North Merritt Island warranted an examination of such issues.

LIGHTING

The CRG addressed lighting along the North Courtenay Parkway as part of their analysis of the corridor. The lighting scheme within the corridor is managed by the FDOT. An analysis of the lighting within the corridor could be requested of the FDOT. Typically, additional lighting in a corridor is granted by the FDOT based upon proven safety concerns such as the frequency of nighttime accidents.

***L-1:** At a minimum, lighting should be placed at the intersections within the North Courtenay Parkway corridor. To address safety concerns, additional lighting should be provided between Grant Road and Hall Road to better illuminate median cuts and driveways. Such lighting could be placed at intersections and staggered on the east and west side of the roadway as deemed necessary. The overall intent of the lighting scheme should maintain the rural character of the community.*

This CRG recommendation suggests a minimum lighting scheme for the corridor. It also advocates that any lighting in the corridor does not disturb the rural nature of the North Courtenay Parkway corridor.

MISCELLANEOUS

The speed limit on North Courtenay is determined by the FDOT based upon the design of the roadway and safety concerns. Brevard County could request that the FDOT conduct a study regarding the speed limit on SR 3.

***MISC-1:** Because of safety concerns, The Florida Department of Transportation should reevaluate the speed limit for North Courtenay Parkway due to the increased residential density and growth that have occurred on North Merritt Island.*

This recommendation encourages a re-evaluation of the speed limit on North Courtenay Parkway. The CRG deemed that the population increase, and associated growth, on North Merritt Island warranted an examination of the current limits.

***MISC-2:** Because of hurricane related repair aspects, electrical lines and telephone lines within the North Courtenay Parkway Corridor shall be placed underground.*

The placement of electrical and telephone lines is undertaken by the respective utility companies. Typically, the cost of placing transmission lines underground is borne by the builder or developer of a project.

***MISC-3:** The North Courtenay Parkway Citizen Resource Group should meet on an annual basis to assess the issues contained within this report.*

This recommendation establishes an annual meeting in which the actions and issues contained within the report would be reviewed by the CRG.

IMPLEMENTATION OF NEW REGULATIONS

The new regulations will be implemented through appropriate changes to the Comprehensive Plan and LDRs. These changes should reflect any adjustments or modifications to the Comprehensive Plan necessary to provide internal consistency with implementation of other regulations. This may include criteria for the application of the LDRs.

Comprehensive Plan Amendment Process

For modification of comprehensive plan policies and substantial FLUM changes, Florida Statutes permit the County to amend the Comprehensive Plan two times per year. Per the County's Land Development Regulations, comprehensive plan amendments are initiated on the last working days of December and June. The comprehensive plan amendment process typically takes approximately 9 to 12 months to complete. The proposed amendment will be reviewed by the Board of County Commissioners and the following citizen boards: the Land Use Citizen Resource Group (CRG) and the Local Planning Agency (LPA). The CRG and LPA will both provide recommendations to the Board of County Commissioners. The Board of County Commissioners typically reviews large scale plan amendments at an initial transmittal public hearing and a final adoption public hearing.

Process to Change Land Development Regulation

The LDRs are modified by ordinance changes. Staff is directed to make such modifications by the Board of County Commissioners. Citizen boards that review ordinance changes include the LPA and the Building and Construction Advisory Committee (BCAC). Both the LPA and BCAC provide recommendations to the Board of County Commissioners. The Board of County Commissioners reviews all LDR modifications.