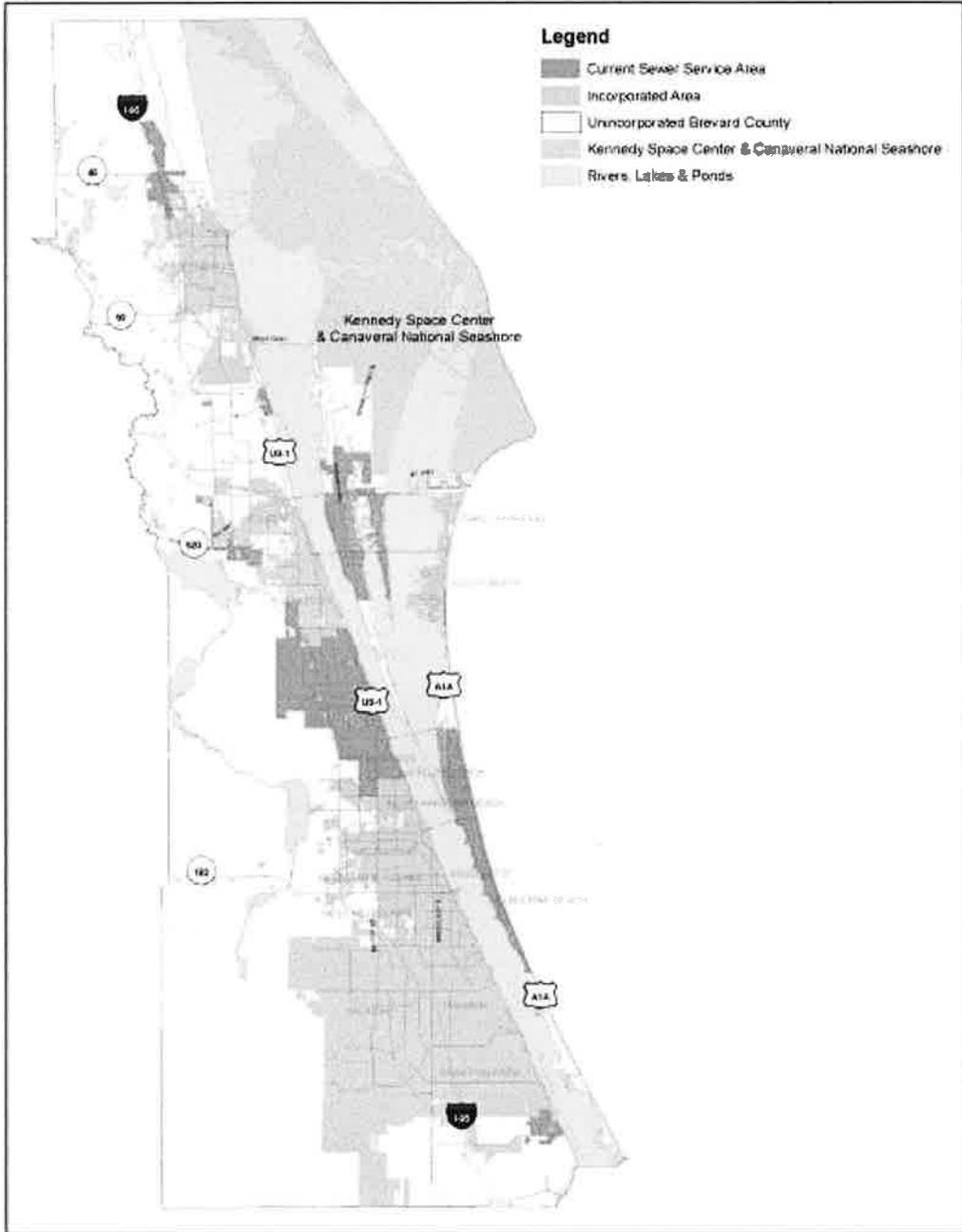


IV.1
p 2 of 3

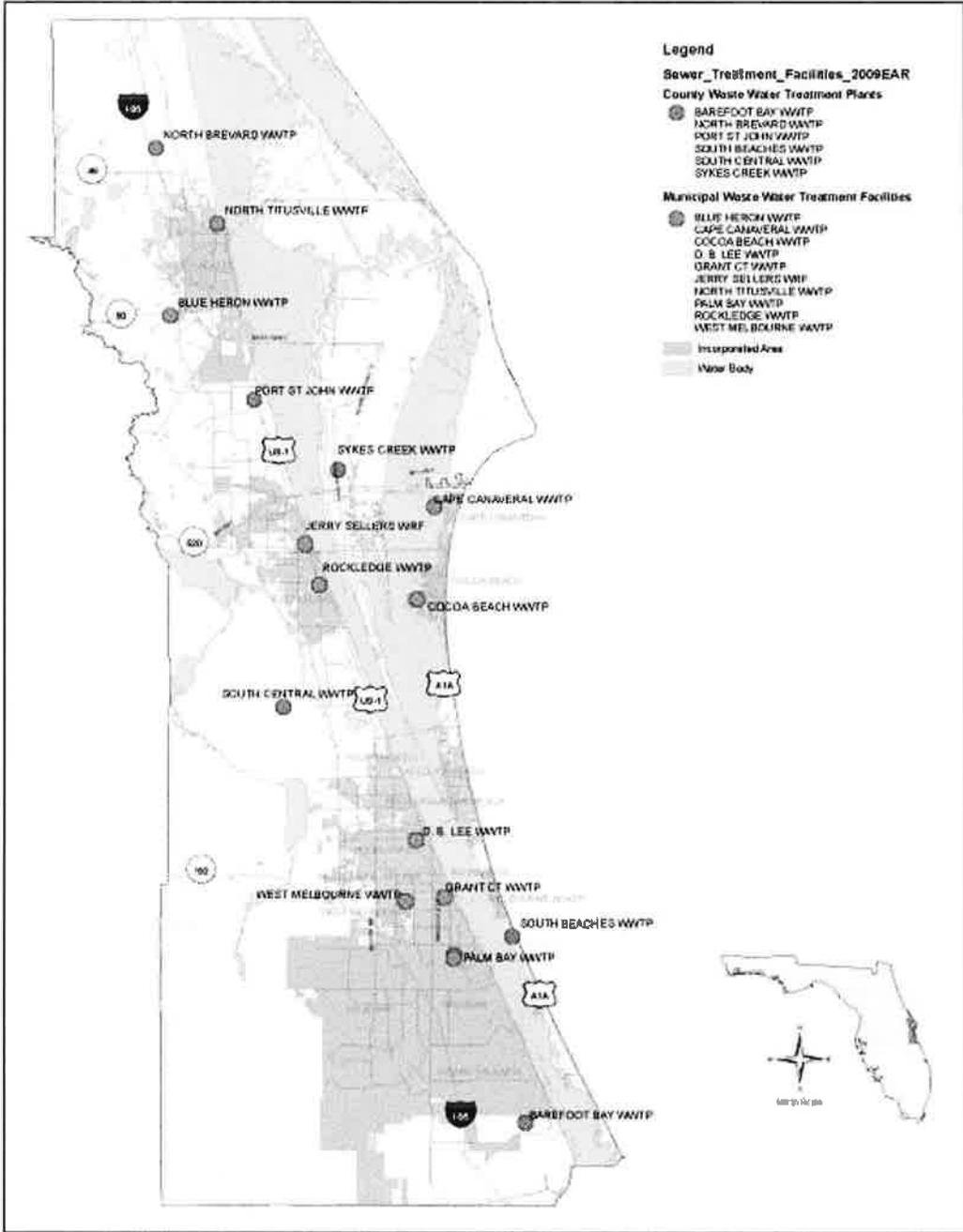
APPENDIX

LIST OF MAPS

<u>Map</u>	<u>Title</u>
1	Existing Sewer Customers and Future Sewer Service Areas
2	Waste Water Treatment Plants
3	General Soil Association for Septic Tank Suitability



**Sanitary Sewer Element
Existing Sewer Customers**



**Sanitary Sewer Element
Waste Water Treatment Plants**

GENERAL SOIL ASSOCIATION
FOR
SEPTIC TANK SUITABILITY

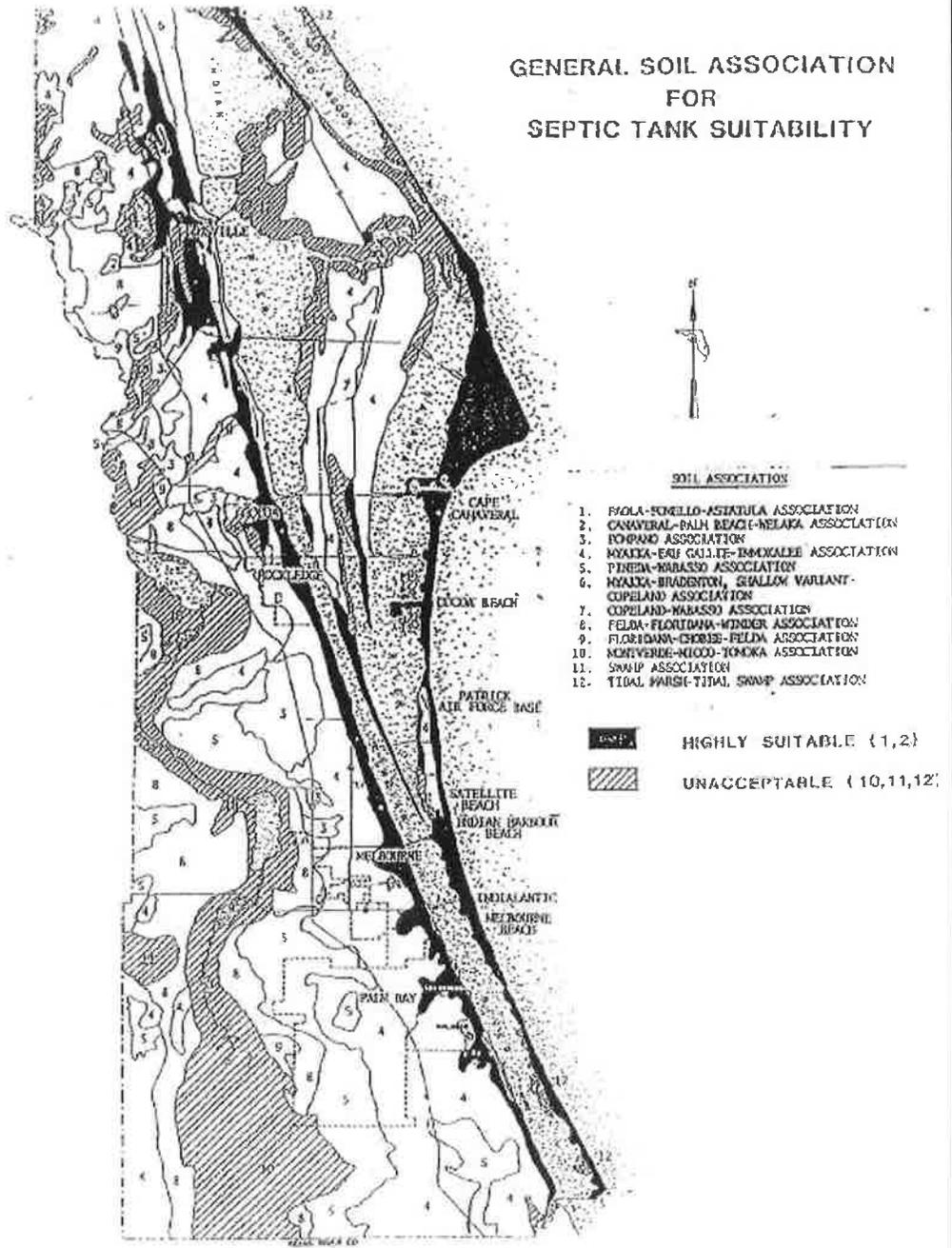


EXHIBIT 55-2
Date: November 1987
Source: Harvard Soil and Water Conservation District

MAP 3

CHAPTER VIII

SOLID WASTE AND HAZARDOUS MATERIALS ELEMENT

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SOLID WASTE MANAGEMENT ELEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL 1

BREVARD COUNTY SHALL ENSURE AN ENVIRONMENTALLY SOUND AND EFFICIENT SOLID WASTE MANAGEMENT SYSTEM WHICH UTILIZES RESOURCE RECOVERY, RECYCLING, AND SOURCE REDUCTION.

Environmentally Sound Operations

Objective 1

The County shall ensure that the solid waste management system is operated in an environmentally sound manner and is, at a minimum, consistent with federal and state requirements.

Policy 1.1

Ensure that Brevard County's ~~leachate~~ ~~Leachate management program prevents surface water pollution and the~~ ~~stormwater, and L~~ ~~landfill G~~ ~~gas M~~ ~~management Programs~~ ~~systems~~ minimize ground and surface water and air pollution by solid waste facilities.

Efficiency

Objective 2

Maintain or improve the existing efficiency of the solid waste management system.

Policy 2.1

All collection components of the system shall be conducted in a manner which is consistent with Chapter 94 of the Brevard County Code.

Policy 2.2

The private franchised collectors and County disposal operations shall be monitored annually to ensure that reasonable fees for the collection and disposal of solid waste are maintained ~~as outlined in Chapter 94 of the Brevard County Code.~~

Policy 2.3

Brevard County shall ensure that the solid waste collection system has capacity to accommodate twice per week solid waste collection service to improved residential properties.

Policy 2.4

The level of service standard shall be established to Brevard County shall provide for the disposal of all solid waste generated by Brevard County's population.

Criteria Criterion:

The level of service standard for solid waste disposal shall, at a minimum, be 8.32 pounds per capita per day.

Resource Recovery

Objective 3

The volume of solid waste disposed of in landfills shall be reduced through resource recovery programs, where environmentally sound and economically feasible.

Policy 3.1

Brevard County shall monitor and assess resource recovery technology, and implement those programs that are determined to be most effective and efficient.

Criteria:

- A. Implement curbside collection program for the reuse and recycling of materials including, but not limited to glass, paper, plastic, aluminum, metal, and green waste.
- B. Maintain and enforce procedures for the removal and recycling of abandoned solid waste objects and materials as described in Chapter 705, F.S. and Chapter 94, Chapter 46, Brevard County Code.
- C. Resource recovery feasibility assessments shall, at a minimum, include consideration of recycling, waste-to-energy, and composting.

Policy 3.2

Brevard County shall educate and encourage consumers shall be educated and encouraged to reduce solid waste generation, participate in recycling programs, and avoid products which do not lend themselves to recycling through distribution of information via various media, and programs presentations given by County staff and private organizations and formal staff presentations to local groups and learning institutions.

Proper Waste Disposal Activities

Objective 4

Implement programs and legislation that monitor and ensure proper waste disposal activities.

Policy 4.1

Prohibit improper disposal of solid and hazardous waste by strict enforcement of ~~Chapter 94 of the Brevard County Code~~

~~Criteria Criterion: and ensuring~~

~~Brevard County shall ensure updating and enforcement of the County Code Solid Waste regulations and shall conform to U.S. EPA, and Chapter 103, F.S., Florida Department of Environmental Protection solid waste legislation regulations.~~

Policy 4.2

Brevard County shall develop programs, policies and other measures to substantially reduce littering and unauthorized dumping.

Concurrency Management

Objective 5

Provide the solid waste management facilities and services necessary to meet the projected needs of ~~the solid waste management system~~ residents and businesses of the County for the next twenty years by developing and implementing a Solid Waste Capital Improvements Program.

Policy 5.1

Brevard County shall develop a financial plan to provide adequate funds for renewal and replacement of the solid waste system on an annual basis to replace equipment and facilities as needed.

Policy 5.2

Brevard County shall implement ~~partial~~ Closure Plans (as required by Chapter 62-701, F.A.C.) for the Sarno Road Class III landfill and the Central Disposal Facility Class I landfills.

Policy 5.3

~~Brevard County shall review and update the capital improvements program annually.~~

GOAL 2

BREVARD COUNTY SHALL ENSURE A SAFE, ENVIRONMENTALLY SOUND, AND EFFICIENT COUNTY-WIDE HAZARDOUS MATERIALS MANAGEMENT SYSTEM.

Hazardous Waste

Objective 6

Brevard County shall increase public awareness of the nature, harmful effects, and proper disposal methods associated with hazardous wastes through public information programs. Information on source reduction and recycling of hazardous wastes shall also be made available.

Policy 6.1

~~All appropriate public agencies and organizations should develop and implement public information programs.~~

~~Criteria Criterion:~~

~~County shall continue to disseminate information to the public regarding its programs at its facilities and via information programs to schools, and to advise the commercial sector on the proper handling and disposal of hazardous wastes.~~
County shall continue to disseminate information to the public ~~develop and implement and provide~~ public information programs to residents and schools and ~~continue to disseminate information to the public~~ regarding its household hazardous waste collection programs ~~at its facilities and via information programs to schools,~~ and the County shall also continue to advise the commercial sector on the proper handling and disposal of hazardous wastes.

Policy 6.2

Brevard County shall research, compile and disseminate hazardous waste information on hazardous waste source reduction and recycling to homeowners and businesses to help facilitate source reduction and recycling of hazardous wastes, including, but not limited to such as batteries, fluorescent lamps, mercury devices, paints, pesticides, oil, etc.

Criteria Criterion:

~~Brevard County shall research and compile information from available sources on hazardous waste source reduction and recycling possibilities.~~

Policy 6.3

~~Brevard County shall continue to publish solid waste recycling information guides to help facilitate the recycling of waste materials, including, but not limited to such as batteries, fluorescent lamps, mercury devices, paints, pesticides, oil, etc.~~

Enforcement

Objective 7

Brevard County shall establish and maintain programs and enforcement mechanisms to ensure that all users of hazardous materials and generators of hazardous waste properly transport, store, and dispose of hazardous waste.

Policy 7.1

Brevard County shall continue ~~and expand~~ to operate the household hazardous waste collection centers ~~or system~~ to manage ~~receive~~ hazardous wastes from ~~households~~ residents and facilitate the proper management of hazardous waste, ~~small~~ from small businesses, and other low-volume generators.

Policy 7.2

Brevard County shall, where appropriate, incorporate into the Brevard County Code by reference all state statutes relating to environmental pollution or hazardous materials.

Policy 7.3

All hazardous waste incineration or treatment facilities ~~units~~ and specialized units shall be required to acquire any and all county, state and federal permits.

Criterion:

~~Hazardous waste shall be incinerated only in accordance with applicable standards of the State of Florida and Brevard County.~~

Policy 7.4

Brevard County shall train and equip all involved enforcement and compliance personnel to ensure adequate enforcement of local hazardous materials codes.

Policy 7.5

Brevard County's Natural Resources Office shall maintain a hazardous waste assessment, notification and verification program in accordance with Chapter, 62-731, F.A.C.

Emergency Response

Objective 8

Brevard County shall provide adequate emergency response and cleanup capabilities for the uncontrolled or accidental releases of hazardous materials.

Policy 8.1

The County ~~hazardous materials emergency response team~~ Brevard County Fire Rescue Special Operations Team shall be maintained, and provided with adequate training and equipment (including a field communication network) on a permanent basis.

Policy 8.2

Operating costs shall be recovered from parties responsible for the cause of hazardous material incidents.

Policy 8.3

Brevard County shall maintain and expand a hazardous materials computer database (accessible to other County Departments) which identifies the characteristics, locations, types, and quantities of hazardous materials for emergency response purposes.

Hazardous Waste Collection

Objective 9

~~Brevard County shall implement~~ a program to assess the present and future facility needs for the collection and consolidation of household hazardous wastes ~~generated by Brevard County.~~

Policy 9.1

Brevard County shall maintain household hazardous waste collection centers ~~station at the Central Disposal Facility~~ at the County's solid waste facilities and provide, ~~where feasible,~~ recycling services for wastes collected, where feasible.

Policy 9.2

~~Brevard County shall explore the establishment of additional transfer facilities within the County.~~

Intergovernmental Coordination

Objective 10

~~Brevard County shall continue coordinating with the County Departments involved in hazardous material management. Public and private sector entities will be encouraged to become involved in the development of an optimal hazardous materials management system.~~

Policy 10.1

Establish a Hazardous Materials Task Force to be responsible for preparing recommendations and implementing programs and activities that would provide for an efficient and safe Hazardous Materials Management System.

Policy 10.2

Brevard County shall establish a hazardous materials incident procedure which describes all involved departments' role and assures the proper handling of the event.

Criteria:

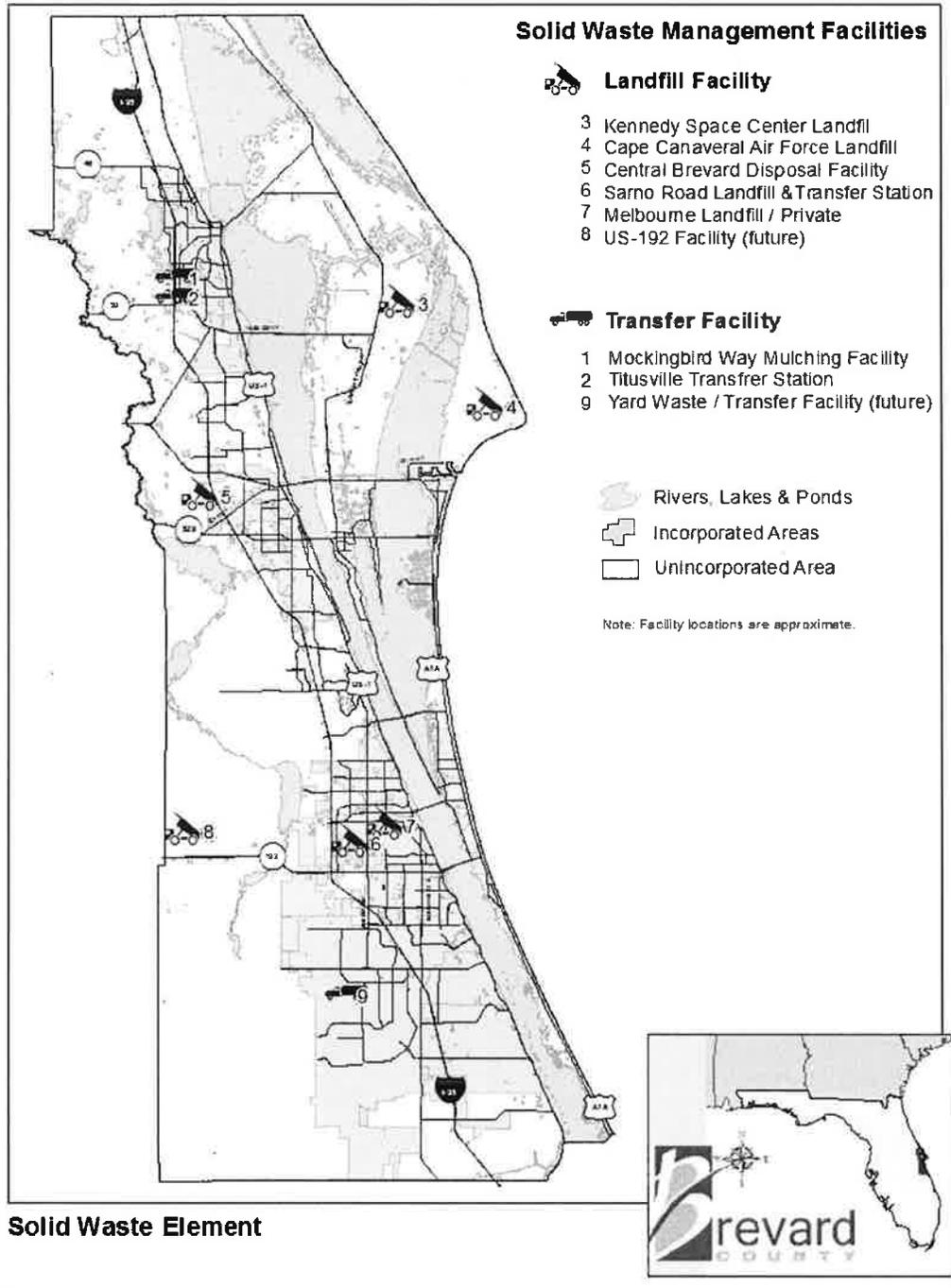
A. The purpose of the Hazardous Materials Task Force shall be to coordinate a county wide effort to develop an optimal hazardous materials management system.

B. The Hazardous Materials Task Force should be comprised of, but not limited to, representatives from all relevant agencies and organizations.

APPENDIX

LIST OF MAPS

<u>Map</u>	<u>Name</u>
1	Solid Waste Management Facilities



**Map 1
Solid Waste Management Facilities**

SOLID WASTE AND HAZARDOUS MATERIALS ELEMENT

November 2017/December 2009

CHAPTER IX

TRANSPORTATION ELEMENT

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GOALS, OBJECTIVES AND POLICIES

GOAL

A SAFE, CONVENIENT AND ENERGY EFFICIENT TRANSPORTATION SYSTEM IN BREVARD COUNTY THAT SUPPORTS THE COMMUNITY DEFINED BY THIS COMPREHENSIVE PLAN AND ENHANCES THE MOBILITY OF PEOPLE AND GOODS WHILE REDUCING RELIANCE UPON THE AUTOMOBILE AND MINIMIZING IMPACTS TO NEIGHBORHOODS, CULTURAL RESOURCES AND NATURAL HABITATS.

Monitoring and Evaluation

Objective 1

Routinely monitor and evaluate the performance of county and state roadways and other modes (bicycle, pedestrian, transit, port, airport, and rail facilities) as appropriate.

Policy 1.1

Brevard County shall participate with the ~~Spacecoast~~ Space Coast Transportation Planning Organization (TPO), the Florida Department of Transportation (FDOT) and other local governments to establish a performance monitoring system for arterial and collector roadways.

Criteria:

- A. Brevard County should, at a minimum, utilize the traffic count data provided annually by the ~~Brevard Spacecoast~~ Coast TPO. The ~~Spacecoast~~ Coast TPO annually conducts and publishes traffic counts on arterial and collector roadways, in cooperation with the local governments and the FDOT.
- B. Brevard County shall coordinate with the ~~Spacecoast~~ Coast TPO Transportation Planning Organization, the Florida Department of Transportation (FDOT), and the municipalities to develop, enhance and maintain a centralized transportation data reporting system.
- C. Brevard County shall monitor and assist in developing the "State of the System Report" published annually by the ~~Brevard Spacecoast~~ Coast TPO. The report monitors trends, conditions and performance in the following areas:
 1. System Trends and Conditions
 - a. Vehicle Miles of Travel (annual and daily vehicle miles traveled by total system, sub-area and per capita)

- b. Roadways Operating at Congested Conditions (number of lane miles and VMT operating >0.85 Maximum Acceptable Volume)
 - c. Duration of congestion (number of lane miles with congestion >0.85 Maximum Acceptable Volume for one or more hours per day.
 - d. Use of Transit (annual number of transit trips and vehicle revenue miles)
2. Roadway Segment Condition
- a. Severity of existing congestion
 - b. Severity of congestion by ~~2020~~ 2040, or the horizon year of the latest adopted Space Coast TPO Long Range Transportation Plan, with no improvements
 - c. Number of vehicles affected
 - d. Intermodal connectivity and economic significance
 - e. Crash history
 - f. Hurricane evacuation route designation
 - g. Prior funding commitments
- D. The State of the System Report shall be provided to the local governments and the FDOT for the purpose of analyzing levels of congestion, determining appropriate mitigation measures, and shall be considered when prioritizing and programming local, state and federal transportation improvement funds.

Policy 1.2

Brevard County should develop a roadway classification system appropriate for Brevard County roads that is based on actual roadway and travel characteristics.

Criteria:

- A. Brevard County should base this classification system on the Federal Functional Classification System and should refine this system to address local needs.
- B. Brevard County, in cooperation with the ~~Brevard Space Coast~~ Space Coast TPO and the municipalities, should periodically review the Federal Functional Classification System to insure the classification addresses local conditions.
- C. ~~The T~~ T ~~traffic circulation maps (Maps 1A and 1B)~~ shall be based on the Federal Functional Classification System.

Policy 1.3

Brevard County shall maintain level of service (LOS) standards for all county

arterial and collector roadways.

Criteria:

- A. The level of service standards are as follows:
 - 1. Brevard County arterial and collector roadways within the urban area boundary: Level of Service E for roadways under 35mph. Level of Service D for roadways greater than 35mph.
 - 2. Brevard County arterial and collector roadways within the rural area, except as noted above: Level of Service ~~D~~ C.
 - 3. State arterial roadways (excluding Florida Intrastate Highway System) within the urban area boundary: As adopted by FDOT
 - 4. State arterial roadways (excluding Florida Intrastate Highway System), outside the urban area boundary (rural area): As adopted by FDOT

- B. The level of service standards for the Florida Intrastate Highway System (Interstate 95 and SR 528 shall be established by FDOT. In general, the standards are LOS ~~E~~ D within the urban area boundary and LOS ~~D~~ C outside the urban area boundary.

Policy 1.4

Brevard County shall maintain a two-tiered level of service analysis procedure where the FDOT generalized level of service tables are used for a first-tier analysis and a more detailed analysis is performed on those roadways experiencing significant congestion.

Criteria:

- A. The level of service analyses should be coordinated with affected local governments.

- B. The level of service analysis should be incorporated into the Space~~east~~ Coast TPO's congestion management system, where applicable.

- C. The level of service analysis should be incorporated into Brevard County's concurrency management system, where applicable.

Policy 1.5

Brevard County shall monitor high accident locations and coordinate with other agencies as appropriate to address safety deficiencies. High-accident locations may be identified through the Community Traffic Safety Team, an intergovernmental and interagency group formed to address safety issues.

Policy 1.6

Brevard County shall participate with the Space~~east~~ Coast TPO in the operation of

the Congestion Management System (CMS).

Criteria:

- A. The CMS shall contain the numerical indicators against which the achievement of area's mobility goals can be measured.
- B. Space Coast Area Transit should participate in the CMS process, since the CMS addresses both highway and non-highway modes.

Policy 1.7

Brevard County should explore the availability and/or development of performance indicators for other modes and incorporate such indicators into the county's improvement programming decisions as appropriate.

Prioritization of Transportation Improvements

Objective 2

Major transportation improvements shall be identified based on need, incorporate accepted design standards and be consistent with the Comprehensive Plan.

Policy 2.1

Using the performance monitoring documents identified under Objective 1, Brevard County shall develop short-range (1-5 years) and long-range (6-15 years) transportation improvement programs for the expenditure of county transportation funds.

Criteria:

- A. Short-range and long-range transportation improvement programs shall be financially structured as follows:
 - 1. The short range transportation improvement program shall be financially feasible by having available revenues from committed funding sources for the first three years. Years 4-5 shall have or will have available revenue from committed or planned funding sources.
 - 2. The long range transportation improvement program shall be structured to achieve or maintain the adopted Levels of Service by utilizing the best available information on projected population growth and demands on the transportation system.
 - 3. The short range transportation improvement program shall be evaluated and modified as necessary on an annual basis as part of the annual update of the Capital Improvements Element.

- B. Transportation improvement programs should be multi-modal, including consideration of modes other than automobile.
- C. Transportation improvement programs should be flexible and responsive to community needs.
- D. Transportation projects should strive to incorporate a balance between mobility and quality of life.
- E. Brevard County's short range transportation improvement program should be identified in the Brevard County Capital Improvements Plan (CIP).
- F. Brevard County's long range transportation improvement program should be coordinated with the TPO Long Range Plan and the Florida Transportation Plan.
- G. Brevard County shall investigate and pursue additional funding sources for the long range transportation improvement program.

Policy 2.2

Using the performance monitoring documents identified under Objective 1, Brevard County shall assist the ~~Brevard~~ Space ~~e~~Coast TPO in developing short-range (13-5 years) and long-range transportation (65-20 years) improvement programs for the expenditure of state and federal transportation funds within Brevard County.

Policy 2.3

Brevard County design standards shall incorporate generally accepted traffic, multi-modal and transportation engineering standards as appropriate.

Criteria:

- A. Land development regulations and county design policies shall be reviewed periodically to ensure consistency with generally accepted traffic, multimodal and transportation engineering standards.
- C. Benefit/cost ratio, aesthetics, neighborhood preservation, demand, user-types and available funding, may also be considered in establishing or waiving design standards, without compromising public safety.
- D. Brevard County may consider design initiatives proposed by the private sector that do not compromise public safety.
- E. Locally initiated regulations and policies may also be developed to allow

innovative designs that do not compromise public safety.

Policy 2.4

Major transportation system improvement proposals and associated ancillary facilities shall be thoroughly evaluated for consistency with the Comprehensive Plan, applicable Florida Statutes and federal regulations to minimize adverse environmental impacts and maximize economic and social benefits. A “major improvement” could involve roadway, rail, airport, port and/or other mode.

Criteria:

- A. Adequate project data, including an analysis of benefits, impacts, and proposed mitigation measures should be provided. As appropriate, the following items should be considered:
 - 1. Current and future public need;
 - 2. Project impacts to natural resources, including floodplains, aquifer recharge areas, soils, wetlands, surface water, groundwater, drainage, natural communities and wildlife, spheres of influence, air quality, and species listed as endangered, threatened or species of special concern as designated by federal, state or local agencies;
 - 3. Project impacts to significant historical and archaeological resources such as those listed on the National Register of Historic Places or Florida Master Site File;
 - 4. Noise and visual implications, including the provision of adequate landscaping;
 - 5. Management of hazardous materials including emergency planning, emergency response, spill control and spill prevention;
 - 6. Hurricane evacuation strategies and capacities;
 - 7. Project impacts to the local economy, including wages and job generation;
 - 8. Project impacts to the intraregional mobility function of the Florida Intrastate Highway System;
 - 9. Land use compatibility with existing and future development including established neighborhoods;
 - 10. Proliferation of urban sprawl as defined in Florida Statutes;
 - 11. Long term maintenance responsibilities;
 - 12. Capacity of other infrastructure, such as water and sewer, to accommodate the project and/or ancillary elements associated with the project.

- B. The Board of County Commissioners shall determine consistency of a major transportation system improvement with the Comprehensive Plan upon review and consideration of all technical data and analysis,

recommendations of the staff, Local Planning Agency and input from the public.

Policy 2.5

Brevard County recognizes that visually attractive roadways are an asset to the community and shall consider landscaping opportunities within ~~ensure all~~ future county major roadway improvement projects and funding contain adequate funds for the design, installation and maintenance ~~of landscaping~~.

Criteria:

- A. Roadway landscaping design should consider the following at a minimum:
 - 1. To ensure vehicular safety, professionally accepted roadway design standards consistently applied should guide the selection of plant materials, street furniture and other landscape elements.
 - 2. Methods to reduce long term maintenance requirements, such as xeriscaping or self-sustaining vegetation, should be considered.
 - 3. Native vegetation should be considered.
 - 4. Landscaping should not compromise pedestrian and bicycle safety by creating visual barriers at intersections, for example.
 - 5. Irrigation requirements, costs and availability, including reuse water, should be evaluated.
- B. Brevard County should consider innovative public and private sector cooperative landscaping maintenance programs such as "adopt-a-median".
- C. Brevard County should coordinate with other local governments or agencies to address the visual appearance and landscaping of gateway roads leading into the county and/or to major tourist destinations.

Policy 2.6

Brevard County shall monitor the needs of the coastal population and identify major transportation improvements to maintain performance levels, as set forth in the Coastal Management Element, for ensuring timely evacuation prior to an impending natural disaster.

Policy 2.7

The improvements identified in the Capital Improvements Element and the ~~Brevard~~ Space Coast TPO's Long Range Transportation Plan and Transportation Improvement Program represent projects that may become part of Brevard County's future transportation network (~~potential improvements are identified on Maps 1A and 1B~~).

Policy 2.8

In addition to the projects contained in the documents identified in Policy 2.7, Brevard County should consider supporting roadway improvement projects that:

- A. Provide additional capacity necessary to accommodate planned growth;
- B. Establish corridors parallel to existing congested roadways;
- C. Improve roadway continuity;
- D. Provide operational and safety benefits to various transportation modes using the corridor;
- E. Enhance evacuation and public safety capability;
- F. Upgrade inadequate stormwater management systems; or
- G. Reconstruct existing roads to address maintenance, bicycle and pedestrian, safety, transit, appearance or access management concerns.
- H. Are consistent with the State Comprehensive Plan and limit urban sprawl.

Policy 2.9

The land development regulations shall implement ~~include a the~~ Transportation Corridor Management Area Ordinance for the St. Johns Heritage Parkway. This code section shall be reviewed periodically for consistency with all which should be consistent with the Preliminary Design and Engineering Studies and all Final Design and Engineering plans Study prepared for this corridor on behalf of Brevard County. by Parsons Transportation Group for the Brevard County Metropolitan Planning Organization and accepted by the Federal Highway Administration in December, 2003. The Transportation Corridor Management Ordinance should be adopted prior to the County granting any development orders for projects impacting the location of the corridor identified on the Transportation Element Map #3.

Policy 2.10

~~By 2010,~~ Brevard County continue to maintain~~shall incorporate~~ a comprehensive access management policies~~program~~ for roadways within Brevard County within the land development regulations.

Concurrency Management

Objective 3

Brevard County shall implement methods to prevent future transportation system deficiencies.

Policy 3.1

Brevard County's adopted Concurrency Management System shall continue to monitor the roadway system in order to identify when proposed development may degrade a roadway (excluding the Florida Intrastate Highway System) below an acceptable level of service.

Policy 3.2

Land use changes may be considered as a means to reduce transportation demand, when providing transportation improvements is too costly or has significant community impact.

Policy 3.3

Brevard County recognizes that land uses outside the jurisdiction of Brevard County have significant impacts on Brevard County roadways.

Policy 3.4

Brevard County should continue to implement measures that facilitate the preservation of right-of-way for transportation facilities including but not limited to roadway, transit, and pedestrian facilities.

Policy 3.5

Brevard County shall encourage the use of transportation demand management strategies as a means to reduce peak hour travel demand and the number of vehicle miles traveled in the region.

Criteria:

- A. Developments of Regional Impact (DRI) review shall specifically include consideration of transportation demand management strategies.
- B. Brevard County shall contact major employers, operators of major traffic generators and major educational facilities to encourage staggered work hours, ridesharing and other strategies in those areas where major arterials are near deficiency.
- C. Space Coast Area Transit should continue to provide carpool matching services, park and ride facilities and vanpool support in addition to more traditional transit services.
- D. Brevard County should develop draft incentive measures for the private

sector to promote alternatives to the single-occupant vehicle as the primary means of transportation.

Policy 3.6

Brevard County shall encourage the use of transportation systems management strategies to preserve the capacity of existing transportation systems.

Criteria:

- A. Brevard County shall review arterial and collector corridors that are nearing deficiency for opportunities to increase capacity through transportation management strategies.
- B. Where feasible, transportation system management strategies shall be incorporated into major roadway improvement projects to maximize future capacity.
- C. Brevard County shall follow accepted industry-standard traffic and transportation design standards to guide the implementation of transportation systems management strategies. Such standards may apply to the provision of driveway access, bicycle facilities, traffic signals, transit facilities, and intersection design.

Policy 3.7

Brevard County shall maintain and enforce land development regulations that improve the safety of motorists, pedestrians and bicyclists in accordance with the following criteria:

Criteria:

- A. Minimize points of conflict along local roadways from driveway connections and other access points.
- B. Identify, evaluate and mitigate, as appropriate, potential traffic safety hazards within the traffic impact area of a proposed major project.

Policy 3.8

The following ~~state road~~transportation routes are classified as limited access roadways: SR 407, SR 528, I-95, and SR 404 (Pineda Causeway ~~and Extension~~). ~~The~~ Portions of the Pineda Extension and St. Johns Heritage Parkway controlled by Brevard County (Map 2A and Map 2B) shall be classified as a limited access roadway and is subject to the following conditions:

- A. ~~The access points for the Pineda Extension are shown on Map 2A and Map 2B.~~

- A. Access to this roadway should be limited to maximize its function as a hurricane evacuation route and as a primary traffic route.
- B. The classification of this route as a limited access roadway shall not prohibit pedestrian or bicycle usage in the right of way (ROW) or on the roadway.
- C. The above criteria shall not apply to those limited access facilities controlled by the Florida Department of Transportation.

Multi-modal Transportation

Objective 4

Brevard County shall encourage multi-modal transportation alternatives that accommodate existing and proposed major trip generators and attractors.

Policy 4.1

Brevard County shall emphasize safety and convenience in the location, design and construction of bicycle and pedestrian facilities.

Criteria:

- A. The Space Coast TPO shall guide and promote a countywide perspective in planning and implementation of facilities to accommodate bicycle and pedestrian needs.
- B. Brevard County should continue to designate a portion of local option gas taxes, transportation impact fees and other revenues for bicycle and pedestrian projects.
- C. Bicycle and pedestrian facilities shall be included as a standard component in the planning and development of transportation facilities. Bicycle and pedestrian facilities shall be established in conjunction with the construction, reconstruction or other significant change of any major county roadway, provided their establishment would not be contrary to public safety or their cost would not be excessively disproportionate to the need or future use.
- D. Brevard County shall continue to maintain land development regulations that accommodate bicycling and walking and consider consideration for bicycle and pedestrian facilities in the site plan development review process and shall periodically (1-3 year intervals) review land development regulations relating to bicycle and pedestrian design standards and land use strategies that accommodate bicycling and walking.

Policy 4.2

Transit should routinely be considered as an alternative to roadway widening and as a supplement to roadway improvement projects.

Criteria:

- A. Brevard County should promote and encourage the use of public transit and should continue efforts to improve the public transportation system, based upon the adopted Transit Development Plan, ~~upon~~ public input and ~~upon~~ availability of resources.

- B. Land development regulations should be maintained periodically (1-3 year intervals) reviewed to ensure that development allows and encourages accessibility to public transit and incorporates improvements in compliance with ADA standards.

Policy 4.3

Brevard County shall work cooperatively with the municipalities to establish parking strategies and to identify potential park-and-ride sites and encourage their development through joint projects with the Florida Department of Transportation.

Policy 4.4

Brevard County shall continue to promote and encourage expansion of the vanpool program to the extent resources are available and based on demand for the service.

Policy 4.5

Brevard County shall continue efforts to provide services to the "transportation disadvantaged" to the extent resources are available.

Criteria:

- A. The scope and methods by which transportation disadvantaged services will be provided will be outlined in the adopted Transportation Disadvantaged Service Plan and Transportation Development Plan.

- B. Brevard County should participate in the area's welfare-to-work plan that addresses welfare-related transportation issues, recognizing the important role transit can play in assisting in the transition from welfare to employment.

Airport, Sea Port, Spaceport and Rail Facilities

Objective 5

Brevard County shall encourage the use and expansion, as needed, of Brevard County port, airport, and rail facilities for the safe, efficient and timely movement of goods and passengers.

Policy 5.1

Brevard County should continue to participate in the review of the development plans or airports within Brevard County and support those development plans which are consistent with the Brevard County Comprehensive Plan and compatible with surrounding land uses as designated by the Future Land Use Element.

Criteria:

- A. Brevard County shall support environmentally and economically sound development of Valkaria Airport, which should be developed to serve general aviation traffic as its primary purpose, as may be determined by the Board of County Commissioners, based upon public input and findings of fact.

- B. Brevard County shall support environmentally and economically sound development of Space Center Executive, Merritt Island and Dunn Airports, as may be determined by the Board of County Commissioners and the TICO Airport Authority, based upon public input and findings of fact.

Policy 5.2

Brevard County should support the development and maintenance of a comprehensive rail system to meet current and future needs and further economic growth of the County, to the extent that the development is compatible with the Brevard County Comprehensive Plan.

Policy 5.3

Brevard County shall encourage aerospace industry related development in the Gateway Center/Spaceport Florida area and other areas in proximity to the Kennedy Space Center and other areas in Brevard County.

Policy 5.4

Brevard County should continue to participate in the review of the development plans for Port Canaveral and encourage utilization of the Port's lands for water-dependent uses and uses which support or augment port-related activities, provided that they are consistent with the Brevard County Comprehensive Plan; specifically the Future Land Use Element, the Coastal Management Element, and the Conservation Element.

Policy 5.5

The location of new water-dependent businesses in the vicinity of Port Canaveral

shall be in compliance with the Brevard County Comprehensive Plan.

Criteria:

- A. Brevard County shall not permit heavy industrial development along the Barge Canal.
- B. Development orders for projects adjacent to the Barge Canal shall provide for the mitigation of off-site negative impacts on natural and historic resources and land uses.

Policy 5.6

Brevard County shall coordinate with Port Canaveral, as described in the Brevard County Peacetime Emergency Plan, for evacuation from natural disasters.

Policy 5.7

Brevard County will evaluate and implement, as appropriate, strategies to improve intermodal access to seaport, spaceport, airports and rail facilities when such needs or deficiencies are identified.

Land Use and Transportation Coordination

Objective 6

Brevard County recognizes the inter-relationship of land use patterns and transportation needs and shall implement methods to address land use/transportation interactions.

Policy 6.1

Brevard County shall continue, in cooperation with the cities, the practice of information sharing using Geographic Information Systems technology and other electronic data sharing methods.

Policy 6.2

Brevard County shall continue to analyze the feasibility of using marginal cost pricing as a method to determine the costs and benefits of development patterns.

Policy 6.3

Brevard County shall continue to conduct small area planning studies that analyze land use and transportation relationships in a specific area.

Policy 6.4

Brevard County shall utilize ~~consider using~~ the most up to date version of the Central Florida Regional Planning land use/transportation Mmodel of the Brevard TPO to

determine future transportation improvement needs.

Policy 6.5

Brevard County shall continue to implement land use development standards which protect the port, airport, spaceport, rail, and related facilities from the encroachment of incompatible land uses.

Policy 6.6

Brevard County land development regulations should encourage land use patterns and site planning that can be economically and conveniently served by transit, bicycle and pedestrian modes.

Policy 6.7

Brevard County shall coordinate the siting of new, or expansion of existing, ports, airports, or related facilities with the future land use, coastal management, and conservation elements.

Public Participation

Objective 7

Brevard County shall encourage public involvement in the transportation planning process.

Policy 7.1

Brevard County shall continue to use citizen advisory committees for particular projects, drawing the committee members from users, residents, businesses and property owners in the affected area.

Policy 7.2

Brevard County shall continue to encourage public involvement in specific projects through the use of surveys, speaking engagements and user-friendly public meetings and workshops to augment the input from advisory committees.

Policy 7.3

Brevard County shall incorporate, where feasible, input from all credible public sources, to guide transportation decision-making.

Policy 7.4

Brevard County shall continue to participate in the public involvement efforts of SCAT, FDOT, Space Coast TPO and other related agencies as necessary.

Intergovernmental Coordination

Objective 8

Brevard County shall pursue intergovernmental coordination to address transportation system improvements.

Policy 8.1

Brevard County should coordinate with the ~~Brevard~~ Space Ceast TPO, FDOT, the East Central Florida Regional Planning Council (ECFRPC) and local governments to ensure an integrated and comprehensive transportation planning process. ~~(The role of the various transportation planning agencies is summarized in the Data and Analysis section.)~~

Criteria:

- A. Brevard County shall, when timely and appropriate, review local government Transportation Elements, the Regional Policy Plan, modal agency plans and the TPO long range plan. An objective of the review will be to assess potential impacts on county facilities and policies posed by the programs and projects contained in the plans.
- B. Brevard County shall prepare the Transit Development Plan, the primary strategic plan for Space Coast Area Transit, every three years as required by FDOT. The Transit Development Plan shall be developed with proactive public and interagency involvement and shall identify specific, achievable short and long-range improvement projects and policy actions that can enhance transit services and ridership in Brevard County.
- C. Brevard County shall continue to participate in the Space Ceast TPO planning process which is the primary forum for cooperative decision-making on regional transportation policy and planning. Through the Space Ceast TPO and in cooperation and coordination with other local governments and FDOT, the County shall:
 1. Review and evaluate access to intermodal facilities located in the County. Agencies such as the Canaveral Port Authority, Orlando Melbourne International Airport and the Spaceport Florida Authority are largely independent of the Board of County Commissioners. The TPO is the designated forum for review of impacts on regionally significant transportation facilities generated by these agencies and for the identification of improvements needed to enhance access.
 2. Continue to participate in the updates of the Space Ceast TPO long range transportation plan. The update process follows guidance

- issued by FDOT and the Federal Highway Administration.
3. Continue to participate in the Space Ceoast TPO Technical Advisory Committee; Bicycle, Pedestrian and Trails Advisory Committee; and Growth Management Subcommittee, allboth of which include representatives from all local governments and transportation agencies. These committees discuss transportation planning, programming and prioritization issues common to local governments and transportation agencies.
 4. Participate with other local governments and affected agencies in the update of the Space Ceoast TPO Bicycle, Pedestrian and Trails Mobility Plan and in the development of the Brevard County Linear Parks and Greenways Plan. ~~It is anticipated all three plans will be developed by the MPO Spacecoast TPO by the end of 2001.~~
 5. Participate in the transportation monitoring and prioritization process administered by the TPO. Through the TPO's annual regional monitoring program (see Policy 1.1), roadway improvement needs shall be identified. Projects requiring state and federal funds shall be submitted to the Space Ceoast TPO for prioritization prior to transmittal to FDOT. The roadway improvement needs information shall also be evaluated when identifying projects to implement with local Brevard County Funds.

~~D. — Brevard County should continue administration of the Planning Coordinating Committee, which includes representation from all local governments for the purpose of discussing common planning issues.~~

DE. Brevard County shall enter into agreements as necessary with other governmental entities to define the mechanisms, strategies and mutual commitment to a coordinated transportation planning, review and/or impact assessment process.

Policy 8.2

Brevard County shall promote interagency coordination of transportation activities that will ensure the orderly development of highway, water, rail, and air transportation facilities.

Criteria:

- A. Brevard County shall provide opportunities for the Canaveral Port Authority to review and comment on natural resource management plans that may impact the Port.
- B. Brevard County should enter into agreements as necessary with other modal

agencies to define the mechanisms, strategies and mutual commitment to a coordinated transportation planning, review and/or impact assessment process.

- C. Brevard County shall coordinate its operation of and improvements to the transportation system with the plans and programs of the Brevard Space Coast TPO, Canaveral Port Authority, the TICO Airport Authority, and the Florida East Coast Railroad.
- D. Brevard County shall coordinate its operation of and improvements to the transportation system with the FDOT's "Florida Transportation Plan" and Adopted Work Program.

Scenic Highways

Objective 9

Brevard County shall take actions necessary to establish and maintain a roadway network that enhances the social and natural environment while minimizing any potential negative impacts.

Policy 9.1

The following are designated as scenic roadways in order to preserve the adjacent natural features:

1. U.S. 1, from the intersection of SR 46 to Volusia County Line;
2. SR 46, from a point 1.75 miles west of I-95 to Volusia County Line;
3. SR 50, from a point 1.25 miles west of I-95 interchange to the Orange County Line;
4. SR 405, from its intersection with SR 50 eastward to the boundary of the Kennedy Space Center;
5. U.S. 1, from the south corporate limits of the City of Titusville to Golden Knights Boulevard;
6. SR 407, entire length;
7. SR 528, entire length;
8. SR 524, entire length;
9. SR 520, from intersection of SR 524 to the Orange County Line;
10. SR 3, from SR 528 to the boundary of the Kennedy Space Center;
11. Tropical Trail, entire length;
12. SR 515, from northern terminus to north corporate limits of the City of Cocoa, and from the south corporate limits of the City of Rockledge, to the southern terminus of SR 515;

13. SR 404, entire length;
14. Wickham Road, from SR 404 intersection to I-95;
15. SR A1A, from southern corporate limits of City of Melbourne Beach to the Indian River County Line;
16. U.S. 1, from southern corporate limits of the Town of Malabar to the Indian River County Line;
17. Babcock Street, from southern corporate limits of the City of Palm Bay to the Indian River County Line;
18. U.S. 192, from a point of the 1.75 miles west of I-95 to the Osceola County Line;
19. U.S. 1, east side, from the south corporate limits of the City of Rockledge to the northern corporate limits of the City of Melbourne;
20. SR A1A, unincorporated areas, between south boundary of Patrick Air Force Base and north boundary of the Town of Indialantic.

Policy 9.2

Brevard County shall encourage the protection and preservation of scenic features through implementation of the following:

Criteria:

- A. Property owners along designated roadways shall be encouraged to preserve trees and vegetation during development of these properties.
- B. Billboards and other physical barriers, such as fences, exceeding four feet in height, excluding primary and accessory structures, that interfere with or prevent visual access to the scenic qualities of the roadways designated as scenic resources, shall be prohibited. Non-conforming existing billboards and the referenced opaque physical barriers shall be amortized.
- C. Vegetation and trees growing adjacent to scenic roadways within the rights-of-way for those roads shall be protected by the land development regulations regarding land clearing activities except in those cases involving health and safety concerns or those which would deny visual access beyond the immediate area.

Policy 9.3

The following description defines the limits of the Indian River Lagoon Scenic Highway route: the limits of the corridor begin at Ais Lookout Point, just north of the intersection of Robert Conlan Boulevard and US 1 in Palm Bay, proceed south on US 1 to the Wabasso Causeway (CR510), east across the causeway to SR A1A, north on A1A to Port Canaveral, then west on SR 528 (the Bennett Causeway) to SR 3, north to the NASA Causeway, west to US 1, north to Brewer Causeway/ Beach Road, northeast to the

Canaveral National Seashore, then south on the mainland to Ais Lookout Point to complete the circuit. The SR 520, SR 404, SR 518, and US 192 causeways are also included in the corridor as intermediate connectors. The Vision of the Indian River Lagoon Scenic Highway and the Preliminary Goals and Objectives of the Indian River Lagoon Scenic Highway, as stated in the Indian River Lagoon Scenic Highway Corridor Management Entity Agreement, shall be encouraged within the Indian River Lagoon Scenic Highway Corridor.

Roadway Network

Objective 10

Brevard County shall undertake measures designed to assist in the free flow of traffic along major roads and strive to maintain and improve the LOS on those roadways if at any time they operate at a lower LOS than the adopted standard.

Policy 10.1

The County shall continue to coordinate with the Space Coast Transportation Planning Organization and FDOT on a ~~traffic flow~~ transportation systems management and operationssystem (signal synchronization) initiatives.

Policy 10.2

The County shall continue to coordinate with the Space Coast Transportation Planning Organization and FDOT on all connections and access points of driveways and roads to county and state roadways, respectively.

Policy 10.3

The County shall maintain a record of traffic counts for major roadways in the County's network, and update those records on an annual basis.

Policy 10.4

In order to discourage urban sprawl, encourage infill development, reduce greenhouse gases and congestion, the County shall evaluate several strategies for alternatives to transportation concurrency including, but not limited to a Transportation Concurrency Management Area (TCMA), Multi-modal Transportation District (MTD), Transportation Concurrency Exception Area (TCEA) and Long Term Transportation Concurrency Management System (LTCMS) along roadways that are unable to meet level of service standards.

Complete Streets

Objective 11

Brevard County shall undertake measures to establish Complete Streets policies to enable safe access for the community. The Complete Streets program ensures that the feasibility of providing safe access for all users is considered during design of roadways.

Policy 11.1

The County shall review the existing Land Development Code for amendments to provide for the implementation of feasible Complete Streets principles, ~~by December 2012.~~

Policy 11.2

The County shall evaluate the existing review process to determine appropriate staff input during the design review process to implement feasible Complete Streets.

Policy 11.3

The County shall offer Complete Streets training opportunities, including third party trainers, to planners and engineers involved in the design review process.

Policy 11.4

The County shall encourage streets, bridges, and transit stops within the communities to be planned, designed, operated, and maintained, so that pedestrians, bicyclists, transit users and motorists of all ages and functional abilities can travel safely where feasible.

Policy 11.5

The planning for the Complete Streets Program shall consider the needs of all users, including the following elements:

Criteria:

- A. Sidewalk space for pedestrians
- B. Bike lanes or bike routes
- C. Appropriately sized travel lanes for motorized vehicles
- D. Transit vehicles, facilities and routes
- E. On-street parking where applicable
- F. Median use for traffic flow, safety, and pedestrian refuge

- G. Adequate buffer areas for pedestrian safety, utility placement, drainage, and possible landscaping
- H. Landscaping or hardscaping adding pedestrian protection
- I. Existing and future land use context of a roadway or corridor

Policy 11.6

The Space Coast TPO shall consider assisting Complete Streets corridors for jurisdictions responsible for the roadway that have adopted a Complete Streets Policy and other criteria that may be determined by the Space Coast TPO.

Policy 11.7

The Space Coast TPO may require a Corridor Feasibility Study be completed to be considered for funding assistance through the Complete Streets Program.

APPENDIX

LIST OF MAPS

Map	Title
1A	Future Transportation Corridors, North Area
1B	Future Transportation Corridors, South Area
2A	Pineda Causeway Extension (East)
2B	Pineda Causeway Extension (West)
3	St. Johns Heritage Parkway

CHAPTER X
COASTAL MANAGEMENT ELEMENT

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GOAL, OBJECTIVES AND POLICIES

GOAL

ESTABLISH GROWTH MANAGEMENT STRATEGIES THAT WILL ALLOW GROWTH TO CONTINUE WITHIN THE COASTAL ZONE WHICH DOES NOT DAMAGE OR DESTROY THE FUNCTION OF COASTAL RESOURCES, PROTECTS HUMAN LIFE AND LIMITS PUBLIC EXPENDITURES IN AREAS SUBJECT TO DESTRUCTION BY NATURAL DISASTERS.

Estuarine Pollution

Objective 1

Improve areas within the Indian River Lagoon basin with fair or poor water quality as measured by the State of Florida Department of Environmental Protection using the trophic state index, and maintain areas with good water quality.

Policy 1.1

The Brevard County Natural Resources Management ~~Department~~Office shall coordinate with the Florida Department of Environmental Protection to develop and implement Basin Management Action Plans to comply with National Pollutant Discharge Elimination System Permits and meet the Total Maximum Daily Loads established for local surface waters.

Policy 1.2

~~By 2010,~~ Brevard County shall ~~maintain~~adopt within the land development code regulations that implement standards consistent with National Pollutant Discharge Elimination System Permits and Total Maximum Daily Loads.

Policy 1.3

Brevard County shall continue to cooperate with other agencies and municipalities that perform fisheries studies and submerged aquatic vegetation mapping and use this data to assist in establishing priority areas for surface water improvement efforts. In addition, Brevard County shall coordinate the manatee protection plan with municipalities and appropriate agencies.

Policy 1.4

The Brevard County Natural Resources Management ~~Department~~Office shall review and comment, as necessary, on dredge-and-fill applications and/or Environmental Resource Permits from the Florida Department of Environmental

Protection, St. Johns River Water Management District (SJRWMD), the U.S. Army Corps of Engineers, or other appropriate agencies.

Policy 1.5

Brevard County shall continue to consider recommendations of Marine Resources Council and other appropriate groups in the development of estuarine studies.

Policy 1.6

Brevard County shall coordinate surface water management and protection efforts with the Indian River National Estuary Program (IRNEP), FDEP, SJRWMD and other appropriate agencies.

Policy 1.7

Brevard County supports coordinated regional fisheries management plans developed by the Atlantic States Marine Fisheries Commission.

Water Quality/Seagrasses

Objective 2

Improve existing water quality to enhance seagrass and other submerged aquatic vegetation quantity, health, diversity, and distribution within the Indian River Lagoon.

Policy 2.1

Brevard County shall support the St. Johns River Water Management District's (SJRWMD) mapping of submerged aquatic vegetation within the Indian River Lagoon system. Evaluation results shall be made available to municipalities and other agencies or programs. Areas that show decline should be targeted for increased watershed management, including non-point source pollution, and restoration. Management strategies shall be coordinated with the municipalities and other agencies.

Policy 2.2

Brevard County shall continue to participate in the Indian River Lagoon Advisory Committee and its associated advisory groups.

Policy 2.3

Brevard County shall continue to protect Submerged Aquatic Vegetation (SAV) from the impacts of local land development by implementing the Surface Water Protection Ordinance. At a minimum, the following criteria shall be addressed:

Criteria:

- A. Maintain upland vegetation within required setbacks to reduce runoff.

- B. Require proper use of turbidity screens during construction activities.
- C. Control discharge rates to promote on-site settlement of sediment loads and meet minimum retention requirements for runoff from storm events.
- D. Coordinate with FDEP Aquatic Preserve staff when development is within or adjacent to an aquatic preserve.

Policy 2.4

Brevard County shall address modification of existing development which does not meet stormwater management standards.

Policy 2.5

Brevard County supports the goals of the National Estuary Program's Comprehensive Conservation and Management Plan (CCMP) for recovery of the Lagoon ~~prepared by the National Estuary Program~~. This support is reflected in the strategies identified in the County's Action Plan Implementation Status Report for the CCMP.

Policy 2.6

Where possible, local stormwater, as well as state and federal surface water programs should reduce or eliminate freshwater inputs to the Indian River Lagoon via interbasin diversions.

Fisheries

Objective 3

Maintain fisheries in and adjacent to Brevard County through habitat production, maintenance and restoration.

Policy 3.1

Brevard County shall encourage habitat evaluation and fisheries studies. These studies should be coordinated with federal and state programs and funded through a combination of the proceeds from a saltwater fishing license and ~~county~~, state and federal grants.

Policy 3.2

Mosquito impoundments should be reconnected to the Indian River Lagoon where benefits can be demonstrated to increase habitat value of the impoundments and benefits to the Lagoon.

Beaches and Dunes

The four key points of reference found within this section are:

- the 1981 Florida Department of Environmental Protection (FDEP) Coastal Construction Control Line (referred to as the 1981 FDEP CCCL in this document);
- the 1986 Florida Department of Environmental Protection (FDEP) Coastal Construction Control Line (referred to as the FDEP CCCL in this document);
- the Brevard County Coastal Construction Line (referred to as the CCL in this document); and,
- the Brevard County Coastal Setback Line (referred to as the CSL in this document).

For clarification, the 1981 FDEP CCCL coincides with the Brevard County CCL, as adopted by Brevard County in Ordinance 85-17. The Brevard County CSL is described as a line which is twenty five (25) feet west by perpendicular measurement from the Brevard County CCL. In 1986, the Florida Department of Environmental Protection established a new CCCL upland from the 1981 FDEP CCCL. Any construction or clearing activities seaward of this new CCCL requires FDEP approval. Figure 1 schematically depicts the spatial relationship of these four reference lines. Figure 1 is for illustrative purposes only; actual conditions may vary with regard to the location of SR A1A.

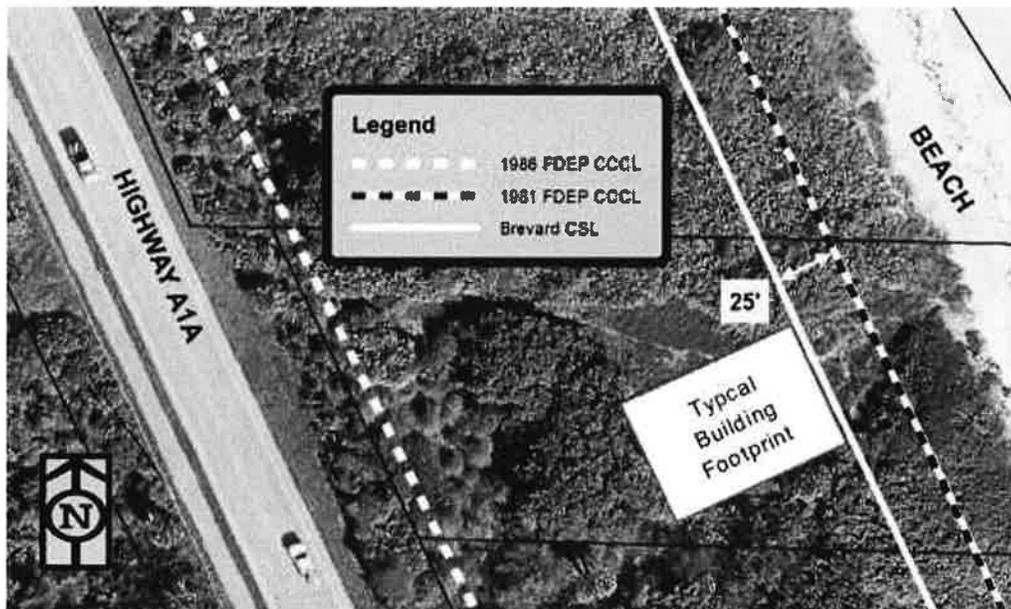


Figure 1

Note: Figure 1 is intended for illustrative purposes only. Actual conditions may vary with regard to the location of State Road A1A.

Beaches and Dunes

Objective 4

Brevard County shall implement and improve as necessary a comprehensive beach and dune management program which protects, enhances and restores a naturally functioning beach system as funding is available.

Policy 4.1

The Land Development Regulations shall maintain regulations governing the location, construction and maintenance of development adjacent to the Atlantic shoreline. Development seaward of the Florida Department of Environmental Protection (FDEP) 1981 Coastal Construction Control Line (CCCL), which coincides with the Brevard County Coastal Construction Line (CCL), shall be governed by the following conditions, at a minimum:

Criteria:

- A. Oceanfront development shall be required to maintain at least 50% of the native dune vegetation on site. Native dune vegetation seaward of the FDEP 1981 Coastal Construction Control Line (CCCL) shall not be removed unless necessary for approved emergency vehicle access or coastal protection needs.
- B. In order to maintain the freshwater lens of the surficial aquifer and reduce saltwater intrusion, post-development groundwater recharge volume and rate shall equal pre-development recharge volume and rate.
- C. No new shoreline hardening structures shall be permitted in unincorporated Brevard County south of Patrick Air Force Base (PAFB) property or within the Archie Carr National Wildlife Refuge, with exception of emergency provisions as provided for in Florida Statutes Chapter 163.3187(1)(a) "Amendment of Adopted Comprehensive Plan".
- D. North of the PAFB, no new shoreline hardening structures should be permitted.
- E. Pursuant to Criteria C and D of this policy, if a shoreline hardening structure is deemed necessary, the following criteria shall apply:
 - 1. Vertical wood or concrete structures and rock revetments shall only be approved when less structural alternatives, such as

- beach renourishment, dune restoration and sandbag systems have been determined not to be feasible.
2. All shoreline protection measures shall be designed to minimize adverse impacts to the naturally functioning beach and dune system and adjacent properties.
 3. The County may require dune restoration and revegetation as a component of the shoreline hardening approval both landward and seaward of the proposed structure.
 4. All shoreline protection shall be designed and constructed so as to not impede public access to or along the shore.
- F. Setbacks or other non-structural methods of shoreline protection shall be given the highest priority. Reducing setbacks from A1A will be considered where it is necessary to maintain and maximize setback requirements from the ocean.
- G. Reconstruction of existing hard erosion control structures which are more than fifty (50) percent destroyed should be considered new construction and should be regulated as such, except for the maintenance of existing public navigational projects, such as Port Canaveral and Sebastian Inlet.
- H. Underground storage tanks or the storage of hazardous materials are not permitted.
- I. Septic tank or septic tank drainfields shall not be permitted seaward of the Brevard County Coastal Setback Line (CSL). Septic tanks shall be located landward of the most seaward portion of the habitable structure.
- J. All activities seaward of the 1986 FDEP Coastal Construction Control Line (CCCL) shall be subject to FDEP permitting requirements.

Policy 4.2

Brevard County shall enforce development restrictions associated with the Brevard Coastal Setback Line (CSL), and the Brevard County Coastal Construction Line (CCL) and re-evaluate the effectiveness of these lines from time to time as coastline changes dictate. The County shall provide FDEP with their findings and request a review of the FDEP Coastal Construction Control Line, if deemed appropriate.

Policy 4.3

Brevard County shall continue to adopt and enforce standards for maintenance or re-establishment of dune areas. These standards shall include, at a minimum, the following provisions:

Criteria:

- A. Native dune vegetation shall be maintained on site unless removal or alteration is permitted by both Brevard County and the Florida Department of Environmental Protection, or other appropriate regulatory agency.
- B. Public and private beach access shall be allowed only at designated cross-over structures or historical access sites.
- C. Erosion control strategies will be utilized at unimproved public access sites until these can be improved or alternate access provided.
- D. Dune cross-overs, boardwalks, walkways and other permissible structures seaward of the Brevard County Coastal Setback Line shall be elevated above dune vegetation and shall be designed to allow adequate light penetration.
- E. Shore-parallel boardwalks shall be prohibited seaward of the Coastal Setback Line, except as required for handicap access.
- F. Publicly owned dunes, especially those identified for beach access sites, which have been denuded or damaged by vehicular or pedestrian traffic shall be prioritized for dune renourishment and revegetation. Improvements or erosion controls shall be implemented at the time of renourishment to prevent further site degradation.
- G. Private pProperty owners should be encouraged to re-establish dune vegetation which has been destroyed by non-designated access activities or storm damage.
- H. Structures and impacts that are necessary for public safety or meet the best public interest shall be permitted if approved by the Board of County Commissioners.

Policy 4.4

Brevard County's beach and dune restoration program shall include an analysis of environmental, financial and social criteria.

Criteria:

- A. The first priority for beach renourishment shall be given to the protection of life and property.
- B. Priority shall also be given to environmental considerations.
- C. Public areas which are heavily utilized for recreation, including surfing, fishing or swimming, shall be considered for beach or dune renourishment or restoration, as applicable. Long-term management of these areas shall be included with all site improvements.
- D. A feasibility or benefit/costs analysis should be performed for any renourishment project. Such analyses shall include, as appropriate, present and future benefits for property protection, recreation and tourism over the life of the project.

Policy 4.5

The County shall continue to utilize the information and materials available from the State regarding dune maintenance and revegetation and supplement these materials, as necessary.

Policy 4.6

Brevard County shall maintain an ongoing program to initiate and monitor data collection projects related to beach dynamics, sand transport and coastal processes. This program should include data generated by the Florida Department of Environmental Protection, the U.S. Army Corps of Engineers, the Florida Sea Grant College, universities and other appropriate agencies.

Policy 4.7

Brevard County shall develop an inter-local agreement with adjacent municipalities and the State of Florida for funding of beach maintenance and restoration programs.

Policy 4.8

Brevard County shall prohibit motorized vehicles on the dune and beach system except for governmental vehicles (police and sheriff), fire trucks, ambulances or vehicles necessary to repair utilities, or vehicles utilized during approved renourishment programs or approved scientific investigations. Pedestrian traffic within the vegetated dune areas shall be limited to emergency operations, scientific research, maintenance, cleaning or improvements as authorized by the Natural Resources Management Department Office and consistent with FDEP regulations.

Policy 4.9

Brevard County shall continue to collect and make available to the public information related to sea level changes.

Policy 4.10

Outer Continental Shelf (OCS) activities such as oil and gas exploration or mining adjacent to Brevard County are discouraged for several reasons. The County's beaches are the most heavily nested beaches by sea turtles in the western Atlantic. Impacts to water quality, beach quality and fisheries could negatively impact the threatened and endangered species that nest here. Brevard County should review and comment on all Outer Continental Shelf (OCS) and off shore drilling leases proposed for waters adjacent to the county. This policy does not discourage OCS sand and gravel mining conducted as part of Brevard County's shore protection and restoration strategy.

Water-Dependent Land Uses**Objective 5**

By 2010, Brevard County shall develop and adopt guidelines which direct the location and management of water-dependent, water-related and water-enhanced facilities, giving highest priority to water-dependent uses along the Indian River Lagoon System in order to provide for the increased demand for these facilities.

Policy 5.1

Brevard County shall continue to implement performance standards for marinas and marine-related facilities within the coastal zone which include at a minimum: setbacks, height limitations, parcel size, architectural guidelines, seagrass protection, and the protection of water quality including the maintenance and containment of stormwater runoff and wash-down water for dry storage areas. Marina performance standards shall include the following minimum criteria:

Criteria:

- A. Existing marina facilities should be allowed to continue their operation provided these facilities meet the County's adopted operational standards.
- B. While the expansion of existing facilities is preferred over construction of new facilities, the development of new marinas must remain a viable alternative as many existing marinas will not be capable of meeting adopted operational and environmental standards.
- C. Policies and incentives should encourage new and expanded marina facilities to utilize dry storage to the fullest extent possible.

- D. New marina facilities shall retain all work area runoff in a separate retention area. In addition, the first inch of stormwater runoff from a 10-year 24-hour storm shall be retained on site.
- E. Prior to operation of any new marina fueling facility, a fuel management/spill contingency plan will be developed and provided to the ~~Office of~~ Natural Resources Management Department for review. The plan shall describe methods to be used in dispensing fuel and all the procedures, methods, and materials to be used in the event of a fuel spill and shall meet Brevard County Fire Prevention Codes and Rules of the State Fire Marshall's office.

Policy 5.2

Brevard County should continue to develop and implement regulations governing live-aboards within the coastal zone. The regulations shall include the following criteria at a minimum:

Criteria:

- A. Floating structures shall be considered within live-aboard regulations. Floating structures shall be defined as: A vessel with no means of operative propulsion which is inhabited for thirty (30) consecutive days or more.
- B. Motorized live-aboard vessels shall be defined as vessels which are occupied for more than seven (7) consecutive days within Brevard County. These shall not include floating structures (as defined in Criterion A).
- C. The County shall investigate designating certain areas of the Indian River Lagoon for mooring of motorized live-aboard vessels which are not docked within marinas. Live-aboard vessels moored outside of marinas shall be required to utilize pump-out facilities or a municipal sewer facility if they are moored for over three (3) days.
- D. The County shall coordinate with the Marine Patrol to eliminate live-aboards permanently anchored outside of a marina or area specially designated for live-aboards.
- E. Floating structures shall be required to moor within marinas or to privately owned riparian property, and shall be connected to pump-out facilities or a municipal sewer facility.

- F. Live-boards shall be considered as part of the community and will be considered as residential units when assessing impacts of such development on community facilities and services.

Policy 5.3

Retrofitting or modification of existing marina facilities within the coastal zone shall be required to meet the following minimum criteria:

Criteria:

- A. Stormwater retention/detention requirements established in the Stormwater Management Criteria Ordinance as adopted on August 23, 1993.
- B. Substantially expanded marina facilities shall retain all work area runoff. For those projects with combined detention areas of five (5) acres or greater, the work area runoff shall be retained in a separate retention area. In addition, the first inch of stormwater runoff from a 10-year, 24 hour storm event shall be retained on site or shall meet the water quality standards as required by the state, whichever is more restrictive. For projects with a combined detention area of less than five (5) acres, stormwater and work area runoff may be retained in a single retention/detention area.
- C. When ten (10) slips or ten (10) percent or more of the total number of slips, whichever is greater, ~~are~~ added, pumpout facilities shall be required, as recommended by the Marine Sanitation Study (1990), sufficient to accommodate the pump-out requirements concurrent with the total number of slips.
- D. Prior to operation of any new marina fueling facility or expansion due to an existing facility, a fuel management/spill contingency plan will be developed and provided to the ~~Office of~~ Natural Resources Management Department for review. The plan shall describe methods to be used in dispensing fuel and all the procedures, methods, and materials to be used in the event of a fuel spill.

Policy 5.4

Brevard County shall ~~continue to implement~~ develop and adopt standards for marina siting within the coastal zone which shall address the following criteria at a minimum:

Criteria:

- A. All proposed marina siting projects in unincorporated areas of Brevard County shall come before the Board of County Commissioners for their

review. Marina development may be considered within any appropriate zoning classification, if it is consistent with the performance standards developed by the County. Uplands at the marina site shall be greater than or equal to one acre. Residential marinas shall be allowed as a permitted use, subject to the boat facility siting criteria established in section B below and in the policies under Objectives 3 and 9 of the Conservation Element, in all of the current conditional use zoning classifications for residential/recreational marinas, except Recreational Vehicle Park (RVP) and Government Managed Lands (GML).

- B. At the beginning of the zoning process, all marina development proposals must submit a conceptual plan to be reviewed by the Natural Resources Management Department Office for compliance with the following boat facility siting criteria:

PRELIMINARY ASSESSMENT CRITERIA

The following listed criteria are recommended as the preliminary test of suitability for boat facility siting.

1. Water Depth
 - a. Water depth at the proposed mooring area of the site shall be at least four (4) feet mean low water.
 - b. Water depth at the site must be adequate for the proposed vessel use such that there be a minimum of one foot clearance between the deepest draft of the vessel (including the engine) and the bottom at mean low water.
 - c. Proposed boat facilities in areas that contain seagrass shall not be approved unless water depth at the site's turning basin, access channel, and other such areas will accommodate the proposed vessel use to insure that a minimum of one (1) foot clearance is provided between the deepest draft of the vessel (including the engine) and the top of the resources at mean low water.
2. Seagrass
 - a. Marinas shall not be located in areas containing 10% or more seagrass.
 - b. Designated boat docking areas shall not be located over seagrasses.
 - c. Covered boat slips, covered walkways, or covered terminal platforms shall not be permitted in areas containing seagrass.
 - d. Boat docks using open mesh grating and pilings made from recycled materials (plastic/wood composites for example) are preferred to pressure treated wood. Any materials or permitted construction techniques proven to allow a minimum of 75% light transmittance may be exempt from design criteria e and f below in this subsection.

- e. For Residential Marinas, main access docks and connecting or crosswalks shall not exceed six (6) feet in width.
 - f. Access piers should be located and designed to minimize their shadowing impact on seagrass.
 - g. Reasonable alteration to these criteria may be authorized to accommodate persons with disabilities.
3. Manatee Related Best Management Practices
- a. Dock designs shall not entrap manatees or otherwise prevent them from accessing forage areas.
 - b. Docks with exposed reinforcement structures on floating docks shall be prohibited due to their potential to entrap or entangle manatees in the structure itself or in the marine debris that commonly occurs in these areas.
4. Water Quality
- a. New seawalls or bulkheads should be prohibited along the Indian River Lagoon except as provided in Brevard County Code Section 62-3666 or when the project would improve the water quality by acting as a swale and reducing the amount of pollutants which would enter the Indian River Lagoon, where the placement of a seawall does not disturb existing native vegetation, prohibit the reestablishment of native vegetation, or where the reestablishment of native vegetation is not viable.
 - b. All facilities shall adhere to the provisions for surface water protection per the guidelines set forth in Brevard County Code Section 62-3666. The provisions for a shoreline protection buffer established in the Code and Conservation Element (CE) policies include the following:
 - Class I waters - 200 foot buffer – Conservation Element Policy 3.2 A
 - Class II waters - 50 foot buffer - Conservation Element Policy 3.3 A
 - Class III waters - 25 foot buffer – Conservation Element Policy 3.4 A
 - On lots with unarmored shorelines the waterward extent of the buffer is the mean high water line. On bulkheaded lots, the waterward extension of the buffer is established by the bulkhead line. A maximum width of 25 feet or 20% (whichever is greater) may be cleared for access.
5. Powerboat-To-Shoreline Ratios
- a. **Boat Facility Siting Zone A:** In Boat Facility Siting Zone A, powerboat siting ratios shall be limited to one powerboat slip per 100 feet of contiguous linear shoreline that is owned or legally controlled by the applicant, as applied to all new and expanding boating facilities. Boat facilities in Zone A may qualify for a variance under Section e, Variance Criteria. Also, the establishment of new boating research, design, development or manufacturing facilities whose operations

include on-water testing of motorized watercraft, are prohibited from locating in uplands within Boat Facility Siting Zone A.

- b. ***Boat Facility Siting Zone B (Barge Canal):*** In Boat Facility Siting Zone B along the Barge Canal (as defined), powerboat siting ratios shall be limited to a 1:100 powerboat-to-shoreline ratio (tied to a parcel's deed). Any boat facility, which desires to exceed the 1:100 powerboat-to-shoreline ratio, must acquire additional development rights from other properties, which have linear shoreline parallel to the Barge Canal and adjoin the Port Canaveral control easement. Any development rights transferred must be recorded on both the selling and receiving parcels deeds.
- c. ***Boat Facility Siting Zone C (Port Canaveral Harbor):*** In Boat Facility Siting Zone C, there shall be no powerboat-to-shoreline restrictions within the Canaveral Harbor provided current slow speed regulations remain in effect.
- d. ***Boat Facility Siting Zone D:*** The map features described in Table 1 below are to be applied in Boat Facility Siting Zone D. Manatee habitat feature points per Table 1 shall be determined using the map series and data update schedule identified in Appendix C of this Element and using current site surveys for seagrass. In Boat Facility Siting Zone D, Manatee habitat feature points from Table 1 shall be summed and the sum shall be used in Table 2 below to determine the applicable powerboat-to-shoreline ratio per 100 feet of contiguous owned or controlled linear shoreline.

Table 1

Limiting Habitat Features	Criteria for Evaluation (each increases the number of habitat features by 1, unless otherwise specified)
Manatee Abundance	<p>1st level: 10 or more manatees observed/overflight within 5 mile radius (1 point)</p> <p>2nd level: 25 or more manatees observed/overflight within 5 mile radius (2 points)</p>
Manatee Mortality	<p>1st level: # of watercraft mortalities within a 5 mile radius/total number of watercraft mortalities in Brevard (≥ 0.05 is significant) (1 point)</p> <p>2nd level: # of watercraft-related deaths within a 5 mile radius in the last 5 years/total number of watercraft mortalities in Brevard in the last 5 years (> 0.10 is significant) (2 points)</p>
Seagrass	5% or more present on the project site is significant
Class II, OFW, or Aquatic Preserves	Site is located in one of these designated areas
Offsetting Features	Criteria for Evaluation (each decreases the number of habitat features by 1)
Speed Zones	Site is located within a year-round "Slow Speed" or "Idle Speed" Zone
Within 3 miles of Sebastian inlet	Site is located within 3 mile radius of Sebastian Inlet

Table 2

# Manatee Habitat Features	Existing Facility	New Facility
0	5:100	4:100
1	5:100	4:100
2	3:100	2:100
3	2:100	1:100
4	1:100	1:100
5	1:100	1:100
6	1:100	1:100

- e. *Variance Criteria:* It is recommended that a variance may be given to the powerboat-to-shoreline ratio for those existing marina and boat

launching facilities subject to the 1 powerboat slip to 100 feet of owned contiguous shoreline restriction (1:100), provided the facility meets all the variance criteria listed below and can demonstrate that it will not have an adverse impact on manatees. If an existing facility meets all of the variance criteria, it may be permitted to increase the powerboat-to-shoreline ratio by 1:100 if the waters in and adjacent to the channels leading to the facility are designated "slow speed" or "idle speed" year-round as authorized by the Florida Manatee Sanctuary Act Chapter 68C-22.003, F.A.C. or other federal regulations or local ordinances, or if the facility is within 3 miles of the Sebastian Inlet. The facility may be allowed to increase the powerboat-to-shoreline ratio by 2:100 if both are applicable. In no case shall the maximum total buildout of 3 powerboat slips per 100 feet of owned contiguous shoreline (3:100) be exceeded. However, adherence to these criteria does not automatically ensure the applicant's ability to exceed the allowable powerboat restrictions as defined above. The plan restrictions will remain in effect, if at the time of review, additional information about manatees or the proposed facility indicates threats not addressed by these criteria. Consideration can be given for additional site-specific factors or operating practices (e.g. seasonal operation, etc.) that may be proposed by either the applicant or the County that may result in improved conditions for manatees or manatee protection. Nothing in this section shall exempt any marina from obtaining the usual required permits and/or authority from all applicable reviewing agencies with proper jurisdictional authority. The criteria are:

- 1) The facility is not located within a 1st or 2nd level manatee aggregation area (using the Manatee Abundance Habitat Feature as defined in 5 d of this Policy and in the Table above), or other area where sensitive manatee activities occur.
- 2) The facility must provide net benefit to manatees and/or their habitat. For example, facilities may include a manatee "refuge" space as part of the design, a conservation easement, restoration of adjacent wetlands such as mangrove or seagrass restoration to increase the net coverage of the nearby area, reduced nutrient input to receiving waters, requiring prop guards on any high traffic vessels such as water taxis or dive boats or rental boats, etc. The marina construction and subsequent uses will neither destroy nor negatively impact mangrove and benthic (seagrass, hard bottom, etc.) communities and the water quality.

- 3) The facility must have sufficient water depth, as stated in B. 1. a. of this Policy, in the marina basin and in any access channel, and does not require any new dredging or filling that would degrade shallow water habitat (this may exclude maintenance dredging, or pile installation). Entrance/exit channels near marinas shall be adequately marked if marina repairs or expansion are proposed.
 - 4) The site shall contain appropriate signage (including vessel speed and manatee information signs), and provide educational material advising boaters of essential manatee habitats in the vicinity.
 - 5) Multi-family residential docking facilities will require that all vessels moored at the site be registered to individuals residing at the site.
 - 6) The marina has adequate water circulation, tidal flushing, and meets State of Florida and local water quality standards.
 - 7) Before expanding and exceeding the allowable powerboat slips defined above, an existing facility must demonstrate not less than 85% occupancy over the previous 2 years of operation. New facilities should be able to demonstrate the need for additional boat slips in the vicinity based on occupancy of existing marina slips within the boater sphere of influence. The boater's sphere of influence shall be a five (5) mile radius.
6. Boat Ramps
- In order to minimize adverse impacts to manatees, boat ramps are best located in areas with few natural resources, with relatively low manatee abundance and relatively low watercraft-induced manatee mortalities, and with deep water access and marked navigation channels. Boat ramp siting or expansion in Brevard County shall be evaluated using the following criteria:
- a. All sites considered by Brevard County for new or expanded boat ramp facilities shall be evaluated for site suitability prior to acquisition and development.
 - b. All proposed new boat ramps or the expansion of existing boat ramps in the unincorporated areas of Brevard County shall be brought before the Board of County Commissioners for their review.
 - c. The siting of new or the expansion of existing boat ramp facilities shall be limited to areas that meet the Preliminary Assessment Criteria for water depth stated in section B. 1. a. of this Policy.
 - d. The siting of new or the expansion of existing boat ramp facilities shall be prohibited in areas that meet or exceed the 2nd level of manatee

abundance or the 2nd level of manatee mortality as shown in Table 1 above.

- e. The siting of new or expansion of existing boat ramp facilities shall be prohibited in areas with greater than 5% seagrass coverage including all ramps, docks, access walkways, finger piers, mooring areas, turning basins, and ingress and egress pathways.
- f. The siting of new or the expansion of existing boat ramp facilities shall be required to meet the criteria included in Policy 3.3 E of the Conservation Element and Section B. of this Policy with the exception of Seagrass (5.4 B. 2.), Manatee Related Best Management Practices (5.4 B. 3.), and Water Quality (5.4 B. 4.).
- g. All sites considered for the siting of new or the expansion of existing boat ramp facilities shall be evaluated for the number of habitat features present using the Boat Ramp Feature Assessment table below and using the manatee mortality and abundance criteria as defined under Manatee Habitat Features in the glossary.
- h. Boat Facility Siting Zone A is not considered preferable for additional boat ramp siting due to the high number of habitat features present. In Boat Facility Siting Zone A, a site that has less than 2 habitat features based on the criteria in the Boat Facility Feature Assessment may be considered for a new or expanded boat ramp with up to a maximum of 15 parking spaces.
- i. In Boat Facility Siting Zone B (Barge Canal), the establishment of a new public or private boat ramp for public use shall be the same requirements as for the development of a new or expanded marina as described in Boat Facility Siting Zone B (5.4 B. 5.). For the purposes of boat ramps, one boat-trailer parking space shall be considered the equivalent of one powerboat slip. New or expanded boat ramps on the Barge Canal which are associated with a marina and which are to be used solely by the tenants of that marina for the launching of boats stored at that marina shall not be limited in the number of parking spaces.
- j. In Boat Facility Siting Zone C (Port Canaveral Harbor), the siting of new or expansion of existing boat ramps shall be unrestricted.

**Table 3
Boat Ramp Feature Assessment**

<p>LIMITING HABITAT FEATURES</p> <p>Manatee Abundance</p> <p>Manatee Mortality</p> <p>Class II, OFW, or Aquatic Preserves</p>	<p>Criteria for Evaluation (each increases number of habitat features by 1, unless otherwise specified)</p> <p>1st level: 10 or more manatees observed/overflight within 5 mile radius (1 point)</p> <p>2nd level: 25 or more manatees observed/overflight within 5 mile radius (2 points)</p> <p>1st level: # of watercraft mortalities within a 5 mile radius/total number of watercraft mortalities in Brevard (≥ 0.05 is significant) (1 point)</p> <p>2nd level: # of watercraft-related deaths within a 5 mile radius in the last 5 years/total number of watercraft mortalities in Brevard in the last 5 years (> 0.10 is significant) (2 points)</p> <p>Site is located in one of these designated areas</p>
<p>Offsetting Features</p> <p>Speed Zones Within 3 miles of an inlet</p>	<p>Criteria for Evaluation (each decreases the number of habitat features by 1)</p> <p>Site is located within a year-round "Slow Speed" or "Idle Speed" Zone</p> <p>Site is located within 3 mile radius of Sebastian Inlet</p>

- k. In Boat Facility Siting Zone D, a site with no more than 2 habitat features shall be considered suitable for siting of a new boat ramp or the expansion of an existing boat ramp. Sites with 0 or 1 habitat feature shall be eligible for a boat ramp with up to a maximum of 40 boat trailer parking spaces. Sites with 2 habitat features shall be eligible for a boat ramp with up to a maximum of 15 boat trailer parking spaces.
- l. Boat Ramp Variance Criteria: The ability to secure additional parking slots at public ramps could be reconsidered by the FWC if additional law enforcement, additional preservation, or impact reduction along the lagoon is demonstrated.
- m. The following specific sites are identified individually to address existing boat ramp deficiencies in Brevard County and are exempted from the boat ramp siting criteria above:
 - 1) It is recommended that Brevard County's relocation of the Pineda Landing facility include 36 parking spaces.
 - 2) It is recommended that Brevard County provide 50 additional parking spaces by expanding existing public ramp facilities or by developing a new location in the south mainland area. The expansion of an existing facility or the siting of a new facility, as provided for above shall minimize impacts to manatees and natural

resources and should be evaluated by the Boat Ramp Manatee Habitat Feature Assessment as defined above. It is recommended that the evaluation result in a score of no greater than two habitat features. The County will screen sites to select the most appropriate and coordinate with FWC staff on the site selection.

- C. Commercial/industrial and commercial/recreational marina development within commercial, heavy and light industrial and planned industrial park land use designations shall require a Conditional Use Permit. Residential/recreational marinas shall be a permitted use in these land use designations.
- D. Residential/recreational marinas may be considered within residential land use designations with a Conditional Use Permit and a Binding Development Concept Plan.
- E. No fueling or repair facilities are permitted within residential zoning classifications.
- F. When locating new marinas or expanding existing marinas, biologically productive habitats shall be preserved to the fullest extent possible. Mitigation is the last resort for habitat destruction, and shall be of a two-to-one or greater ratio of in-kind replacement.
- G. Marina facilities shall be located where maximum physical advantage for flushing and circulation exists, where the least dredging and maintenance are required, and where marine and estuarine resources will not be significantly affected.
- H. Marina basins shall be sited where there is an existing basin and access channel with an average water depth of three (3) feet below mean low water, except at the shoreline.
- I. Marinas and docking facilities should be approved which require minimal or no dredging or filling to provide access by canal, channel or road. Preference shall be given to marina sites with existing channels. In the event that dredging is required, the mooring areas and the navigation access channels shall not be dredged to depths greater than eight (8) feet. Any required dredging operations shall utilize appropriate construction techniques and materials to comply with state water quality standards, such as turbidity screens, hydraulic dredges, properly sized and isolated spoil deposition area to control spoil dewatering. All dredging activities

must be done with effective turbidity controls. Where turbidity screens or similar devices are used, they should be secured and regularly monitored to avoid manatee entrapment.

- J. Marinas shall be located in areas with good flushing and circulation. New marina or substantially expanded facilities shall be designed to take advantage of existing water circulation and shall not adversely affect existing circulation patterns. Improvement of circulation shall be a consideration when expanding or upgrading existing facilities. However, any buffer zone established by the Florida Department of Environmental Protection Shellfish Environmental Assessment Section (FDEP-SEAS) shall be maintained.
- K. The proposed site shall be compatible with existing land use designations. Marinas shall demonstrate that they have sufficient upland areas to accommodate all needed support facilities. These standards include, but should not be limited to, adequate parking, work areas and retention areas for stormwater and work area runoff, and shoreline protection buffers.
- L. Marina facilities shall not degrade water quality below existing Florida Department of Environmental Protection water classification standards.
- M. Marinas shall not be located in approved or conditionally approved shellfish harvesting waters or Class II waters, or other environmental areas designated by the County so as to substantially and materially have a negative impact on these waters.
- N. Commercial/recreational and commercial/industrial marinas shall not be located in Aquatic Preserves, or Outstanding Florida Waters, or other environmental areas designated by the County so as to substantially and materially have a negative impact on these waters.
- O. Construction of multi-slip docking facilities and boat ramps shall be directed to locations where there is quick access to deep, open water at least eight (8) feet in depth (dredgeable), where the multi-slip docking facilities take the place of several single-slip docks and allow public access to the water, and where the associated increase in boat traffic will be outside of known manatee aggregation areas, and where seagrass beds or other wetlands supporting manatee habitat will not be disturbed.
- P. All marina facilities shall comply with manatee protection measures established in Conservation Element Policy 9.9.

Policy 5.5

Brevard County shall require hurricane plans to be submitted to the Florida Division of Emergency Management ~~Division~~ in conjunction with marina site plans for review.

Policy 5.6

Marinas within the coastal zone shall be inspected annually by Brevard County and results of these inspections shall be coordinated with other agencies. Inspections shall be coordinated with existing programs and duplication with existing inspection programs shall be avoided. It is recommended that inspection of commercial marinas occur as part of the business license renewal procedure. Items to be inspected and reviewed may include the following.

Criteria:

- A. Pumpout facilities/marine sanitation devices, if required.
- B. Compliance with power/sailboat mix, if required.
- C. Spill prevention, control, containment and cleanup plans.
- D. Waste collection and disposal methods.
- E. ~~Required~~ Fire fighting equipment, if required.
- F. Monitoring of marina basin water quality for bacteriological levels to insure compliance with state and federal standards. Live-aboards at marinas shall be inspected to ensure that marine sanitation devices (MSDs) are present and operational. If a water monitoring program is required, water-dependent uses shall be assessed an annual fee adequate to fund a water quality monitoring program, ~~if required~~.

Policy 5.7

Brevard County shall investigate the utilization of tourist taxes or boating improvement funds to develop public boat launching facilities and related amenities.

Policy 5.8

Brevard County should consider the acquisition of property for boat ramps in their recreational purchasing program.

Policy 5.9

All new boat ramps should have parking areas constructed utilizing permeable pavement where appropriate and have the proper stormwater management system in place.

Policy 5.10

Brevard County shall review shore-line development within the coastal zone in order to maximize opportunities for water-dependent land uses. The following criteria, at a minimum, shall be utilized.

Criteria:

- A. Water-related uses shall be built on uplands.
- B. Development which is feasible only through creation of land by dredging and filling of areas below the mean high water line shall not be approved. Exceptions may be considered where overriding benefit to the natural resource can be demonstrated.
- C. Water-dependent commercial and industrial uses may be considered for siting adjacent to the Indian River Lagoon.
- D. Water-related commercial and industrial uses may be considered for siting only adjacent to Class III waters of the Indian River Lagoon.

Policy 5.11

The Brevard County Land Development Regulations shall include a provision for water-enhanced commercial development within the coastal zone. Such uses shall be permitted as Conditional Uses within the BU-1 zoning category.

Policy 5.12

~~By 2010,~~ Brevard County ~~shall~~should develop and implement a water and sediment quality monitoring program for water-dependent users, man-made canals and other selected areas with significant upland runoff within the coastal zone.

Criteria:

- A. Brevard County shall establish a classification program for the various water dependent uses.
- B. Brevard County shall establish a water quality monitoring program for each of the designated classes of water dependent uses.
- C. Water-dependent uses shall be assessed an annual fee adequate to fund the required water quality monitoring program.

- D. The County shall require the activity to cease if adopted water quality standards are not maintained.
- E. Continued operation resulting in degradation of the water quality below accepted standards shall result in a fine, as established by Brevard County.
- F. Waiver provisions should be included for operations below an established threshold.
- G. This program shall be in coordination with the Florida Department of Environmental Protection~~Natural Resources~~, and other appropriate agencies.

Policy 5.13

Brevard County shall support environmentally and economically sound development of Port Canaveral and related facilities, which is consistent with this Comprehensive Plan (Policy 5.4 of the Transportation Element).

Policy 5.14

Brevard County should continue to monitor boating activity and boat facility demand.

Policy 5.15

During rezoning and other development order approval reviews, Brevard County should give immediate shoreline use priorities (in descending order of priority) to:

Criteria:

- A. Water-dependent uses such as fish, shellfish and wildlife production, recreation, water dependent industry and utilities, marinas and navigation;
- B. Water-related uses such as certain utilities, commerce and industrial uses;
- C. Water-enhanced uses such as some recreation uses;
- D. Non-water dependent or related activities such as residential; and
- E. Of lowest priority are those uses which are non-water-dependent, non-water enhanced and which result in an irretrievable commitment of coastal resources.

Policy 5.16

Brevard County should encourage the construction of marine sanitation device (MSD) pumpout facilities.

Policy 5.17

Brevard County shall utilize available management plans in developing standards for marina siting and other water-dependent uses. These management plans include, but are not limited to, Aquatic Preserve Management Plans, the Surface Water Improvement Management (SWIM) Plan and the IRLCCMP.

Coastal High Hazard Areas

Objective 6

Limit future public expenditures for infrastructure and service facilities which subsidize growth within the coastal high hazard areas of Brevard County. Expenditures for public land acquisition or enhancement of natural resources shall be encouraged.

Policy 6.1

Brevard County shall designate coastal high hazard areas to be those areas below the elevation of the Category 1 storm surge elevation as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model, as defined in Chapter 163, Florida Statute (see Map 73).

Policy 6.2

Brevard County shall not support or finance new local transportation corridors which lie within the coastal high hazard ~~areazone~~ or areas zoned as Environmental Area, except where there are no other cost-feasible alternatives. Corresponding improvements may only be considered when the facilitation of such improvements is needed to support the densities programmed on the Future Land Use Map (FLUM) series of the Comprehensive Plan.

Policy 6.3

Brevard County should not locate sewer and water transmission lines within the coastal high hazard area ~~zone~~, except where there is no practical and cost-feasible alternative ~~and where practical~~ due to engineering, safety and cost considerations, ~~and where necessary utilizing lack of alternative~~ existing rights-of-way, or for septic to sewer conversion projects selected specifically to improve ground and surface water quality.

Policy 6.4

If County utility lines are relocated for any purpose, they should be located outside of the coastal high hazard area zone, except where there is no cost-feasible alternative.

Policy 6.5

Public facilities, except for recreational facilities, shall not be located by Brevard County within the coastal high hazard area zone, except where there are no other cost-feasible alternatives. Corresponding improvements may only be considered when the facilitation of such improvements is needed to support the densities programmed on the Future Land Use Map (FLUM) series of the Comprehensive Plan.

Coastal Residential Densities**Objective 7**

Limit densities within the coastal high hazard area zone and direct development outside of this area.

Policy 7.1

Brevard County shall not increase residential density designations for properties located on the barrier island between the southern boundary of Melbourne Beach and the Sebastian Inlet.

Policy 7.2

Brevard County shall continue to implement the Transfer of Development Rights program which has been established to transfer density from transfer districts within the coastal high hazard area to receiving districts outside of the coastal high hazard area.

Policy 7.3

Brevard County shall continue its program of land acquisition and management for recreation and preservation, contingent upon availability of funding.

Policy 7.4

Brevard County shall review federal and state development proposals which are to be located within the coastal high hazard areas, and shall support those projects which are consistent with this Plan.

Policy 7.5

Brevard County shall maintain the Brevard County Comprehensive Emergency Management Plan (BrevCEMP). This plan shall be consistent with this Comprehensive Plan, and shall be coordinated with the municipalities, the appropriate state and federal agencies, and be approved by the appropriate state agency(s).

Policy 7.6

The existence of sewer, water, roadways or other public infrastructure shall not be considered adequate rationale for an increase in zoning density or intensity within the coastal high hazard area.

Policy 7.7

Once public acquisition of recreation and/or conservation lands occurs within coastal high hazard areas, the Future Land Use Map shall be amended to designate the same as Recreation or Conservation lands. Such redesignation shall not serve as a basis for increasing established residential density designations in said coastal high hazard area.

Policy 7.8

Public facilities, such as hospitals, wastewater treatment plants or fire stations, shall not be located on causeways.

Hurricane Evacuation

Objective 8-~~Hurricane Evacuation~~

Reduce excessive evacuation times where they currently exist, and maintain all other evacuation times within the acceptable standard. Acceptable evacuation standards will be reviewed and updated as necessary but shall not exceed the times indicated in the current Brevard County Comprehensive Emergency Management Plan

Policy 8.1

Brevard County shall maintain acceptable hurricane evacuation times based upon the following ~~criteria~~:

Criteria:

- A. The most current behavioral response scenario.

- B. The requirement to evacuate prior to sustained tropical storm force (40 mph) winds.

Policy 8.2

Brevard County shall coordinate with the municipalities and appropriate state agencies to develop Evacuation Zone Management Plans to reduce evacuation times above the current optimum behavioral response time. The following shall be considered, at a minimum:

Criteria:

- A. Roadway and other infrastructure improvements and funding mechanisms.
- B. Programs designed to improve the behavioral response to hurricane evacuation orders.
- C. Land use strategies.

Policy 8.3

Brevard County Emergency Management shall continue to coordinate with NASA to allow evacuation of North Merritt Island through Kennedy Space Center, if necessary.

Policy 8.4

Brevard County shall identify roadway and operational improvements to the hurricane evacuation network based upon the number of people who cannot be evacuated within an optimum evacuation time limit.

Criteria:

- A. Priority shall be given to improvements serving the zone with the highest number of people remaining after the current optimum evacuation time.
- B. The remaining improvements shall be given priority in descending order according to the number of people remaining after the optimum evacuation time.
- C. Brevard County, in cooperation with the Florida Department of Transportation, shall identify key hurricane evacuation routes that are vulnerable to flooding, erosion and critical points of congestion during the established evacuation time.
- D. Brevard County shall present recommended roadway, operational and maintenance improvements to the appropriate implementing and funding agencies.

Policy 8.5

In those areas where citizens cannot be evacuated within the evacuation standards in the Brevard County Emergency Management Plan adopted January 1, 2008, development orders may be deferred until such time as adequate evacuation capacity has been programmed.

Policy 8.6

Brevard County shall consider hurricane evacuation times, as well as other factors, in determining the timing and priority of roadway improvements which are programmed by the Board of County Commissioners.

Policy 8.7

Brevard County shall cooperate with the Red Cross and other agencies to develop an on-going public education program to notify the public as to the necessity to evacuate as quickly as possible in order to reduce or eliminate evacuation times in excess of the optimum behavioral response time.

Policy 8.8

Brevard County's Comprehensive Emergency Management Plan (BrevCEMP) shall be consistent with the state comprehensive emergency management plans.

Policy 8.9

Based upon hurricane vulnerability concerns and excessive evacuation times, new mobile home development or recreational vehicle parks shall not be permitted on the barrier island, to the extent permitted by law. Expansions to an existing mobile home development may be permitted if such development results in a decrease in land use intensity and an overall reduction in programmed residential densities and is consistent with the character of the surrounding area.

Policy 8.10

~~By 2011,~~ Brevard County shall require a hurricane management plan which reduces excessive hurricane evacuation time for existing recreational vehicle park development within the south beaches.

Policy 8.11

Brevard County shall encourage the State of Florida to identify a dedicated funding source for the improvement of primary hurricane evacuation routes, such as US 192, SR 528, SR 520 and Interstate 95. The funding source should be in addition to state and federal funds already received by Brevard County for urban area roadway improvements.

Hurricane Shelters

Objective 9

Provide adequate, safe hurricane shelter space to meet the needs of the at risk and special needs population ("shelter space" shall be considered to include both private and public shelters).

Policy 9.1

Brevard County shall continue to cooperate with the Red Cross and State Emergency Management to provide an emergency shelter manager training course and encourage interested citizens of Brevard County to become shelter managers.

Policy 9.2

Brevard County Office of Emergency Management shall continue to cooperate with the Red Cross to develop a public education program on hurricane preparedness, including the locations of hurricane evacuation shelters and the need for emergency shelter managers.

Policy 9.3

Brevard County shall cooperate with the Red Cross in designating appropriate public and private structures as hurricane shelters.

Policy 9.4

Brevard County shall utilize the Housing and Human Services Department to provide appropriate facilities and adequate staffing for the special needs shelters.

Policy 9.5

Brevard County shall support the School Board in their efforts to utilize enhanced hurricane shelter protection standards for all reconstruction and new development in accordance with FS 235.26.

Policy 9.6

Public buildings within Brevard County should be reviewed to determine if qualified to be utilized as hurricane sheltering. Beginning in the year 2000, all newly constructed public buildings shall meet the criteria established for enhanced shelter protection in the State Requirements for Educational Facilities (SREF).

Policy 9.7

Brevard County shall study the feasibility of increasing residential construction standards to reduce hurricane shelter deficits and ensure the delivery of safe housing for citizens of Brevard County.

Policy 9.8

~~By 2010~~, Brevard County shall develop a hazard mitigation strategy in its land development regulations which prohibits the development of new recreational, mobile or manufactured housing and the expansion of existing recreational, mobile or manufactured housing unless the developer/owner has provided emergency sheltering sufficient to house a minimum of 50% of the residents of that development.

Policy 9.9

~~By 2011~~, Brevard County will encourage all existing recreational, mobile or manufactured housing communities to have emergency shelters and a hurricane management plan that will result in faster evacuation times for their residents.

Post-Disaster Redevelopment

Objective 10

Expedite post-disaster recovery and reduce or eliminate the future risk to human life, and public and private property from natural hazards via recovery and re-development strategies adopted in the BrevCEMP.

Policy 10.1

~~Brevard County's Code Compliance Department and Public Works Department~~ shall review all non-emergency and long-term redevelopment proposals utilizing the following ~~criteria~~:

Criteria:

- A. If utility lines, including but not limited to sewer, water, gas, electric and cable TV, must be relocated after a storm event, they should be permanently located landward (west) of the 1986 FDEP Coastal Construction Control Line and underground, except for feed lines servicing individual parcels. Repair of these lines on a temporary basis to protect health and safety shall be permitted in their existing locations.
- B. Underground storage tanks which are located seaward of the Brevard County Coastal Setback Line (CSL) shall be relocated landward (west) of the 1986 FDEP Coastal Construction Control Line.
- C. Water-dependent commercial uses seaward of the 1981 FDEP Coastal Construction Control Line which are damaged by more than 50% of their assessed value or fair market value as determined by an MNAI appraisal supplied by the property owner may be reconstructed seaward (east) of the 1981 FDEP CCCL consistent with the coastal zone construction requirements.

- D. Water-related commercial uses seaward (east) of the 1981 FDEP Coastal Construction Control Line which are damaged by more than 50% of their assessed value or fair market value as determined by an MNAI appraisal supplied by the property owner should be relocated landward (west) of the 1981 FDEP CCCL unless the project has no feasible alternative and is found to be in the public interest.
- E. Water-enhanced commercial uses seaward (east) of the 1981 FDEP Coastal Construction Control Line which are damaged by more than 50% of their assessed value or fair market value as determined by an MNAI appraisal supplied by the property owner should be relocated landward (west) of the 1981 FDEP CCCL.
- F. If non-habitable minor structures which are damaged by more than fifty (50) percent of their assessed value or fair market value as determined by an MNAI appraisal supplied by the property owner are reconstructed, they shall be relocated and constructed in compliance with coastal zone construction requirements.
- G. Brevard County should develop a program for the possible relocation of residential housing, if required after a natural disaster.

Policy 10.2

The replacement of infrastructure shall be constructed in conjunction with existing development or as part of an integral network of infrastructure.

Policy 10.3

~~By 2012,~~ Brevard County should analyze those public structures within the coastal zone which are most likely to be damaged or destroyed during a hurricane. The analysis shall be coordinated by the Planning and Development Department Zoning Office and shall consider the following ~~criteria~~, at a minimum:

Criteria:

- A. The cost effectiveness of relocation versus repair shall be analyzed.
- B. Alternatives shall be considered in the light of mitigative impacts, growth management consistency, impacts to the public, timeliness, legal issues, environmental impacts and cost.
- C. The following alternatives, at a minimum, shall be analyzed:
 1. Repair of the structure to the pre-disaster conditions.

2. Repair of the structure to the pre-disaster conditions with physical protective structures, as may be legally permissible, such as seawalls or revetments when consistent with policy 5 of this element.
 3. Vertical relocation of the structure, e.g. elevating roadways with bridges.
 4. Relocation further inland.
- D. Reconstruction or relocation of SR A1A and other roadway segments within the coastal high hazard area shall be included within this study.
- E. Analysis of County service center and other facilities shall be in conjunction with the County's Space/Needs Assessment.
- F. Those structures within the high risk vulnerability zone to be included are the Central Brevard Service Complex, District II Commission Office, District II Road and Bridge, County Sign Shop, public libraries and County fire stations.
- G. The study shall be consistent with the East Central Florida Regional Planning Council studies. The hurricane scenarios and loss estimates shall be consistent with the Hurricane Loss Study and shall be coordinated with other appropriate agencies.
- H. The impact of sea level rise and the projected 30-year erosion line shall also be analyzed.

Policy 10.4

In the event of a disaster, all infrastructure and other County owned improvements, which were not included within the above outlined study, shall be analyzed to determine the cost effectiveness of relocation versus repair.

Policy 10.5

The Brevard County ~~Code Compliance Department~~ shall provide copies of building permits which have been issued for storm damage repair to the County Hazard Mitigation Team for their evaluation for identification of areas susceptible to repeated damage by hurricane erosion and flooding.

Policy 10.6

Brevard County shall continue to conduct disaster related exercises at regular intervals, as determined by the ~~Office of Emergency Management~~ Office, or in

conjunction with the East Central Florida Regional Planning Council, Local Emergency Planning Committee and other state or federal agencies.

Policy 10.7

As identified in the BrevCEMP, Emergency Support Function 18 (ESF 18) shall be the primary lead to conduct a post-disaster evaluation to assess property damages necessary for disaster relief and post-disaster redevelopment funds. The ESF 18 should have available a listing of property values coordinated with land use maps to facilitate such property assessment procedures. County staff, such as the Planning and Development Department~~Zoning Office~~ staff, will be utilized as manpower.

Policy 10.8

The BrevCEMP shall be coordinated with other local, regional and state entities. As additional interagency hazard mitigation reports are received, they shall be reviewed and incorporated into the BrevCEMP.

Policy 10.9

Brevard County should require that when utility lines, including, but not limited to sewer, water, gas, electric and TV cable, are relocated for any purpose, they shall be placed underground.

Coastal Access

Objective 11

Provide adequate public access to the beach, estuarine and river shorelines consistent with public needs and the shoreline's natural resource requirements.

Policy 11.1

Brevard County shall acquire new beach access sites, improve existing sites or provide alternative access to non-designated beach access points. The following minimum criteria shall apply:

Criteria:

- A. Acquisition and site improvements of those areas of the beach identified as most deficient for beach access shall be given the highest priority. Efforts shall be undertaken to provide public access to all of Brevard County's beaches consistent with the FDEP's criteria for state cost-share funding for beach management.
- B. Site improvements, parking facilities and drainage shall be secondary to improvements to the naturally functioning dune system.

- C. Access shall be consistent with the standards included in the Recreation and Open Space Element of this Plan.
- D. Priority shall be given to those sites which are heavily utilized for beach recreation.
- E. Brevard County shall make efforts to balance the demand for beach access with the protection of the beach and dune habitat and species.

Policy 11.2

Brevard County shall complete the Beach and Riverfront Acquisition Program, contingent upon availability of funding, with priority being given to the acquisition of land to fulfill the Identified Needs, as adopted by the Brevard County Board of County Commissioners.

Policy 11.3

Brevard County shall prioritize future improvements to those oceanfront properties, contingent upon availability of funding, which have been purchased and are identified for additional beach access development.

Policy 11.4

Brevard County shall continue to coordinate with all beachfront municipalities the continued development and implementation of the Brevard County Beach Management Program. The Beach Erosion Advisory Committee, established by Chapter 70-603, Laws of Florida, should continue to function as a mechanism to communicate with the beachfront municipalities on beach-related issues and as the primary technical advisory committee to the Board of County Commissioners on the beach program.

Policy 11.5

Brevard County shall continue to pursue funds for dune revegetation to be used when constructing dune crossovers as replacements for unimproved dune access.

Policy 11.6

Brevard County shall coordinate with the Florida Department of Transportation in providing waterfront access on causeways and bridges.

Policy 11.7

Brevard County shall require private property owners to allow public use of beaches which are renourished with public funds. Access can be accomplished through publicly owned access points or improved dune crossovers located on easements.

Policy 11.8

Brevard County shall review beachfront development to ensure that it does not interfere with public access in those instances where the public has established ocean access-ways through private lands by prescription, prescriptive easement or other legal means. The developer may improve, consolidate, or relocate such public access provided it is consistent with this Plan.

Policy 11.9

Brevard County shall investigate the feasibility of acquiring narrow strips of land along the Indian River Lagoon, where such areas could provide visual access or provide parking for passive recreation within the Lagoon.

Port Canaveral**Objective 12**

Brevard County will continue to identify provisions of the Port Master Plan which it considers inconsistent with the Coastal Management Element of the County Comprehensive Plan and will continue to offer to coordinate with Port Canaveral in resolving any inconsistencies. Brevard County shall continue to request copies of proposed plan amendments submitted for transmittal to the Department of Economic Opportunity ~~Community Affairs~~ and shall continue to review and comment on such amendments to the Port Master Plan consistent with the County's procedure for reviewing plans of other jurisdictions and Chapter 163.3177 (6) (g).

Policy 12.1

Brevard County shall continue to cooperate with the Port Canaveral Authority and the Florida Inland Navigation District in the identification of suitable spoil disposal sites within unincorporated Brevard County.

Recreational and Commercial Working Waterfronts

In 2005 and 2006, the Legislature recognized that there is an important state interest in facilitating boating and other recreational access to the state's navigable waters. This access is vital to recreational users and the marine industry in the state, to maintaining or enhancing the \$57 billion economic impact of tourism and the \$14 billion economic impact of boating in the state annually, and to ensuring continued access to all residents and visitors to the navigable waters of the state. The Legislature recognizes that there is an important state interest in maintaining viable water-dependent support facilities, such as public lodging establishments, boat hauling and repairing and commercial fishing facilities, and in maintaining the availability of public access to the

navigable waters of the state. The Legislature further recognizes that the waterways of the state are important for engaging in commerce and the transportation of goods and people upon such waterways and that such commerce and transportation is not feasible unless there is access to and from the navigable waters of the state through recreational and commercial working waterfronts.

The purpose of the Brevard County Working Waterfront Objective is to implement the relevant and mandated provisions of Chapter 2005-157, and Chapter 2006-220 of the Laws of Florida. The Legislature requires that local governments, through their comprehensive plans, address development activities that diminish access to the state's navigable waters. The recreation and open space element of all local comprehensive plans now must include waterways. (F.S. § 163.3177(6)(e)) In addition, all coastal counties and municipalities in Florida now have a legislatively-mandated duty to include, in the coastal management element of their Comprehensive Plan, strategies that will be used to preserve recreational and working waterfronts. (F. S. § 163.3178(2)(g)) Further, coastal counties must amend the future land use element of their comprehensive plan to create "regulatory incentives and criteria" that encourage the preservation of recreational and commercial working waterfronts. More specifically, the purpose is to protect and promote Brevard County as a recreational and commercial working waterfront community; protect and improve public access to the shorelines and waters of Brevard County; preserve and protect the cultural heritage and physical character of the area as a working waterfront community; and enhance the aesthetic character of the area by directing development in a manner that maintains the working waterfront identity of the County.

Objective 13

To establish a comprehensive program to promote and protect public access to the marine and coastal waters of the County, and to ensure the economic viability of recreational and commercial working waterfronts.

Policy 13.1

The County shall identify, inventory and characterize all existing publicly-accessible recreational and commercial working waterfronts in Brevard County on a parcel-by-parcel basis, including but not limited to parking facilities for beach and shoreline access, coastal roads, facilities providing scenic overlooks, public lodging establishments, docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over the water and shall continue to maintain this inventory.

Policy 13.2

The County shall identify, inventory and characterize all private facilities that would otherwise qualify as recreational or commercial working waterfronts because

they provide access to the marine and coastal waters of the County and shall continue to maintain this inventory.

Policy 13.3

~~By 2013, †~~The County ~~shall~~ should identify, inventory and characterize all parcels suitable for future development as publicly-accessible recreational and commercial working waterfronts in Brevard County. Suitable for future development includes vacant parcels and developed parcels not currently being used for water dependent activities which, because of their proximity, biophysical nature or other factors, could become recreational and commercial working waterfronts through a change in land use.

Policy 13.4

~~By 2013, †~~The County ~~shall~~ should identify, inventory and characterize existing right-of-ways, easements and other public property interests adjacent to or capable of providing public access or enhancing public access to the shorelines and waters of Brevard County.

Policy 13.5

~~By 2013, based on data and analysis, †~~The County ~~shall~~ should assess the future demand for public water access to the shorelines and waters of Brevard and shall establish activity-based levels of service standards for public water access.

Policy 13.6

The Brevard Marine Advisory Council shall continue to review and make recommendations to the Board concerning recreational and commercial working waterfronts in Brevard County.

Policy 13.7

~~By 2012, †~~The County shall continue to develop strategies to ensure continued public access to navigable waters through the identification and implementation of regulatory incentives and criteria.

Policy 13.8

The County shall prioritize recreational and commercial working waterfronts in existing or new land acquisition programs to purchase suitable parcels or the non-water dependent development rights to suitable parcels as determined by the inventory created under the Coastal Management Element of the comprehensive plan. Current funding strategies can include tourist taxes, or boating improvement funds to develop public launching facilities and related amenities.

Criteria:

- A. Funding may come from fees, bonds, community redevelopment district financing, or other sources as approved by Board, and may be

supplemented through revenue sharing with appropriate state and federal programs.

- B. The County's share of revenue collected from boating registration fees shall be spent on boating infrastructure projects pursuant to Chapter 328.72(15), F.S.

Policy 13.9

The County shall not vacate, diminish, or otherwise impair publicly-owned pathways, sidewalks, roads, parking areas, docks or boat launching facilities, and other access points that are currently used, or susceptible to use, by the public to access the shorelines unless specific findings are made demonstrating that the action is necessary and suitable mitigation measures are or will be in place and only after a public hearing and decision by a super majority of the Board of Commissioners. (currently in Board Policy)

Policy 13.10

~~By 2012,~~ The County shall continue to inventory the waters of Brevard County to determine appropriate sites for one or more managed anchorages and/or mooring fields that shall be available to the boating public on a first come, first served basis. If one or more suitable sites are found, the County may establish a publically accessible-managed anchorage and mooring field(s), taking into account environmental protection requirements and the concerns of shore side residents.

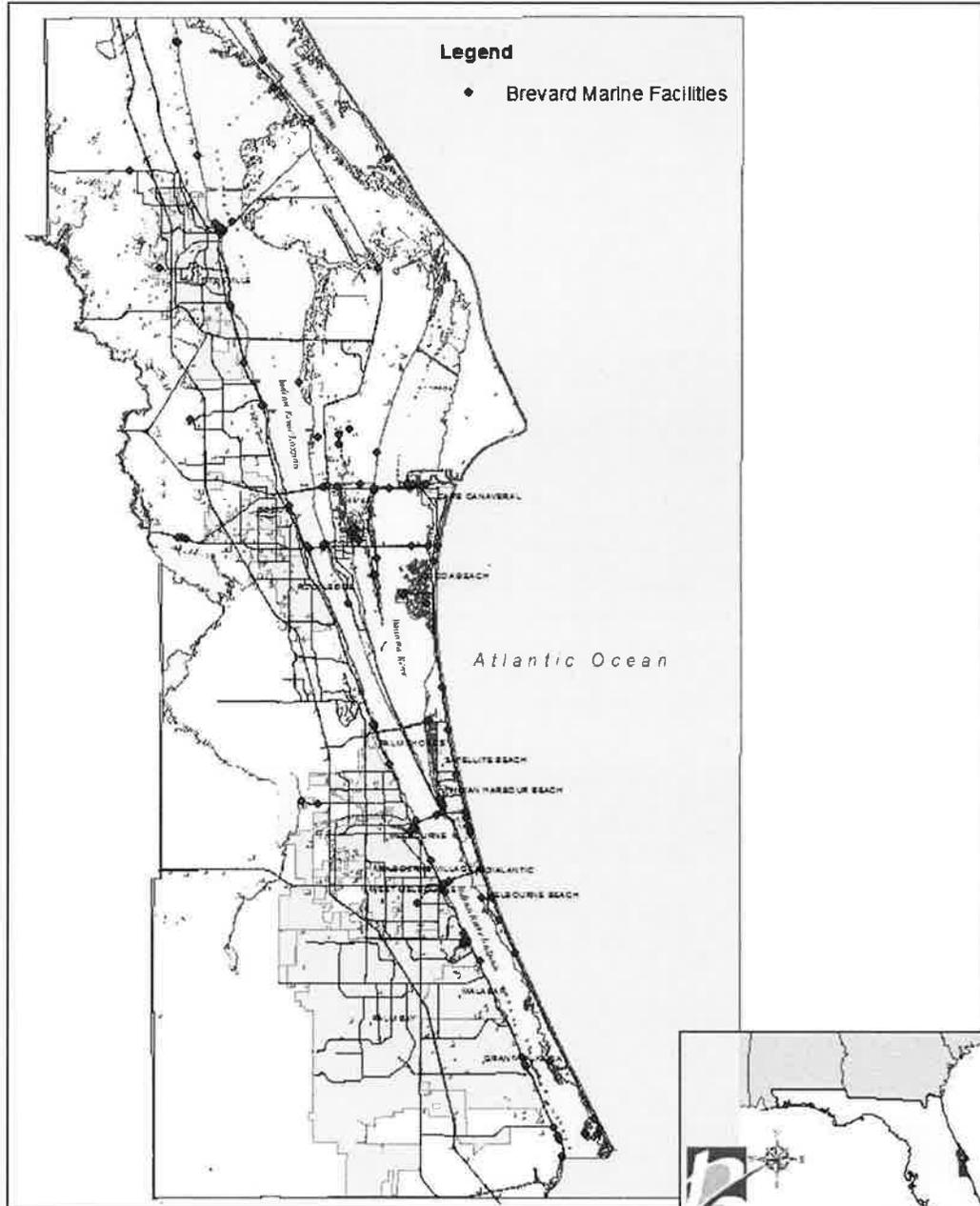
Policy 13.11

~~By 2013,~~ The County ~~shall~~ should develop incentives for encouraging private waterfront property owners to make their properties available for public use for purposes that are consistent with the uses permitted in recreational and commercial working waterfronts.

APPENDIX A

LIST OF MAPS

Map	Title
1	Marine Facilities
<u>2</u>	Evacuation Routes & Shelters
<u>3</u>	Coastal High Hazard Areas



**Conservation Element
Marine Facilities**



9/29/2017

Map 1

Marine Facilities

Map 1 Legend

(Webpage Note: Reverse Side of Map - Enlarged for Display Online)

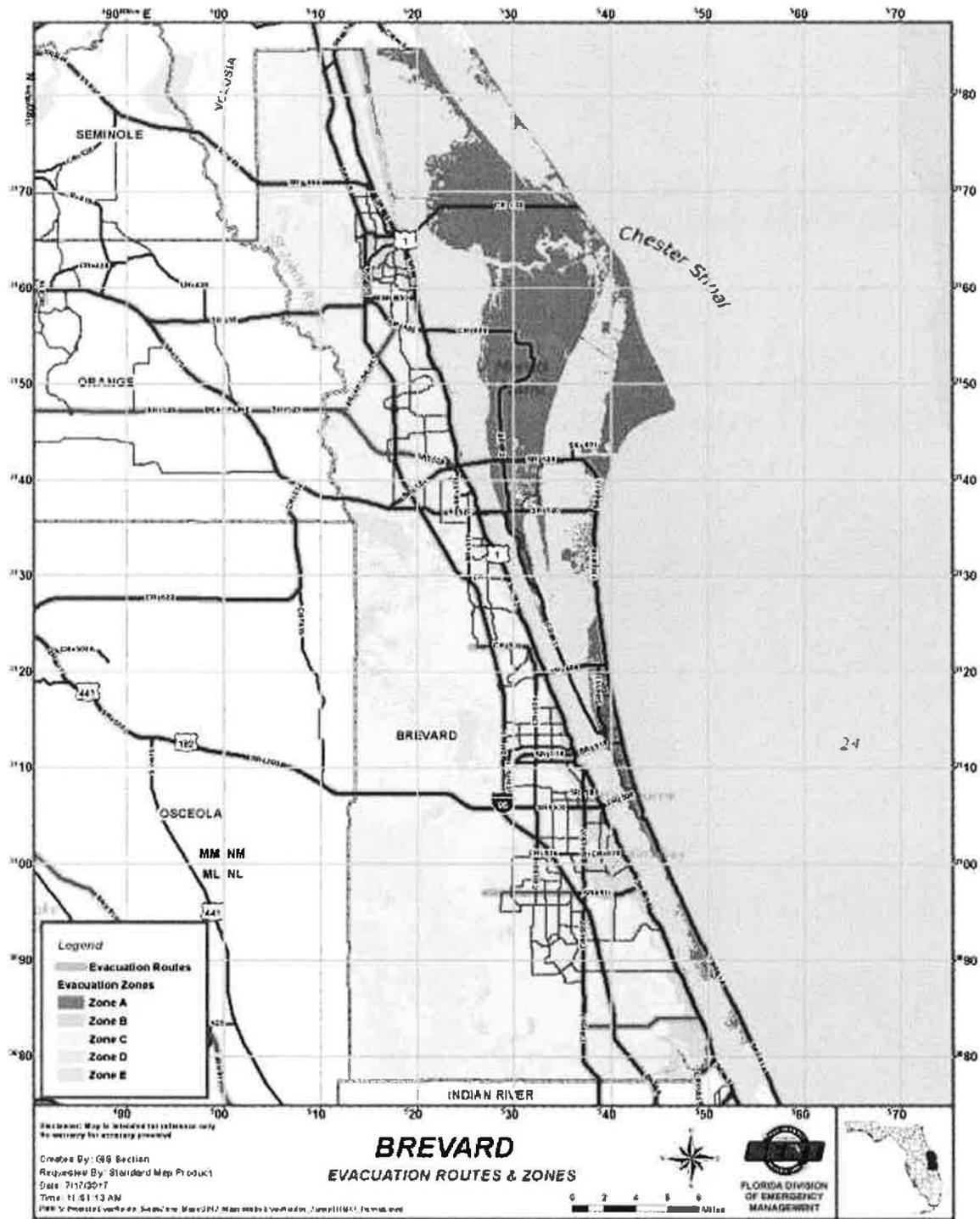
MAP REF #	STREET	CITY	WATERBODY
1	2000 Jones Av.	Mims	Indian River
2	801 Marina Road	Titusville	Indian River
3	451 Marina Road	Titusville	Indian River
4	419 N. Washington Ave.	Titusville	Indian River
5	41 N. Broad Street	Titusville	Indian River
6	S. Washington Ave. North of SR 50	Titusville	Indian River
7	4749 S. Washington Ave.	Titusville	Indian River
8	River Moorings Drive	N. Merritt Island	Indian River
9	1300 E. Hall Rd.	Merritt Island	Banana River
10	505 Glen Cheek Dr.	Port Canaveral	Port Canaveral
11	520 Glen Cheek Drive	Port Canaveral	Port Canaveral
12	628 Glen Cheek Drive	Port Canaveral	Port Canaveral
13	960 Mullet Road	Port Canaveral	Port Canaveral
14	350 SeaRay Dr.	Merritt Island	Barge Canal
15	2700 Harbortown Drive	Merritt Island	Barge Canal
16	800 Scallop Dr.	Port Canaveral	Port Canaveral
17	910 Mullet Road	Port Canaveral	Port Canaveral
18	290 Marine Harbor Drive	Merritt Island	Barge Canal
19	2750 Tingley Drive	Merritt Island	Barge Canal
20	6701 N. Atlantic Ave.	Cape Canaveral	Banana River
21	6815 N. Atlantic Ave.	Cape Canaveral	Banana River
22	Winar Drive	Merritt Island	Sykes Creek
23	20 Myrtice Ave.	Merritt Island	Indian River
24	14 Myrtice Ave.	Merritt Island	Indian River
25	P.O. Box 1886	Cocoa	Indian River
26	12 Marina Isles Blvd.	Indian Harbor Beach	Banana River
27	96 Willard St. Unit 101	Cocoa	Indian River
28	410 E. Cocoa Beach Cswy.	Cocoa Beach	Banana River
29	1872 E. 520 Cswy.	Merritt Island	Banana River
30	1872 E. 520 Cswy.	Merritt Island	Banana River
31	96 Willard St. Unit 101	Cocoa	Indian River
32	480 Cocoa Beach Cswy.	Cocoa Beach	Banana River
33	100-104 Riverside Dr.	Rockledge	Indian River
34	582 S. Banana River Dr	Merritt Island	Banana River

35	1025 Riveredge Drive	Rockledge	Indian River
36	200 S. Banana River Drive	Merritt Island	Banana River
37	1360 S. Banana River Dr.	Merritt Island	Banana River
38	1825 Minuteman Cswy.	Cocoa Beach	Banana River
39	1611 Minuteman Cswy.	Cocoa Beach	Banana River
40	1525 Minuteman Cswy.	Cocoa Beach	Banana River
41	2705 S. Tropical Trail	Merritt Island	Indian River
42	760 S. Brevard Ave.	Cocoa Beach	Banana River
43	2290 S. Hwy A1A	Cocoa Beach	Banana River
44	3360 S. Atlantic Ave.	Cocoa Beach	Banana River
45	5695 U.S. Highway 1	Viera	Indian River
46	199 Utopia Circle	Merritt Island	Indian River
47	1629 Atlas Ave.	PAFB	Banana River
48	Tequesta Harbor	Merritt Island	Indian River
49	6155 N. U.S. Hwy 1	Melbourne	Indian River
50	6175 N. Harbor City Blvd.	Melbourne	Indian River
51	5435 N. U.S. Highway 1	Melbourne	Indian River
52	4399 N. Harbor City Blvd.	Melbourne	Indian River
53	876 Marina Road	PAFB	Banana River
54	10 Palmer Road	Indian Harbor Beach	Banana River
55	1399 Banana River Drive	Indian Harbor Beach	Banana River
56	100 Datura Drive	Indian Harbor Beach	Banana River
57	96 E. Eau Gallie Cswy.	Melbourne	Indian River
58	587 Young Street	Melbourne	Eau Gallie River
59	1135 U.S. Highway 1	Melbourne	Eau Gallie River
60	911 N. Harbor City Blvd.	Melbourne	Eau Gallie River
61	729 N. Harbor City Blvd.	Melbourne	Indian River
62	705 S. Harbor City Blvd.	Melbourne	Indian River
63	2210 S. Front Street.	Melbourne	Crane Creek
64	1202 E. River Drive	Melbourne	Crane Creek
65	1208 E. River Drive	Melbourne	Crane Creek
66	1308 E. River Drive	Melbourne	Crane Creek
67	Riverside Drive	Melbourne Beach	Indian River
68	160 Versailles Drive	South Beaches	Indian River
69	Landings Road off A1A	South Beaches	Indian River
70	Solway Drive off A1A	South Beaches	Indian River
71	Ocean Way off A1A	South Beaches	Indian River
72	4220 Dixie Hwy NE	Palm Bay	Turkey Creek

COASTAL MANAGEMENT ELEMENT

November 2017August 2011

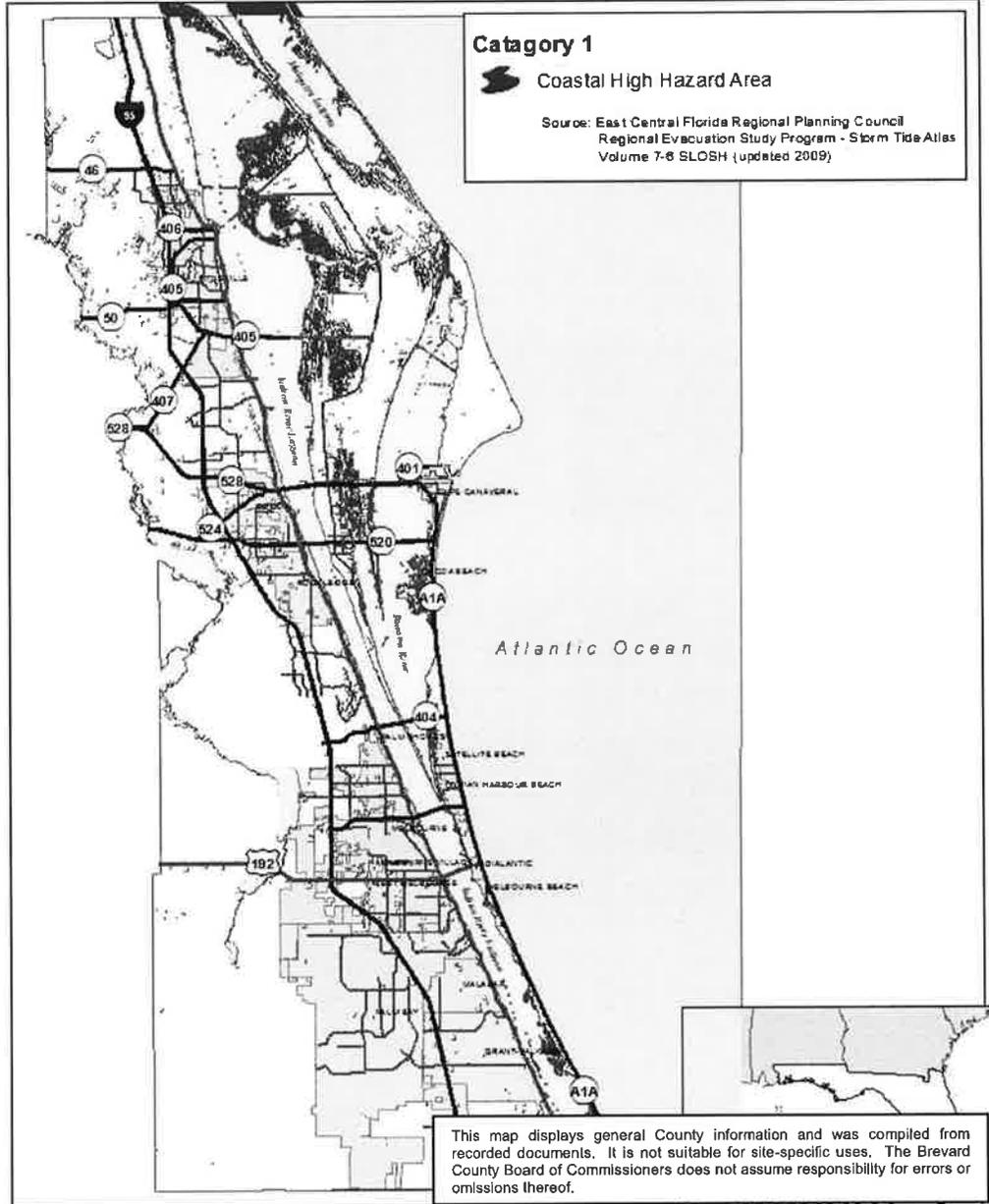
73	4350 Dixie Hwy NE	Palm Bay	Indian River
74	5001 Dixie Hwy NE	Palm Bay	Indian River
75	3800 U.S. Highway 1	Valkaria	Indian River
76	750 Mullet Creek Rd.	South Beaches	Indian River
77	240 Hammock Shore Dr.	South Beaches	Mullet Creek
78	4660 U.S. Highway 1	Grant	Indian River
79	5185 U.S. Highway 1	Grant	Indian River
80	6075 U.S. Highway 1	Grant	Indian River
81	8525 U.S. Highway 1	Micco	Indian River
82	9502 S. A1A	South Beaches	Indian River
83	8685 N. U.S. Highway 1	Micco	Indian River
84	4015 Main Street	Micco	Sebastian River
85	6485 S. U.S. Highway 1	Rockledge	Indian River
86	6533 S. U.S. Highway 1	Melbourne	Indian River
87	4263 N. U.S. Highway 1	Melbourne	Indian River
88	2459 Pineapple Ave.	Melbourne	Indian River
89	1477 Pineapple Ave.	Melbourne	Indian River



Map 2
Evacuation Routes and Shelters

COASTAL MANAGEMENT ELEMENT

November 2017 August 2011



Category 1
 Coastal High Hazard Area

Source: East Central Florida Regional Planning Council
 Regional Evacuation Study Program - Storm Tide Atlas
 Volume 7-6 SLOSH (updated 2009)

This map displays general County information and was compiled from recorded documents. It is not suitable for site-specific uses. The Brevard County Board of Commissioners does not assume responsibility for errors or omissions thereof.



Coastal Element
Coastal High Hazard Area

Map 3
Coastal High Hazard Area

COASTAL MANAGEMENT ELEMENT

APPENDIX-B

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1	Diagram Reflecting the Spatial Relationship between the FDEP 1981 Coastal Construction Control Line (CCCL), the Brevard County Coastal Construction Line (CCL) and the Brevard County Coastal Setback Line (CSL)	6

MANATEE HABITAT FEATURE MAP SERIES AND UPDATE SCHEDULE

MAPS:

1. **Submerged Aquatic Vegetation (SAV)** - 1994 coverage supplied with the draft MPP.

Source:

St. Johns River Water Management District
(904) 329-4500

Update Schedule: As available

2. **Manatee Abundance (Aerial Surveys)** - September 1997-September 1999 map supplied with the draft MPP.

Source:

Florida Fish and Wildlife Conservation Commission
Bureau of Protected Species Management
(904) 922-4330

Update Schedule: As available

3. **Manatee Mortality** - Watercraft-related or Total Manatee Mortality (all causes) from 1974-2001 supplied with the draft MPP.

Source:

Florida Fish and Wildlife Conservation Commission
Bureau of Protected Species Management
(904) 922-4330

Update Schedule: As available

4. **Manatee Protection Boat Speed Zones** - October 2000 as provided with the draft MPP, or more recent data.

Source:

Florida Fish and Wildlife Conservation Commission
Bureau of Protected Species Management
(904) 922-4330

Update Schedule: As needed

5. **Manatee Freshwater Sources Map** - March 1994 as provided with the MPP.

Source:

Brevard County
Natural Resources Management DepartmentOffice
(321) 633-2016

Update Schedule: As available

6. **Class II Waterbody, Outstanding Florida Waterway (OFW), or Aquatic Preserve** - 2001 as provided in the MPP.

Source:

Florida Department of Environmental Protection
Division of Surface Water Quality
(850) 245-8427

Update Schedule: As available

FUTURE LAND USE ELEMENT

CHAPTER XI

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PREFACE

Future Land Use Map Designations

The following Future Land Use designations shall be adopted as part of the Future Land Use Map:

Residential

- Residential 30 Directive (up to 30 dwelling units per acre)
- Residential 15 (up to 15 dwelling units per acre)
- Residential 10 (up to 10 dwelling units per acre)
- Residential 6 (up to 6 dwelling units per acre)
- Residential 4 (up to 4 dwelling units per acre)
- Residential 2 (up to 2 dwelling units per acre)
- Residential 1 (up to 1 dwelling unit per acre)
- Residential 1:2.5 (up to 1 dwelling unit per 2.5 acres)

Commercial

- Neighborhood Commercial (NC)
- Community Commercial (CC)

Industrial

- Heavy/Light Industrial
- Planned Industrial

Agricultural

Conservation

- Public Conservation
- Private Conservation

Public Facilities

Recreation

Developments of Regional Impact

ADMINISTRATIVE POLICIES

Administrative Policy 1

The Brevard County zoning official, planners and the Director of the Planning and ~~Development Department zoning staff~~, however designated, are recognized as expert witnesses for the purposes of Comprehensive Plan amendments as well as zoning, conditional use, special exception and variance applications.

Administrative Policy 2

Upon Board request, members of the Brevard County planning and zoning staff shall be required to present written analysis and a recommendation, which shall constitute an expert opinion, on all applications for zoning, conditional uses, comprehensive plan ~~amendments~~ appeals, vested rights or other applications for development approval that come before the Board of County Commissioners for quasi-judicial review and action. The Board may table an item if additional time is required to obtain the analysis requested or to hire an expert witness if the Board deems such action appropriate. Staff input may include the following:

Criteria:

- A. Staff shall analyze an application for consistency or compliance with comprehensive plan policies, zoning approval criteria and other applicable written standards.
- B. Staff shall conduct site visits of property which are the subject of analysis and recommendation. As part of the site visit, the staff shall take a videotape or photographs where helpful to the analysis and conduct an inventory of surrounding existing uses. Aerial photographs shall also be used where they would aid in an understanding of the issues of the case.
- C. In cases where staff analysis is required, both the applicant and the staff shall present proposed findings of fact for consideration by the Board.
- D. For ~~development re-zoning~~ applications where a specific use has not been proposed, the worst case adverse impacts of potential uses available under the applicable land use classification shall be evaluated by the staff.

Administrative Policy 3

Compatibility with existing or proposed land uses shall be a factor in determining where a rezoning or any application involving a specific proposed use is being considered. Compatibility shall be evaluated by considering the following factors, at a minimum:

Criteria:

- A. Whether the proposed use(s) would have hours of operation, lighting, odor, noise levels, traffic, or site activity that would significantly diminish the

enjoyment of, safety or quality of life in existing neighborhoods within the area which could foresee ably be affected by the proposed use;

- B. Whether the proposed use(s) would cause a material reduction (five per cent or more) in the value of existing abutting lands or approved development.
- C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through an analysis of:
 - 1. historical land use patterns;
 - 2. actual development over the immediately preceding three years; and
 - 3. development approved within the past three years but not yet constructed.
- D. Whether the proposed use(s) would result in a material violation of relevant policies in any elements of the Comprehensive Plan.

Administrative Policy 4

Character of a neighborhood or area shall be a factor for consideration whenever a rezoning or any application involving a specific proposed use is reviewed. The character of the area must not be materially or adversely affected by the proposed rezoning or land use application. In evaluating the character of an area, the following factors shall be considered:

Criteria:

- A. The proposed use must not materially and adversely impact an established residential neighborhood by introducing types or intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, etc.), parking, trip generation, commercial activity or industrial activity that is not already present within the identified boundaries of the neighborhood.
- B. In determining whether an established residential neighborhood exists, the following factors must be present:
 - 1. The area must have clearly established boundaries, such as roads, open spaces, rivers, lakes, lagoons, or similar features.
 - 2. Sporadic or occasional neighborhood commercial uses shall not preclude the existence of an existing residential neighborhood, particularly if the commercial use is non-conforming or pre-dates the surrounding residential use.
 - 3. An area shall be presumed not to be primarily residential but shall be deemed transitional where multiple commercial, industrial or other non-residential uses have been applied for and approved during the previous five (5) years.

Administrative Policy 5

In addition to the factors specified in Administrative Policies 2, 3, and 4, in reviewing a rezoning, conditional use permit or other application for development approval, the impact of the proposed use or uses on transportation facilities either serving the site or impacted by the use(s) shall be considered. In evaluating whether substantial and adverse transportation impacts are likely to result if an application is approved, the staff shall consider the following ~~criteria~~ **criteria**:

Criteria:

- A. Whether adopted levels of service will be compromised;
- B. Whether the physical quality of the existing road system that will serve the proposed use(s) is sufficient to support the use(s) without significant deterioration;
- C. Whether the surrounding existing road system is of sufficient width and construction quality to serve the proposed use(s) without the need for substantial public improvements;
- D. Whether the surrounding existing road system is of such width and construction quality that the proposed use(s) would realistically pose a potential for material danger to public safety in the surrounding area;
- E. Whether the proposed use(s) would be likely to result in such a material and adverse change in traffic capacity of a road or roads in the surrounding area such that either design capacities would be significantly exceeded or a de facto change in functional classification would result;
- F. Whether the proposed use(s) would cause such material and adverse changes in the types of traffic that would be generated on the surrounding road system, that physical deterioration of the surrounding road system would be likely;
- G. Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.

Administrative Policy 6

The use(s) proposed under the rezoning, conditional use or other application for development approval must be consistent with (a) all written land development policies set forth in these administrative policies; and (b) the future land use element, coastal management element, conservation element, potable water element, sanitary sewer element, solid waste management element, capital improvements element, recreation and

open space element, surface water element and transportation elements of the comprehensive plan.

Administrative Policy 7

Proposed use(s) shall not cause or substantially aggravate any (a) substantial drainage problem on surrounding properties; or (b) significant, adverse and unmitigatable impact on significant natural wetlands, water bodies or habitat for listed species.

Administrative Policy 8

These policies, the staff analysis based upon these policies and the applicant's written analysis, if any, shall be incorporated into the record of every quasi-judicial review application for development approval presented to the Board including rezoning, conditional use permits and vested rights determinations.

GOAL, OBJECTIVES AND POLICIES

GOAL

TO MANAGE GROWTH IN BREVARD COUNTY IN A MANNER THAT ENHANCES NATURAL AND MAN-MADE SYSTEMS AND MEETS THE PUBLIC'S SOCIAL AND ECONOMIC NEEDS.

Residential Land UsesRESIDENTIAL LAND USES

Objective 1

Brevard County shall facilitate the development of residential neighborhoods that offer the highest quality of life to the citizenry through the implementation of policies that accomplish the following:

Criteria:

- A. Ensure the compatibility of new development with its surroundings;
- B. Ensure the delivery of services that meet or exceed established levels of service;
- B. Discourage the occurrence of inefficiencies inherent in urban sprawl as defined by Florida Statutes;
- C. Strive to decrease identified hurricane evacuation deficiencies;
- D. Produce neighborhoods that complement adjacent land uses;
- E. Permit mixed use developments which, through the application of appropriate performance standards, juxtaposes neighborhood services and employment centers with residential uses in order to promote efficient use of land; and
- G. Encourage open space within residential developments and promote interconnectivity with surrounding land uses through innovative land regulations and bonus incentives.

Residential Land Use Designations

Policy 1.1

The residential land use designations adopted as part of the Future Land Use Map represent maximum density thresholds. Approved densities may be lower than the maximum allowed by a residential land use designation as a result of one or more of the following:

Criteria:

- A. Environmental constraints identified in applicable objectives and policies of the Conservation Element which impose more stringent density guidelines;
- B. Land use compatibility pursuant to Administrative Policy 3;
- C. Unavailability or inadequacy of public facilities and services, including educational facilities, to accommodate adopted density allowances, as set forth in Policy 1.2 and the policies found in the 'Service Delivery, Concurrency and Growth' section of this Element as well as related objectives and policies in the Capital Improvements Element;
- D. Character of the general area, pursuant to Administrative Policy 4;
- F. Hurricane evacuation capabilities; and
- F. Policies established in specialized plans as may be adopted by the Board of County Commissioners.

Public Facilities and Services Requirements

Policy 1.2

Minimum public facilities and services requirements should increase as residential density allowances become higher. The following criteria shall serve as guidelines for approving new residential land use designations:

Criteria:

- A. Adequate roadways, solid waste disposal, drainage and recreation facilities to serve the needs of associated development shall be available concurrent with development in all residential land use designations.
- B. Fire and police protection and emergency medical services to serve the needs of associated development shall be available concurrent with development in all residential land use designations in accordance with policies set forth in the 'Service Delivery, Concurrency and Growth' section of this Future Land Use Element.
- C. In the Residential 30 Directive, Residential 15, Residential 10, Residential 6 and Residential 4 land use designations, centralized potable water and wastewater treatment shall be available concurrent with the impact of the development.
- D. Where public water service is available, residential development proposals with densities greater than four units per acre shall be required to connect to a centralized sewer system.

- E. Where public water service is not available, residential development proposals with densities greater than two units per acre shall be required to connect to a centralized sewer system.
- F. The County shall not extend public utilities and services outside of established service areas to accommodate new development in Residential 2, Residential 1 and Residential 1:2.5 land use designations, unless an overriding public benefit can be demonstrated. This criterion is not intended to preclude acceptance of dedicated facilities and services by the County through MSBU's, MSTU's and other means through which the recipients pay for the service or facility.

Residential 30 Directive (maximum of 30 dwelling units per acre)

Policy 1.3

The Residential 30 Directive land use designation affords the highest density allowance, permitting a maximum density of up to thirty (30) units per acre, except as otherwise may be provided for within this element. Parameters for this future land use designation include:

Criteria:

- A. The Residential 30 Directive land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan.
 - 1. Areas located east of Interstate-95; and
 - 2. Unincorporated enclaves located within or adjacent to incorporated areas which permit similar or greater density allowance; or
 - 3. Areas adjacent to existing Residential 30 land use designation; and
 - 4. Areas with direct access to an arterial or collector roadway, without impacting existing or designated lower density/intensity areas.
- B. In the Merritt Island Redevelopment Area, Brevard County should encourage high density development in clustered patterns that maximize the provision of open space to avoid the impacts of "strip" or "checkerboard" land use patterns and to assist in the development of an urban atmosphere. The Residential 30 Directive land use designation may permit development in excess of 30 units per acre, provided that one of the following applies:
 - 1. Residential density of up to 37.5 dwelling units per acre, may be considered if approved as part of a redevelopment plan; or
 - 2. Developments which are tied to a binding development plan and propose a mixture of residential and commercial uses may permit the residential portion of the project with density of up to 50 dwelling units per acre.

- C. A 25% density bonus to permit up to 37.5 dwelling units per acre may be considered, except in the Coastal High Hazard Area (CHHA), where the Planned Unit Development concept is utilized, where deemed compatible by the County with adjacent development, provided that minimum infrastructure requirements set forth in Policy 1.2 are available. Such higher densities should be relegated to interior portions of the PUD tract, away from perimeters, to enhance blending with adjacent areas and to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. This density bonus shall not be utilized for properties within the Coastal High Hazard Area (CHHA).

Residential 15 (maximum of 15 units per acre)

Policy 1.4

The Residential 15 land use designation affords the second highest density allowance, permitting a maximum density of up to fifteen (15) units per acre, except as otherwise may be provided for within this element. The Residential 15 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

- A. Areas located east of Interstate-95, except in instances where they are adjacent to existing or designated residential densities of an equal or higher density allowance; and
- B. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 15 area;
- C. Areas adjacent to an existing Residential 15 land use designation; and
- D. Areas which have access to an arterial or collector roadway, without impacting existing or designated lower density/intensity areas.
- E. Up to a 25% density bonus to permit up to 18.75 dwelling units per acre may be considered where the Planned Unit Development concept is utilized, where deemed compatible by the County with adjacent development, provided that minimum infrastructure requirements set forth in Policy 1.2 are available. Such higher densities should be relegated to interior portions of the PUD tract, away from perimeters, to enhance blending with adjacent areas and to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. This density bonus shall not be utilized for properties within the Coastal High Hazard Area (CHHA).

Residential 10 (maximum of 10 dwelling units per acre)

Policy 1.5

The Residential 10 land use designation affords a transition in density between the highly urbanized areas and lower intensity residential uses. This land use designation permits a maximum density of up to ten (10) units per acre, except as otherwise may be provided for within this element. The Residential 10 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

- A. Areas adjacent to existing Residential 10 or higher land use designations; or
- B. Areas which serve as a transition between existing land uses or land use designations with density greater than ten (10) units per acre and areas with density of less than ten (10) units per acre; or
- C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 10; and
- D. Areas which have access to an arterial or collector roadway, without impacting existing or designated lower density/intensity areas.
- E. Up to a 25% density bonus to permit up to 12.5 dwelling units per acre may be considered where the Planned Unit Development concept is utilized, where deemed compatible by the County with adjacent development, provided that minimum infrastructure requirements set forth in Policy 1.2 are available. Such higher densities should be relegated to interior portions of the PUD tract, away from perimeters, to enhance blending with adjacent areas and to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. This density bonus shall not be utilized for properties within the Coastal High Hazard Area (CHHA).

Residential 6 (maximum of 6 dwelling units per acre)

Policy 1.6

The Residential 6 land use designation affords a transition in density between the higher urbanized areas and lower intensity land uses. This land use designation permits a maximum density of up to six (6) units per acre, except as otherwise may be provided for within this element. The Residential 6 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

- A. Areas adjacent to existing Residential 6 land use designation; or

- B. Areas which serve as a transition between existing land uses or land use designations with density greater than six (6) units per acre and areas with density of less than six (6) units per acre; or
- C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 6.
- D. Up to a 25% density bonus to permit up to 7.5 dwelling units per acre may be considered where the Planned Unit Development concept is utilized, where deemed compatible by the County with adjacent development, provided that minimum infrastructure requirements set forth in Policy 1.2 are available. Such higher densities should be relegated to interior portions of the PUD tract, away from perimeters, to enhance blending with adjacent areas and to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. This density bonus shall not be utilized for properties within the CHHA.

Residential 4 (maximum of 4 dwelling units per acre)

Policy 1.7

The Residential 4 land use designation affords an additional step down in density from more highly urbanized areas. This land use designation permits a maximum density of up to four (4) units per acre, except as otherwise may be provided for within this element. The Residential 4 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

- A. Areas adjacent to existing Residential 4 land use designation; or
- B. Areas which serve as a transition between existing land uses or land use designations with density greater than four (4) units per acre and areas with density of less than four (4) units per acre; or
- C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 4.
- D. Up to a 25% density bonus to permit up to five (5) units per acre may be considered with a Planned Unit Development where deemed compatible by the County with adjacent development, provided that minimum infrastructure requirements set forth in Policy 1.2 are available. Such higher densities should be relegated to interior portions of the PUD tract, away from perimeters, to enhance blending with adjacent areas and to maximize the integration of open space within the development and promote inter-

connectivity with surrounding uses. This density bonus shall not be utilized for properties within the CHHA.

Residential 2 (maximum of 2 units per acre)

Policy 1.8

The Residential 2 land use designation permits lower density residential development with a maximum density of up to two (2) units per acre, except as otherwise may be provided for within this element. The Residential 2 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

- A. Areas adjacent to existing Residential 2 land use designation; or
- B. Areas which serve as a transition between existing land uses or land use designations with density greater than two (2) units per acre and areas with density of less than two (2) units per acre; or
- C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 2.
- D. Up to a 25% density bonus to permit up to 2.5 dwelling units per acre may be considered where the Planned Unit Development concept is utilized, where deemed compatible by the County with adjacent development, provided that minimum infrastructure requirements set forth in Policy 1.2 are available. Such higher densities should be relegated to interior portions of the PUD tract, away from perimeters, to enhance blending with adjacent areas and to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. This density bonus shall not be utilized for properties within the CHHA.

Residential 1 (maximum of 1 unit per acre)

Policy 1.9

The Residential 1 land use designation permits low density residential development with a maximum density of up to one (1) unit per acre, except as otherwise may be provided for within this element. The Residential 1 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

- A. Areas adjacent to existing Residential 1 land use designation; or
- B. Areas which serve as a transition between existing land uses or land use designations with density greater than one (1) unit per acre and areas with lesser density; or

- C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 1.
- D. Up to a 25% density bonus to permit up to 1.25 dwelling units per acre may be considered with a Planned Unit Development where deemed compatible by the County with adjacent development, provided that minimum infrastructure requirements set forth in Policy 1.2 are available. Such higher densities should be relegated to interior portions of the PUD tract, away from perimeters, to enhance blending with adjacent areas and to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. This density bonus shall not be utilized by properties within the CHHA.

Residential 1:2.5 (maximum of 1 unit per 2.5 acres)

Policy 1.10

The Residential 1:2.5 land use designation, which establishes the lowest density of all the residential future land use designations, permits a maximum density of up to one (1) unit per 2.5 acres, except as otherwise may be provided for within this element. Development in the Residential 1:2.5 land use designation should seek to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. The Residential 1:2.5 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

- A. Areas adjacent to existing Residential 1:2.5 land use designation; or
- B. Areas which serve as a transition between existing land uses or land use designations with density greater than 1:2.5 units per acre and areas with lesser density or lower intensity uses; or
- C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 1:2.5.

Density in Coastal High Hazard Areas (CHHA)

Policy 1.11

The construction of additional infrastructure intended to remedy existing deficiencies, such as any new bridges or improvements to existing causeways over the Indian River Lagoon, shall not serve as a basis for increasing residential densities nor allowing residential density bonuses within the Coastal High Hazard Area (CHHA) above those programmed on the Future Land Use Map.

Protection of Residential Riverside Lands

Policy 1.12

Brevard County shall identify lineal land use patterns which parallel the U.S. 1 corridor and the Indian River in order to promote the protection of residential designated lands lying easterly of U.S. 1 and to discourage the expansion and encroachment of non-residential designated lands into such lineal residential areas. These lineal land use patterns shall generally be identified in, but not limited to, the following areas of Brevard County:

- 1) Generally from the southern Titusville city limits (Section 26 Township 22 Range 35) to SR 528 (Section 8 Township 24 Range 36).
- 2) Generally from south of Gus Hipp Boulevard (Section 23 Township 25 Range 36) to Pineda Causeway (Section 19 Township 26 Range 37).
- 3) Generally south of the southern Malabar city limits (Section 17 Township 29 Range 38) to the south Brevard County line (Section 23 Township 30 Range 38).

Promotion of Linear Parks in Residential Subdivisions

Policy 1.13

Brevard County shall prepare and implement development incentives to encourage the inclusion of linear parks which promote the integration of open space within residential subdivisions and interconnectivity with adjacent development.

Commercial Land Uses ~~COMMERCIAL LAND USES~~

Objective 2

Brevard County shall provide for adequate and appropriate lands for the location of commercial land uses, through the Land Development Regulations, to serve the needs of the projected residents and visitors to the County. Brevard County shall direct new commercial land use designations to areas which are determined to be appropriate based upon a suitability analysis, character of the area, compatibility with surrounding land uses, and public facilities and services. These uses shall be directed to sites where there are sufficient uplands for the intended use and for all other measures to ensure wetland function. During the review of proposed amendments to the Future Land Use Map, which would allow commercial uses, Brevard County shall ensure that the site is suitable for the proposed use with regard to environmental features. The proposed designation shall be consistent with the following suitability criteria:

Criteria:

- A. Floodplain policies contained within Conservation Objective 4;
- B. Aquifer protection policies contained within Conservation Objective 11;
- C. Types, values, conditions, functions, and locations of wetlands, and wetlands protection policies contained in Conservation Objective 5.

Role of the Comprehensive Plan in the Designation of Commercial Lands

Policy 2.1

The Comprehensive Plan takes into consideration broad criteria for evaluating requests for commercial land use designations within Brevard County. At a minimum, these criteria address the following:

Criteria:

- A. Overall accessibility to the site;
- B. Compatibility and inter-connectivity with adjacent adopted Future Land Use designations and land uses;
- C. Existing commercial development trend in the area;
- D. Fundamental changes in the character of an area prompted by infrastructure improvements undertaken by the County;
- E. Availability of required infrastructure at/above adopted levels of service;
- F. Spacing from other commercial activities;
- G. Size of proposed commercial designation compared with current need for commercial lands;
- H. Adherence to the objectives/policies of the Conservation Element and minimization of impacts upon natural resources and systems;
- I. Integration of open space; and
- J. Impacts upon strip commercial development.

Role of Zoning Regulations in the Designation of Commercial Lands

Policy 2.2

The zoning process regulates the types and intensities of uses for a parcel of land. Criteria which aid in assessing zoning compatibility, shall include consideration of the following standards:

Criteria:

- A. Permitted/prohibited uses;
- B. Existing commercial zoning trends in the area;

- C. Compatibility of the proposed use with the area, pursuant to Administrative Policy 3;
- D. Impact upon Level of Service (LOS) standards for roads, potable water service, sanitary sewer service and solid waste disposal;
- E. Impact upon natural resources, including wetlands, floodplains, and endangered species; and
- F. Other issues which may emerge specific to a particular property which may be addressed through performance based zoning criteria.

**Role of Land Development Regulations in the Designation of Commercial Lands
Policy 2.3**

Land development regulations provide performance standards for evaluating the acceptability of proposed commercial development activities. ~~Criteria including:~~

Criteria:

- A. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access, where feasible, as determined by Brevard County;
- C. Buffering from adjacent existing/potential uses;
- D. Open space provisions and balance of proportion between gross floor area and site size;
- E. Adequacy of pervious surface area in terms of drainage requirements;
- F. Placement of signage;
- G. Adequacy of site lighting and intrusiveness of lighting upon the surrounding area;
- H. Safety of on-site circulation patterns (patron, employee and delivery vehicles), including parking layout and drive aisles, and points of conflict;
- I. Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations;
- J. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance; and

- K. Performance based zoning requirements which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.

Commercial Future Land Use Designations

Policy 2.4

The following two (2) commercial land use designations are adopted as part of the Future Land Use Map:

- Neighborhood Commercial (NC)
- Community Commercial (CC)

Activities Permitted in Neighborhood Commercial (NC) Future Land Use Designations

Policy 2.5

Neighborhood Commercial (NC) development activities are intended to be low-impact in nature and serve the needs of the immediate residential area. Intrusion of these land uses into surrounding residential areas shall be limited. Existing BU-1-A uses, which were established as of the adoption date of this provision shall be considered consistent with this policy. Development activities which may be considered within Neighborhood Commercial (NC) Future Land Use designation, provided that listed criteria are met, include the following:

- a) Professional offices (no drive through lanes permitted);
- b) Personal Services (no drive through lanes permitted);
- c) Convenience stores (no drive through lanes permitted);
- d) Residential uses;
- e) Institutional uses;
- f) Recreational uses;
- g) Public facilities; and
- h) Transitional uses pursuant to Policy 2.12.

Locational and Development Criteria for Neighborhood Commercial Uses

Policy 2.6

Locational and development criteria for neighborhood commercial land uses are as follows:

Criteria:

- A. Neighborhood commercial clusters should be located at collector/collector or collector/arterial intersections, except as otherwise provided for in this Comprehensive Plan.

- C. Due to the linear nature and lack of intersections along SR A1A south of Melbourne Beach, new neighborhood commercial uses may be considered along those roadways if there is sufficient infrastructure to support commercial development; if the area has an established commercial

character; and if they are consistent with the other applicable policies of this Comprehensive Plan.

- D. New neighborhood commercial land use sites should incorporate no more than two acres maximum at each corner of an intersection, as set forth in Criterion A of this policy. Neighborhood commercial land uses at such intersections should not exceed eight (8) acres total.
- E. Neighborhood commercial development clusters should be spaced at least 1/2 mile apart, except in the south beaches where neighborhood commercial clusters should be spaced at least three (3) miles apart.
- F. The gross floor area of neighborhood commercial complexes should not exceed a 21,800 square feet and the Floor Area Ratio (FAR) should not exceed of 0.75.
- F. Recreational vehicle parks shall be located in areas which serve the needs of tourists and seasonal visitors to Brevard County. The location of recreational vehicle parks shall have access to interstate interchanges via arterial and principal collector transportation corridors or the property shall be located on a major multi-county transportation corridor.

In summary, Table 2.1 reiterates the specific development parameters and issues for consideration discussed in Policies 2.1 and 2.6 when evaluating requests for NC land use designations. This table also outlines issues which affect decision making for rezoning requests and for site plan review, as described in Policies 2.2 and 2.3.

Activities Permitted in Community Commercial (CC) Future Land Use Designations Policy 2.7

Community Commercial (CC) development activities are intended to serve several neighborhoods, sub-regional and regional areas and provide an array of retail, personal and professional uses. Development activities which may be considered within the Community Commercial (CC) Future Land Use designation, provided that the guidelines listed in Table 2.2 are met, include the following:

- a) Existing strip commercial;
- b) Transient commercial uses;
- c) Tourist commercial uses;
- d) Professional offices;
- e) Personal service establishments;
- f) Retail establishments;
- g) Non-retail commercial uses;
- h) Residential uses;
- i) Institutional uses;

- j) Recreational uses;
- k) Public facilities;
- l) Transitional uses pursuant to Policy 2.124; and
- m) Planned Industrial Park development (as permitted by PIP zoning).

Locational and Development Criteria for Community Commercial Uses
Policy 2.8

Locational and development criteria for community commercial land uses are as follows:

Criteria:

- A. Community Commercial clusters of up to ten (10) acres in size should be located at arterial/arterial intersections. Collector/arterial intersections are acceptable for clusters of up to ten (10) acres in size, however, the collector roadways must serve multiple residential areas. Intrusion of these land uses into the surrounding residential areas shall be limited. For Community Commercial clusters greater than ten (10) acres in size, they must be located at principal arterial/principal arterial intersections.
- B. Community commercial complexes should not exceed 40 acres at an intersection.
- C. Community commercial clusters up to 10 acres in size should be spaced at least 2 miles apart and community commercial clusters up to 40 acres in size should be spaced at least five (5) miles apart.
- ~~D. The gross floor area of community commercial complexes should not exceed 150,000 square feet for commercial clusters up to 10 acres in size and shall not exceed 400,000 square feet for commercial clusters greater than 10 acres but less than 40 acres in size.~~
- E. Floor Area Ratio (FAR) of up to 1.00 will be permitted for Community Commercial sites.
- F. Recreational vehicle parks shall be located in areas which serve the needs of tourists and seasonal visitors to Brevard County. The location of recreational vehicle parks shall have access to interstate interchanges via arterial and principal collector transportation corridors or the property shall be located on a major multi-county transportation corridor.

In summary, Table 2.2 reiterates the specific development parameters and issues for consideration, as discussed in Policies 2.1 and 2.8, when evaluating requests for CC land use designations. This table also outlines issues which affect decision making for rezoning requests and for site plan review, as described in Policies 2.2 and 2.3.

TABLE 2.1 THREE LAYER DEVELOPMENT REVIEW PROCESS FOR EVALUATING NEW NEIGHBORHOOD COMMERCIAL (NC) FUTURE LAND USES

FIRST LEVEL OF REVIEW CONSISTENCY WITH COMPREHENSIVE PLAN ¹	SECOND LEVEL OF REVIEW CONSISTENCY WITH ZONING REGULATIONS ²	THIRD LEVEL OF REVIEW CONSISTENCY WITH LAND DEVELOPMENT REGULATIONS ³
Issues for Evaluation	Issues for Evaluation	Issues for Evaluation
Overall accessibility to the proposed NC site. (Policy 2.1.A)	Permitted/prohibited uses. (Policy 2.2.A)	Integration of vehicular and non-vehicular access into the site plan. (Policy 2.3.A)
Compatibility and inter-connectivity of proposed NC site with adjacent adopted Future Land designations and uses. (Policy 2.1.B)	Proposed zoning is consistent with zoning trends for the area. (Policy 2.2.B)	Access management features of the site design. (Policy 2.3.A)
Existing commercial development trend in the area. (Policy 2.1.C)	Compatibility of proposed zoning with surrounding land uses. (Policy 2.2.C)	Buffering of adjacent existing/potential uses. (Policy 2.3.B)
Changes in character of an area due to infrastructure improvements. (Policy 2.1.D)	Availability of public facilities to accommodate proposed zoning at or above adopted Level of Service standards. (Policy 2.2.D)	Open space provisions and balance of proportion between gross floor area and site size. (Policy 2.3.C)
Availability of public facilities to accommodate proposed NC Future Land Uses at or above adopted Level of Service standards. (Policy 2.1.E)	Impacts upon natural resources, including wetlands, floodplains and endangered species. (Policy 2.2.E)	Adequacy of pervious surface area in terms of drainage requirements of Land Development Code. (Policy 2.3.D)
Minimum Spacing from Nearest Commercial Land Use: .5 (one half) mile, with exceptions. (Policies 2.1.F and 2.6.D)	Other issues which may emerge specific to a particular property. (Policy 2.2.F)	Placement of signage on site. (Policy 2.3.E)
Size of proposed NC designation compared with current need. (Policy 2.1.G)	Development Parameters Addressed by BU-1A Zoning Regulations	Adequacy of site lighting and intrusiveness of lighting upon the surrounding area. (Policy 2.3.F)
Adherence of proposed NC land use to objectives/policies of the Conservation Element and the minimization of impacts upon natural systems. (Policy 2.1.H)	Listing of permitted/prohibited uses.	Safety of on site circulation patterns and points of conflicts. (Policy 2.3.G)
Integration of open space. ⁴ (Policy 2.1.I)	Minimum building setbacks requirements.	Landscaping conforms with policies of the Comprehensive Plan and the Land Development Code. (Policy 2.3.H)
Effect upon strip commercial development as a result of approving NC Future Land Use. (Policy 2.1.J)	Minimum lot size requirements.	Site plan sensitivity to protecting unique natural features. (Policy 2.3.I)
Location: Limited to intersections of Collector/Collector or Collector/Arterial roadways. (Policy 2.6.A)	Minimum floor area requirements.	Other performance based requirements. (Policy 2.3.J)
NC Future Land Use Site Size: 2 acres maximum (Policy 2.6.C)	Maximum building height allowances.	³ This table serves as a summary. Refer to Policies 2.3 and 2.6 for full details.
Maximum Building Size: 21,800 square feet. (Policy 2.6.F)	Buffering requirements.	
Maximum Floor Area Ratio (FAR): .75 ⁴ (Policy 2.6.E)	Traffic impact allowances.	
¹ This table serves as a summary. Refer to Policies 2.1 and 2.6 for full details.	² This table serves as a summary. Refer to Policies 2.2 and 2.6 for full details.	

⁴ These parameters will be applied during the site plan review process.

TABLE 2.2 THREE LAYER DEVELOPMENT REVIEW PROCESS FOR EVALUATING NEW COMMUNITY COMMERCIAL (CC) FUTURE LAND USES		
FIRST LEVEL OF REVIEW CONSISTENCY WITH COMPREHENSIVE PLAN ¹	SECOND LEVEL OF REVIEW CONSISTENCY WITH ZONING REGULATIONS ²	THIRD LEVEL OF REVIEW CONSISTENCY WITH LAND DEVELOPMENT REGULATIONS ³
Issues for Evaluation	Issues for Evaluation	Issues for Evaluation
Overall accessibility to the proposed CC site. (Policy 2.1.A)	Permitted/prohibited uses. (Policy 2.2.A)	Integration of vehicular and non-vehicular access into the site plan. (Policy 2.3.A)
Compatibility and inter-connectivity of proposed CC site with adjacent adopted Future Land Designations and uses. (Policy 2.1.B)	Proposed zoning is consistent with zoning trends for the area. (Policy 2.2.B)	Access management features of the site design. (Policy 2.3.A.)
Existing commercial development trend in the area. (Policy 2.1.C)	Compatibility of proposed zoning with surrounding land uses. (Policy 2.2.C)	Adequacy of buffering provided. (Policy 2.3.B)
Changes in character of an area due to infrastructure improvements. (Policy 2.1.D)	Availability of public facilities to accommodate proposed zoning at or above adopted Level of Service standards. (Policy 2.2.D)	Open space provisions and balance of proportion between gross floor area and site size. (Policy 2.3.C)
Availability of public facilities to accommodate proposed CC Future Land Uses at or above adopted Level of Service standards. (Policy 2.1.E)	Impacts upon natural resources, including wetlands, flood plains, and endangered species. (Policy 2.2.E)	Adequacy of pervious surface area in terms of drainage requirements of Land Development Code. (Policy 2.3.D)
Minimum Spacing from Nearest CC Land Use: 2 miles for sites up to 10 acres and 5 miles for sites >10 acres. (Policies 2.1.F and 2.8.C)	Other issues which may emerge specific to a particular property. (Policy 2.2.F)	Placement of signage on site. (Policy 2.3.E)
Size of proposed CC designation compared with current need. (Policy 2.1.G)	Development Parameters Addressed by BU-1 & BU-2 Zoning Regulations	Adequacy of site lighting and intrusiveness of lighting upon the surrounding area. (Policy 2.3.F)
Adherence of proposed CC land use to objectives/policies of the Conservation Element and the minimization of impacts upon natural systems. (Policy 2.1.H)	Listing of permitted/prohibited uses.	Safety of on site circulation patterns and points of conflicts. (Policy 2.3.G)
Integration of open space. (Policy 2.1.I)	Minimum building setbacks requirements.	Landscaping conforms with policies of the Comprehensive Plan and the Land Development Code. (Policy 2.3.H)
Effect upon strip commercial development as a result of approving CC Future Land Use. (Policy 2.1.J)	Minimum lot size requirements.	Site plan sensitivity to protecting unique natural features. (Policy 2.3.I)
Locations: Limited to intersections of Arterial/Arterial or Collector/Arterial roadways for sites up to 10 acres (with exceptions) and limited to Principal Arterial/Principal Arterial intersections for sites >10 acres. (Policy 2.8.A)	Minimum floor area requirements.	Other performance based requirements. (Policy 2.3.J)
CC Future Land Use Site Size: >2 acres and <40 acres. (Policy 2.8.B)	Maximum building height allowances.	³ This table serves as a summary. Refer to Policies 2.3 and 2.8 for full details.
Minimum spacing from nearest CC land use: 2 miles for sites up to 10 acres and 5 miles for sites > 10 acres. (Policy 2.8.C)	Buffering requirements.	
Maximum Building Size: up to 150,000 square feet for sites up to 10 acres and up to 400,000 square feet for sites >10 acres. (Policy 2.8.D)	² This table is a summary. Refer to Policies 2.2 and 2.8 for full details.	
Maximum Floor Area Ratio (FAR): 1.0 for sites up to 10 acres and 1.0 for sites >10 acres. (Policy 2.8.E)		
¹ This table serves as summary. Refer to Policies 2.1 and 2.8 for full details.		
⁴ These parameters will be applied during the plan review process.		

Board Adjustments to Commercial Future Land Use Boundaries

Policy 2.9

The boundaries of the Neighborhood Commercial and Community Commercial future land use designations are intended to be flexible in their application and may be extended up to 500 feet beyond the limits established on the Future Land Use Map by the Board of County Commissioners, provided that such proposed extensions adhere to the following criteria:

Criteria:

- A. — said extension shall not encompass an area greater than one acre in size;
- B. — said extension shall only be permitted for properties which are either contiguous to or partly located within the respective Neighborhood Commercial or Community Commercial designation sought by the extension;
- C. — said extension does not result in expanding a boundary into established residential areas; and
- D. — said extension does not exclusively abut a parcel which was previously granted such an expansion.

Policy 2.10

In evaluating an application for a commercial land use boundary extension as discussed in Policy 2.9, the Board of County Commissioners shall determine that at least one of the following criteria applies:

Criteria:

- A. — such extension results in the protection of the environment;
- B. — such extension makes accommodation for the nearest property lines, rights-of-way, or easements;
- C. — the basis for such extension is related to major physical or man-made boundaries; or,
- D. — a binding development restriction which satisfactorily addresses compatibility issues raised by the County is voluntarily submitted to the Planning and Zoning Board and is approved by the County Commission.

Policy 2.11

Properties that do not qualify for a boundary extension, as provided for in Policy 2.9, shall be afforded the opportunity to apply for a plan amendment pursuant to Florida Statutes.

Regional Commercial Centers

Policy 2.912

Regional commercial centers are those which meet the standards for Developments of Regional Impact, as defined by Chapter 380, F.S. Such land uses shall only be located within the Development of Regional Impact (DRI) future land use designation. Project design and review standards shall be in accordance with the requirements of Chapter 380, F.S.

Residential Development in Neighborhood Commercial and Community Commercial Land Use Designations

Policy 2.103

Residential development or the integration of residential development with commercial development shall be permitted in the Neighborhood Commercial and Community Commercial land use designations, provided that the scale and intensity of the residential/mixed use development is compatible with abutting residential development and areas designated for residential use on the Future Land Use Map. Residential development is permissible in these commercial land use designations at density of up to one category higher than the closest residentially designated area on the Future Land Use Map (FLUM) which is on the same side of the street. Increases in density beyond this allowance may be considered through a public hearing. In the CHHA, however, residential development is strictly limited to the density of the closest residentially designated area on the FLUM that is on the same side of the street. Such residential development, as described above, shall be allowed to utilize the following characteristics:

Criteria:

- A.a)** Residential uses within Neighborhood Commercial and Community Commercial designations shall be encouraged to utilize neo-traditional neighborhood development techniques, such as narrower road rights-of-way, mid-block pedestrian pass-throughs, alleys, smaller lot sizes, on-street parking, reduced lot line setbacks and public transit facilities.

- B.b)** Residential density bonuses as set forth in Policy 11.2 may be considered in addition to the bonus stated in the above policy within Neighborhood Commercial and Community Commercial designations as an incentive for redevelopment and regentrification if the proposed development will address serious incompatibility with existing land uses, is adequately buffered from other uses, is located along major transportation corridors, and meets the concurrency requirements of this Comprehensive Plan.

Transitional Commercial Activities

Policy 2.114

As a result of their intrinsic nature and scale of intensity, offices, non-retail and neighborhood commercial activities may be utilized as transitional activities to afford

buffering between higher and lower intensity uses, including transportation corridors. The criteria listed below, as summarized by Table 2.3, should serve as locational guidelines for employing such development as transitional uses. Projects which are approved as transitional uses may be subject to special requirements by the County, such as buffers, lighting, hours of operation, access/egress points, etc. in order to minimize impact upon adjacent lower intensity uses. In residential land use designations, strict adherence to development parameters outlined in Policies 2.6 and 2.8 must be maintained to qualify for consideration as a transitional activity under this policy. Once a transition is achieved between a higher and lower intensity land use, this policy should not be construed to justify the extension or enlargement of such uses onto adjacent lower intensity lands.

Criteria:

- A. Non-retail commercial land uses shall be limited to those areas where non-retail commercial or industrial characteristics are established or planned so as to protect residential areas from their influence. Non-retail uses, including wholesaling, contracting, heavy repair services, paint and body shops, storage and warehousing uses, may serve as a transitional use between the following higher intensity and lower intensity uses, in the following listed Future Land Use designations:

Higher Intensity Uses:	Heavy Industrial or Light Industrial activities.
Lower Intensity Uses:	Community Commercial, Planned Industrial Park or Planned Business Park uses.
Future Land Use designations:	Community Commercial, Heavy/Light Industrial or Planned Industrial (Planned Industrial permits PIP zone uses only).
Roadway Access Requirements:	Convenient access to a major transportation corridor or along a railroad corridor with visual buffering from such corridors.

- B. Professional Office uses may serve as a transition between the following higher intensity and lower intensity uses, in the following listed Future Land Use designations:

Higher Intensity Uses:	Light Industrial, Heavy Industrial, Planned Industrial Park, Planned Business Park, Neighborhood Commercial or a transportation corridor.
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Lower Intensity Uses:	Residential 4, Residential 6, Residential 10, or Residential 15
Future Land Use Designations:	Neighborhood Commercial, Community Commercial, Residential 4, Residential 6, Residential 10, Residential 15. These residential land use designations permit RP zone uses only.
Roadway Access Requirements:	Direct access to collector or higher roadway.

C. Neighborhood Commercial uses may serve as a transition between the following higher intensity and lower intensity uses, in the following listed Future Land Use designations:

Higher Intensity Uses:	Any higher intensity uses listed in Criteria A and B above.
Lower Intensity Uses:	Professional Offices (RP and <u>BU-1-A</u> zone uses only) and any residential.
Future Land Use Designations:	Neighborhood Commercial and all Residential designations.
Roadway Access Requirements:	Direct access to collector or higher roadway.

TABLE 2.3

LOCATIONAL CRITERIA FOR TRANSITIONAL COMMERCIAL & INDUSTRIAL LAND USES¹

TRANSITIONAL ¹ USE	TRANSITION FROM...	TRANSITION TO...	PERMITTED FUTURE LAND USE DESIGNATION	ROADWAY ACCESS REQUIREMENTS
Non-retail ² Uses	Light Industrial or Heavy Industrial	Community Commercial, Planned Industrial Park, or Planned Business Park	Community Commercial, Heavy/Light Industrial, or Planned Industrial ⁴	Convenient access to a major transportation corridor or along a railroad corridor, but must be visually buffered from such corridors.
Professional Office	Light Industrial, Heavy Industrial, Planned Industrial Park, Planned Business Park, Neighborhood Commercial, or Transportation Corridors	Residential (4 units per acre or higher density)	Neighborhood Commercial, Community Commercial, Residential 4 ³ , Residential 6 ³ , Residential 10 ³ , Residential 15 ³ , or Residential 30 ³	Direct access to collector or higher.
Neighborhood Commercial	Any of the above uses, plus Community Commercial	Professional Offices ³ Residential	Neighborhood Commercial and all Residential Designations	Direct access to collector or higher.

¹ This table serves as a summary. Refer to Policy 2.114 for full details.

² Generally includes wholesaling, contracting, heavy repair services, paint and body shops, storage and warehousing uses.

³ Permits RP and BU-1-A zoning uses only.

⁴ Permits PIP zoning uses only.

Strip Commercial Development

Policy 2.125

The creation/promotion of strip pattern of commercial development shall be discouraged. Infill within established strip commercial areas is preferred over extension of a strip commercial pattern. Extension of a commercial land use designation may be considered in circumstances where the proposed commercial parcel is located within a block in which at least fifty percent (50%) of the block face (in linear feet) is either currently developed with commercial land uses or is designated for commercial use. In either case, the proposed commercial land use extension shall not constitute an encroachment into a residential area. Refer to Figure 1 in the Appendix, "Illustrative Examples of Commercial Infill vs. Extension of Strip Development." Judging the suitability of a location for an extension of strip commercial development activities shall be based upon the following minimum criteria:

Criteria:

- A. Impacts upon traffic circulation should be anticipated and mitigated through the reservation of right-of-way for road widening and marginal access streets. Access points for strip commercial complexes shall seek to minimize points of conflict by utilizing frontage roads, providing cross access between parcels or installing shared use curb cuts for access driveways to the maximum extent feasible, as determined by Brevard County.
- B. Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of strip commercial development.
- C. A sidewalk or bicycle path shall be required where appropriate, as encouraged by Tables 2.1 and 2.2 to provide convenient access to surrounding residents and to reduce traffic volumes on the roadways.
- D. Adequacy of off-street parking, off-street loading facilities and stormwater facilities.

Periodic Review of Commercial Area Allocations

Policy 2.136

As part of each Evaluation and Appraisal Report (EAR), Brevard County shall analyze the allocation of commercial acreage in the Future Land Use Map. The evaluation of said allocations shall be based upon the following minimum criteria:

Criteria:

- A. Commercial development trends;
- B. The types, intensities, locations, and land areas of commercial land use designations; and
- C. Commercial acreage allocations shall consider all commercial development, whether within or outside of commercial land use designations.

Institutional Future Land Use Designations

Policy 2.147

Because of the contrasting nature of institutional activities, two types of institutional land uses are identified below. Institutional uses shall be evaluated according to the following location and development criteria:

Criteria:

- A. Low Intensity Institutional Uses
 - 1. Permitted in all Residential Land Use Designations and in the Neighborhood Commercial Land Use Designation
 - 2. Access to a roadway classified as a local street or higher
 - 3. Pedestrian access required
 - 4. Building scale and design compatible with the surrounding neighborhood

- B. High Intensity Institutional Uses
 - 1. Permitted in the Community Commercial Land Use Designation
 - 2. Access to a roadway classified as an arterial or higher
 - 3. Access to a roadway classified as a collector or higher in established Community
 - 4. Commercial areas' intrusion into residential areas shall be limited. High Intensity Institutional Uses shall be located in areas where commercial development is planned or established.

LOW INTENSITY INSTITUTIONAL USES

Permitted in all Residential Land Use Designations and in the Neighborhood Commercial Land Use Designation

- A. Access to a roadway classified as a local street or higher
- B. Pedestrian access required
- C. Building scale and design compatible with the surrounding neighborhood

HIGH INTENSITY INSTITUTIONAL USES

Permitted in the Community Commercial Land Use Designation

- A. Access to a roadway classified as an arterial or higher
- B. Access to a roadway classified as a collector or higher in established Community
- C. Commercial areas

Intrusion into residential areas shall be limited. High Intensity Institutional Uses shall be located in areas where commercial development is planned or established.

Industrial Land Uses ~~INDUSTRIAL LAND USES~~

Objective 3

Brevard County shall provide for adequate and appropriate lands for the location of industrial land uses, ~~through the Land Development Regulations,~~ to support the role of these uses in the County's economy. Brevard County shall direct new industrial land use designations to areas which are determined to be appropriate based upon a suitability analysis, character of the area, compatibility with surrounding land uses, and public facilities and services. These uses shall be directed to sites where there are sufficient uplands for the intended use and for all other measures to ensure wetland function. During the review of proposed amendments to the Future Land Use Map, which would allow industrial uses, Brevard County shall ensure that the site is suitable for the proposed use with regard to environmental features. The proposed designation shall be consistent with the following suitability criteria:

Criteria:

- A. Floodplain policies contained within Conservation Objective 4.
- B. Aquifer protection policies contained within Conservation Objective 11.
- C. Types, values, conditions, functions, and locations of wetlands, and wetland protection policies contained in Conservation Objective 5.

Role of the Comprehensive Plan in the Designation of Industrial Lands

Policy 3.1

The Comprehensive Plan shall impose broad criteria for consideration in evaluating proposals for new industrial designated lands within Brevard County. At a minimum, these criteria shall address the following:

Criteria:

- A. Compatibility with adjacent adopted Future Land Use designations and land uses;
- B. Existing industrial development trend in the area;
- C. Availability of required infrastructure at/above adopted levels of service;
- D. Size of proposed industrial designation compared with current need for industrial lands;
- E. Accessibility to major transportation corridors, as well as air, water and rail transportation facilities;

- F. Adherence to the objectives/policies of the Conservation Element and minimization of impacts upon natural resources and systems; and
- G. Accessibility to labor, raw materials and markets.

Role of Zoning Regulations in the Designation of Industrial Lands

Policy 3.2

Zoning regulates the specific types and intensities of uses. Criteria which aid in assessing zoning compatibility shall consider the following standards:

Criteria:

- A. Permitted/prohibited uses;
- B. Existing industrial zoning trends in the area;
- C. Compatibility of proposed use with area;
- C. Impact upon Level of Service (LOS) standards for roads, potable water service, sanitary sewer service and solid waste disposal; and
- D. Impact upon natural resources, including air and water, wetlands, floodplains, and endangered species.
- F. Other issues which may emerge specific to a particular property which may be addressed through performance based zoning criteria.

Role of Land Development Regulations in the Designation of Industrial Lands

Policy 3.3

Once a proposed project is designed, site plan/land development regulations provide the final level of review for evaluating the acceptability of proposed industrial development activities. Criteria include:

Criteria:

- A. Accessibility of site for vehicular and non-vehicular modes;
- B. Buffering from adjacent existing/potential uses in terms of set backs, landscaping, and open space as well as the arrangement of access and parking for the site;
- C. Open space provisions and balance of proportion between gross floor area and site size;
- D. Adequacy of pervious surfaces in terms of drainage requirements;

- E. Safety of on site vehicular circulation patterns (patrons, employees, and delivery vehicles) including loading facilities, truck parking and points of conflict;
- F. Storage locations and buffering from the surrounding area;
- G. Adequacy of site lighting and intrusiveness of lighting upon the surrounding area;
- H. Building placement/arrangement on the site;
- I. Provision of breezeway/visual corridor for riverfront properties;
- J. Placement of signage;
- K. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance.
- L. Performance based zoning requirements which may serve as a substitute for or accompany Land Development Regulations in attaining acceptable site design;
- M. Suitability of mixture of uses (if multiple uses proposed);
- N. Blending of the project with the character of the area; and
- O. Landscaping conforms with the policies of the Comprehensive Plan and land development code.

Industrial Future Land Use Designations

Policy 3.4

The two (2) industrial land use designations adopted as part of the Future Land Use Map are:

- Planned Industrial
- Heavy/Light Industrial

Planned Industrial Land Use Designation

Policy 3.5

The Planned Industrial land use designation is intended to accommodate the clustering of light industrial and business uses in settings which provide special attention to the integration of infrastructure, such as circulation, parking, and utilities, while placing emphasis upon aesthetics of the project and compatibility with abutting properties and properties within the industrial park. These parks shall be designed to

limit intrusion into residential areas. Appropriate uses are those that operate within enclosed buildings such as manufacturing, assembling, fabricating, warehousing and retailing activities. Hotel and motel accommodations that serve the travel needs of employees or clients associated with firms within the planned industrial or business parks are also appropriate. Marinas may also be considered within this land use designation. Appropriate locations for planned industrial parks shall be based upon the criteria listed below. Table 3.1 summarizes the specific development parameters listed below as well as issues that affect decision making for rezoning requests and for site plan review, as described in Policies 3.2 and 3.3.

Criteria:

- A. Planned industrial park project sites shall incorporate at least three (3) acres.

- B. Planned industrial parks must be within 660 feet of the major transportation corridors. Major transportation corridors include such roadways as Interstate 95, U.S. Highways 1 and 192, and State Roads 3, 46, 50, 528, 524, 520, 518, and 516.

TABLE 3.1 THREE LAYER DEVELOPMENT REVIEW PROCESS FOR EVALUATING NEW PLANNED INDUSTRIAL FUTURE LAND USES		
FIRST LEVEL OF REVIEW CONSISTENCY WITH COMPREHENSIVE PLAN ¹	SECOND LEVEL OF REVIEW CONSISTENCY WITH ZONING REGULATIONS ²	THIRD LEVEL OF REVIEW CONSISTENCY WITH LAND DEVELOPMENT REGULATIONS ³
Issues for Evaluation	Issues for Evaluation	Issues for Evaluation
Compatibility of proposed Planned Industrial Future Land Use with adjacent adopted Future Land designations and uses. (Policy 3.1.A)	Permitted/prohibited uses. (Policy 3.2.A)	Accessibility of site. (Policy 3.3.A)
Existing Planned Industrial development trend in the area. (Policy 3.1.B)	Proposed zoning is compatible with zoning trends for the area. (Policy 3.2.B)	Buffering of adjacent existing/potential uses. (Policy 3.3.B)
Availability of public facilities to accommodate proposed Planned Industrial Future Land Uses at or above adopted Level of Service standards. (Policy 3.1.C)	Proposed zoning is compatible with surrounding land uses. (Policy 3.2.C)	Open space provisions and balance of proportion between gross floor area and site size. (Policy 3.3.C)
Size of proposed Planned Industrial designation compared with current need for such lands. (Policy 3.1.D)	Availability of public facilities to accommodate the proposed zoning at or above adopted Level of Service standards. (Policy 3.2.D)	Adequacy of pervious surface area in terms of drainage requirements. (Policy 3.3.D)
Accessibility to major transportation corridors, as well as air, water and rail transportation facilities. (Policy 3.1.E)	Impacts upon natural resources, including wetlands, flood plains and endangered species. (Policy 3.2.E)	Safety of on site vehicular circulation, loading facilities and truck parking. (Policy 3.3.E)
Adherence to objectives/policies of the Conservation Element and the minimization of impacts upon natural systems. (Policy 3.1.F)	Other issues which may emerge specific to a particular property. (Policy 3.2.F)	Storage locations and buffering from surrounding area. (Policy 3.3.F)
Planned Industrial Park land use designation minimum acreage: 3 acres (Policy 3.5.A)	Development Parameters Addressed by PIP & PBP Zoning Regulations	Arrangement of site lighting and intrusiveness of lighting upon the surrounding area. (Policy 3.3.G)
Planned Industrial Park land use designation must be within 660' of a major transportation corridor. (Policy 3.5.B)	Listing of permitted/prohibited uses.	Building placement/arrangement. (Policy 3.3.H)
	Minimum parks size requirements.	Provision of breezeway/visual corridor for riverfront properties. (Policy 3.3.I)
	Minimum buffering requirements.	Location of signage. (Policy 3.3.J)
	Minimum lot size requirements.	Site plan sensitivity to protecting unique natural features. (Policy 3.3.K)
	Minimum building setback requirements.	Other performance based requirements. (Policy 3.3.L)
	Maximum lot coverage requirements.	Suitability of mixture of uses (if multiple uses proposed). (Policy 3.3.M)
	Maximum building height allowances.	Blending with the character of the area. (Policy 3.3.N)
	Loading facility requirements.	Landscaping conforms with policies of the Comprehensive Plan and land development code. (Policy 3.3.O)
	Lighting standards.	

¹ This table serves as a summary. Refer to Policies 3.1 and 3.5 for details.

² This table serves as a summary. Refer to Policies 3.2 and 3.5 for full details.

³ This table serves as a summary. Refer to Policies 3.3 and 3.5 for full details.

Heavy/Light Industrial Land Use Designation

Policy 3.6

The Heavy/Light Industrial land use designation is intended to accommodate an array of industrial activities ranging from those which involve indoor manufacturing to those which utilize prepared materials in the outdoor production of goods. IU and IU-1 uses may be permitted only within an area designated for Heavy/Light Industrial uses, unless treated as a transitional use pursuant to Policy 2.2. Heavy/Light industrial land uses shall be deemed appropriate provided that the generalized locational factors listed below are satisfied. Table 3.1 summarizes the specific development parameters listed below as well as issues that affect decision making for rezoning requests and for site plan reviews, as described in Policies 3.2 and 3.3.

Criteria:

- A. Industrial development shall be located with convenient access to major transportation corridors, as well as air, water and rail transportation facilities. Major transportation corridors include such roadways as Interstate 95, U.S. Highways 1 and 192, and State Roads 3, 46, 50, 528, 524, 520, 518, and 516.
- B. Industrial land uses should be located with convenient access to the labor supply, raw material sources and market areas.
- C. Natural vegetative and other appropriate buffers, potentially in the form of performance based standards, shall be employed as part of industrial site development to minimize the nuisance effects of industrial land uses, including noise, odor and visual effects, and to provide aesthetically pleasing settings for such uses.

Light Industrial Uses in the Heavy/Light Industrial Designation

Policy 3.7

Light industrial land uses involve manufacturing, assembling, fabricating and warehousing activities which are generally conducted indoors. Such uses have the potential to adversely affect surrounding land uses; therefore, light industrial development proposals shall be reviewed for compatibility with surrounding land uses. Locations for light industrial land uses, shall be based upon the following minimum criteria:

Criteria:

- A. Light industrial land uses shall not be located within 660 feet of major transportation corridors, unless such uses are located west of railroad right-of-way along U. S. Highway 1 and are served by a spur or other connection to the rail line or are water-dependent or water-dependent uses or meet the criteria below.

- C. Light industrial land uses may also be considered within 660 feet of the major transportation corridors if they are located contiguous to an established industrial park (lands separated by roads are considered contiguous), and if such lands have existing IU (light industrial) zoning and such zoning has existed for at least ten years, provided that such lands contain natural vegetation affording sufficient visual screening from the transportation corridor. Under these circumstances, all natural vegetation shall be retained within a minimum 15 foot roadway buffer area unless it is determined by the County that such vegetation needs to be replaced due to the poor health or viability of the vegetation. Drainage works and all other improvements shall not be permitted within the 15 foot roadway buffer area. The landscaping requirements of this provision shall be carried out in addition to the requirements of Brevard County Landscaping Regulations. Major transportation corridors include such roadways as Interstate 95, U.S. Highways 1 and 192, and State Roads 3, 46, 50, 528, 524, 520, 518 and 516.
- C. Sites for light industrial land uses shall be at least 20,000 square feet in size.
- D. Floor Area Ratio (FAR) for a light industrial land use project should not exceed 2.48.

Heavy Industrial Uses in the Heavy/Light Industrial Land Use Designation Policy 3.8

Heavy industrial land uses include indoor and outdoor activities such as cement and concrete production, chemicals and fertilizer processing, lumber mills, foundries and forge works, and paint and plastics production. Heavy industrial land uses have the potential to adversely affect surrounding land uses; therefore, such development proposals shall be reviewed for compatibility with surrounding land uses. Locations for heavy industrial land uses shall be based upon the following minimum criteria:

Criteria:

- A. Heavy industrial land uses shall not be located within 660 feet of major transportation corridors, unless such uses are existing or are located west of the railroad right-of-way along U.S. Highway 1 and are served by a spur or other connection to the rail line or are water-dependent or water-related uses. Major transportation corridors include such roadways as Interstate 95, U.S. Highways 1 and 192, and State Roads 3, 46, 50, 528, 524, 520, 518 and 516.
- B. Sites for heavy industrial land uses shall incorporate at least 40,000 square feet.
- C. Floor Area Ratio (FAR) for a heavy industrial land use project should not exceed 1.76.

TABLE 3.2 THREE LAYER DEVELOPMENT REVIEW PROCESS FOR EVALUATING NEW HEAVY/LIGHT INDUSTRIAL FUTURE LAND USES		
FIRST LEVEL OF REVIEW CONSISTENCY WITH COMPREHENSIVE PLAN ¹	SECOND LEVEL OF REVIEW CONSISTENCY WITH ZONING REGULATIONS ²	THIRD LEVEL OF REVIEW CONSISTENCY WITH LAND DEVELOPMENT REGULATIONS ³
Issues for Evaluation	Issues for Evaluation	Issues for Evaluation
Compatibility of proposed Heavy/Light Industrial Future Land Use with adopted Future Land Uses in the surrounding area. (Policy 3.1.A)	Permitted/prohibited uses. (Policy 3.2.A)	Accessibility of the site. (Policy 3.3.A)
Existing Heavy/Light Industrial development trend in the area. (Policy 3.1.B)	Proposed zoning is consistent with zoning trends for the area. (Policy 3.2.B)	Buffering of adjacent existing/potential uses. (Policy 3.3.B)
Availability of public facilities to accommodate proposed Heavy/Light Industrial Future Land Uses at or above adopted Level of Service standards. (Policy 3.1.C)	Proposed zoning is compatible with surrounding land uses. (Policy 3.2.C)	Open space provisions and balance of proportion between gross floor area and site size. (Policy 3.3.C)
Size of proposed Heavy/Light Industrial designation compared with current need for Heavy/Light Industrial lands. (Policy 3.1.D)	Availability of public facilities to accommodate proposed zoning at or above LOS standards. (Policy 3.2.D)	Adequacy of pervious surface areas in terms of drainage requirements (Policy 3.3.D)
Accessibility to major transportation corridors, air, water and rail transportation facilities. (Policies 3.1.E and 3.6.A)	Adherence of proposed zoning to the objectives/policies of the Conservation Element and minimization of impacts upon natural systems. (Policy 3.2.E)	Safety of on site vehicular circulation, loading facilities and truck parking. (Policy 3.3.E)
Minimization of impacts upon natural systems. (Policy 3.1.F)	Development Parameters Addressed by IU and IU-1 Zoning Regulations	Storage locations and buffering from rights of way and the surrounding area. (Policies 3.3.F and 3.7.B)
Convenient access to labor, raw materials and market areas. (Policies 3.1.G and 3.6.B)	Permitted/prohibited uses.	Arrangement of site lighting and intrusiveness of lights upon the surrounding area. (Policy 3.3.G)
Provision of natural vegetative or other appropriate buffers to minimize nuisance effects. ⁴ (Policy 3.6.C)	Minimum lot size requirements.	Building placement/arrangement. (Policy 3.3.H)
Other performance based standards to minimize nuisance effects. ⁴ (Policy 3.6.C)	Minimum building setback requirements.	Provision of breezeway/visual corridor for riverfront properties. (Policy 3.3.I)
Light Industrial uses should not be located within 660' of major transportation corridors, unless contiguous with the railroad along US 1 or are water dependent/related uses. (Policies 3.7.A and 3.7.B)	Floor Area Ratio requirements.	Location of signage. (Policy 3.3.J)
Minimum Lot Size for Light Industrial Uses: 20,000 s.f. ⁴ (Policy 3.7.C)	Maximum building height allowances.	Site plan sensitivity to the protection of unique natural features. (Policy 3.3.K)
Maximum Floor Area Ratio (FAR) for Light Industrial use: 2.48 ⁴ (Policy 3.7.D)	Minimum buffering requirements.	Other performance based requirements. (Policy 3.3.L)
Heavy Industrial uses should not be located within 660' of major transportation corridors, unless contiguous with the railroad, adjacent to US 1, or are water related/dependent uses. (Policies 3.8.A)	Traffic impacts associated with the proposed use(s).	Suitability of mixture of uses (if multiple uses proposed). (Policy 3.3.M)
Minimum Lot Size for Heavy Industrial Uses: 40,000 s.f. ⁴ (Policy 3.8.B)		Provision of natural vegetative buffers, fencing materials or other buffers to minimize nuisance effects such as noise, odor, visual impacts. (Policies 3.3.B and 3.3.N)
Maximum Floor Area Ratio (FAR) for Heavy Industrial use: 1.76 ⁴ (Policy 3.8.C)		Landscaping conforms with policies of the Comprehensive Plan and land development code. (Policy 3.3.O)

¹ This table serves as a summary. Refer to Policies 3.1, 3.6, 3.7 and 3.8 for full details. ² This table serves as a summary. Refer to Policies 3.2 and 3.6, 3.7, and 3.8 for full details.

³ This table serves as a summary. Refer to Policies 3.3 and 3.6, 3.7, and 3.8 for full details. ⁴ These parameters will be applied during the plan review process.

**Water-Related and Water-Dependent Industrial Uses
Policy 3.9**

Waterfront parcels may be designated for Heavy/Light Industrial land use to satisfy unique locational needs for water-dependent and water-related industrial activities, provided that such activity is compatible with surrounding existing and programmed development and is consistent with these Industrial land use policies. Appropriate locations for water-dependent and water-related industrial land uses shall be based upon the following minimum criteria:

Criteria:

- A. Only water-dependent industrial land uses, which must be carried out only on, in or adjacent to water areas, may be considered for location along the Indian River lagoon system.
- B. Water-related industrial land uses shall be considered only on the uplands adjacent to Class III waters of the Indian River lagoon system. Water-related uses are those which are not directly dependent upon access to a water body but which provide goods and services to uses which are water-dependent.
- C. Directives, policies and criteria in the Coastal Management and Conservation elements of this Comprehensive Plan which address water-dependent and water-related land uses shall be utilized in the location of industrial uses adjacent to water bodies.

Agricultural Land Uses ~~AGRICULTURAL LAND USES~~

Objective 4

Brevard County recognizes the importance of agricultural lands to the community as the industry benefits the economy, reduces the extent of urban sprawl, and the costs of providing public facilities and services, provides environmental benefits, and provides open space and visual beauty. The County shall enhance and protect agricultural lands, and provide for the continuing viability of the agricultural industry in the County's economy.

**Permitted Uses in Agricultural Land Use Designation
Policy 4.1**

Appropriate and adequate lands shall be designated Agricultural on the Future Land Use Map. Agricultural activities include, but are not limited to, row, vegetable and fruit crop production; dairy, poultry and livestock production; aquaculture, silviculture, horticulture, and apiariculture. Large lot residential development which does not impede the use of lands for agricultural

purposes shall be permitted in this land use designation. The following minimum criteria shall govern activities in this land use designation:

Criteria:

- A. Residential densities shall not exceed one dwelling unit per five (5) acres.
- B. The County shall not extend public utilities and services outside of the service areas to Agricultural areas for new development, unless there is an overriding public benefit which accrues to an area larger than the specific Agricultural area. However, the County will accept facilities through dedication, and provide services and utilities through MSBU's, MSTU's and other means through which the recipients pay for the service or facility.
- C. The County shall actively promote Transfer of Development Rights from Agricultural Lands and restrict Open Space Subdivisions and corresponding density bonuses in those areas designated as Agricultural Future Land Use Map.

Maintenance of Agricultural Designated Lands

Policy 4.2

Brevard County shall support voluntary federal, state and private acquisition and incentive programs for the maintenance of agricultural lands as opposed to eminent domain procedures.

Policy 4.3

Agricultural lands which are unique to Brevard County should be identified and programs for the protection of such lands should be evaluated as part of each Evaluation and Appraisal Report.

Criteria:

- A. Unique agricultural lands would be those lands in Brevard County which possess the physical and chemical conditions for a high level of production with a low level of input. Other factors to be used in defining these lands would include the location, growing season, climate, moisture supply, or technique utilized.
- B. Programs to be considered for protection of these agricultural lands should include, but not be limited to voluntary agricultural districts, time-certain dedications, purchase or transfer of development rights, and voluntary fee simple purchase of agricultural lands.

Policy 4.4

Brevard County shall support the Florida Greenbelt Law, Chapter 193, Florida Statutes, in an effort to provide incentives for agricultural property owners to maintain their lands in agriculture.

Policy 4.5

Brevard County shall encourage the use of cost-sharing programs and technical assistance offered through agencies such as the Soil & Water Conservation District to assist in the application of technology to conserve water and land resources.

Conservation Land Uses CONSERVATION LAND USES

Objective 5

Brevard County shall protect the natural and historic resources in the County from the adverse impacts of development, and coordinate development with appropriate topography and soil conditions.

Conservation Future Land Use Designations

Policy 5.1

The following two (2) conservation land use designations are adopted as part of the Future Land Use Map:

- Public Conservation
- Private Conservation

Public Conservation Lands

Policy 5.2

The Future Land Use Map shall designate lands as Public Conservation to provide for the protection of publicly held environmentally sensitive areas. The Public Conservation future land use designation is intended to accommodate lands and facilities which are managed by federal, state and local governments within unincorporated Brevard County for conservation or preservation uses. Such uses shall conform to the following minimum criteria:

Criteria:

- A. The Public Conservation land use designation should include lands under the ownership of Brevard County, the St. Johns River Water Management District, or other such agencies, for the purpose of environmental protection, publicly owned lands within the Environmental Area (EA) zoning classification, and publicly owned areas in which it is demonstrated that the preservation of

environmentally sensitive resources will provide an overriding public benefit.

- B. Development activities within lands designated as Public Conservation shall be consistent with the specific policies in the Conservation Element related to natural resources, and the intent of this Comprehensive Plan. Specifically, activities that are conducted on Public Conservation lands that enhance, protect or manage such lands for nature-based recreation, conservation or preservation purposes for the benefit of the public shall be considered as consistent with this criterion.
- C. Other environmentally sensitive lands (i.e., floodplains, wetlands, or aquifer recharge areas) which are located outside of the Public Conservation land use designation are protected through the policies of the Conservation Element of this Comprehensive Plan.
- D. Privately owned land shall not be designated as Public Conservation. If privately owned lands are acquired by state, regional, or local agencies for conservation or preservation purposes, the participating agencies should provide such information to the County so that the Future Land Use Map may be amended pursuant to Florida Statute 163.3187, as may be amended. The County shall annually request such information from the applicable agencies so that any necessary amendments can be made to the Future Land Use Map.

Residential Uses in Public Conservation Areas

Policy 5.3

Residential densities for Public Conservation lands should not exceed one (1) dwelling unit per fifty (50) acres. Dwelling units on publicly held lands, including those zoned EA which are in public ownership, are limited to accommodating park rangers or other authorized personnel as deemed appropriate in order to manage or protect such Public Conservation lands.

Private Conservation Lands

Policy 5.4

This land use designation related to privately owned lands with significant environmental features. The land use designation applies to privately held lands that were designated Conservation on the Future Land Use Map prior to adoption of the Future Land Use Element on May 16, 2000 regardless of their zoning classification. Any land uses designated Private Conservation after May

16, 2000 are lands which are privately owned and zoned Environmental Area (EA) or so designated by an approved binding development plan shall be designated as Private Conservation. Such privately owned parcels shall permit a maximum residential density of one (1) unit per ten (10) acres.

Public Facilities Land Uses~~PUBLIC FACILITIES LAND USES~~

Objective 6

Brevard County shall provide for adequate lands to meet the existing and future needs for public facilities and services, consistent with the Capital Improvements Program and the policies and the criteria of this Comprehensive Plan.

Designation of Public Facilities Lands

Policy 6.1

Brevard County shall adopt a Public Facility land use designation as part of the Future Land Use Map.

Locational Criteria for Public Facilities

Policy 6.2

Appropriate locations for public facility land uses, ~~to include all lands managed by a governmental entity,~~ should be based upon the following minimum criteria:

Criteria:

- A. Public facilities are those uses which, at a minimum, relate to government-managed transportation, sanitary sewer, potable water, solid waste, drainage, conservation, education, government service systems, and other utilities such as gas, electric, telephone and cable. An exception should be made for transmission or collection facilities, rights-of-ways, and easements. Public facilities are also those uses classified as scientific research and technology development activities conducted by non-governmental organizations (NGOs) in formal partnership with governmental entities. Such NGOs shall provide economic, environmental and/or quality of life benefits to Brevard County. Specific land-use activities include either: life science research, ocean, coastal and marine research and technology development, or environmental science research. Public Facilities that are NGOs in formal partnership with governmental entities shall not exceed a FAR of .25

- B. Public facilities land uses may be considered for locations within all land use designations on the Future Land Use Map provided such

uses are compatible with adjacent land uses consistent with this Comprehensive Plan.

- C. Following the purchase, lease or dedication of property for public facility purposes, the Comprehensive Plan shall be amended to depict the property as Public Facility on the Future Land Use Map.
- D. Brevard County shall encourage the use of common corridors for utility systems, including sanitary sewer, potable water, re-use, electricity, gas and other utilities.

Co-location of Public Facilities with Public School Sites **Policy 6.3**

In order to maximize the efficiency of public facilities and resources, Brevard County and the Brevard County School Board should strive to coordinate use of existing school facilities for public use. In addition, development of new libraries, parks and recreation facilities, children's services facilities, and other appropriate public uses on properties adjoining school sites should also be coordinated.

Recreation Land Uses ~~RECREATION LAND USES~~

Objective 7

Brevard County shall acquire or dedicate adequate public lands for parks and recreation to meet the County's existing and future recreational needs consistent with the objectives and policies in the Recreation and Open Space Element of this Comprehensive Plan.

Locational Criteria for Recreation Lands

Policy 7.1

The Recreation land use designation shall be adopted as part of the Future Land Use Map to identify appropriate locations for public recreation land uses, based upon the following minimum criteria:

Criteria:

- A. Recreation land uses may be considered within all land use designations on the Future Land Use Map, provided such uses are compatible with adjacent land uses.
- B. Following determination by Brevard County to utilize property for public recreational purposes, the Future Land Use Map shall be amended to depict said property as Recreation on the Future Land

Use Map.

Developments of Regional Impact (DRIs) DEVELOPMENTS OF REGIONAL IMPACT (DRIs)

Objective 8

Brevard County shall review and regulate Developments of Regional Impact (DRIs) pursuant to the requirements of Chapter 380, Florida Statutes, Chapters 9J-2 and 28-24 Florida Administrative Code and applicable local ordinances.

Designation of Development of Regional Impact on the Future Land Use Map Policy 8.1

Brevard County shall adopt a Development of Regional Impact (DRI) land use designation which depicts approved DRIs on the Future Land Use Map. Each DRI shall adhere to the conditions contained within its adopted Development Order as amended from time to time. The approved development amounts for each land use type are listed below for each DRI and may be exceeded by amending the approved Development Order only if the approved changes do not represent a Substantial Deviation pursuant to the requirements of Subparagraph (b) of Subsection (19), Chapter 380.06, Florida Statutes.

~~1. Great Outdoors Premier RV Park Development of Regional Impact~~

~~The following shall guide land use and development of the Great Outdoors RV Park:~~

~~The Great Outdoors Premier RV Park is located south of S.R. 50 and west of I-95. The Great Outdoors is approved for a mix of uses, specifically:~~

- ~~Residential: 2,000 units (1,000 cabins and 1,000 recreational vehicle sites/units)~~
- ~~Commercial: 25,000 sq. ft.~~
- ~~Golf: One 18 hole course~~
- ~~Support facilities: 47,800 sq. ft.~~

2. Harbortown Development of Regional Impact

~~The following shall guide land use and development of Harbortown: Harbortown is located along the northern side of the S.R. 528/Bennett Causeway and have been approved for the following:~~

Wet Slips: 273
Surface Storage: 120 boats/vehicles
Covered Storage: 500 boats
Commercial: 30,000 sq. ft.

31. The Viera Development of Regional Impact

The following shall guide land use and development of the Viera New Town:

Viera is planned as a mixed use community that incorporates smart growth principles with the functional integration of uses including residential, retail, office, attraction, theater, hotel, institutional, hospital, light industrial, educational, medical and recreation uses and supporting infrastructure. The residential uses will provide for a full range of housing types including single family ownership and rental units supporting a broad range of family sizes and incomes and will be linked by pedestrian/bicycle friendly pathways to the various non-residential components. The town will also have interconnected systems of open space that provide recreational opportunities and provide for the conservation of natural resources. The overall approximate acreage of the DRI is 20,500 acres.

The Future Land Use Map Designation for Viera is Development of Regional Impact (DRI). The DRI area west of I-95 is a New Town as described in Objective 9. Map 7 identifies the location of the New Town Land Use Areas/Districts of Viera including: Community; Regional Commerce; Town Center; Village; Interchange; Rural; and Conservation. These "Areas/Districts" (as defined in Policy 9.1) are not separate future land use designations, but are intended to further guide the form and design of the development that is permitted within Viera. Viera is distinct from existing urban areas and surrounding land uses and is generally situated between Wickham Road and Barnes Boulevard on the east side of I-95 and between Post Road and Barnes Boulevard on the west side of I-95.

A. Viera DRI: Allowable Uses

The following land uses and substantially similar land uses and corresponding densities and intensities are allowable in the Viera New Town:

Land Use	Maximum Density/Intensity
• Single Family Residential;	7 units per net acre*
• Multi Family Residential, including Nursing Home, ALF and IFLF;	20 units per net acre*
• Rural Residential (within the Rural Development District)	1 unit per 2.5 gross acres*
• Retail; Office including Medical Office and Clinic; Hotel; Movie Theaters, Attractions in Town Center**	3.0 FAR
• Retail; Office including Medical Office and Clinic; Hospital Hotel; Movie Theaters, Attractions Outside Town Center	2.0 FAR
• Institutional/Civic/Education	.5 FAR
• Light Industrial/Office Warehouse;	.5 FAR
• Educational Campus	2.0 FAR
• Sports Stadium	9,000 seats
• Parks and Recreation	Not Applicable
• Agricultural Use (as defined in Policy 9.1) is permitted within the Rural Area and the Conservation Area prior to the transition of such areas to the Rural District and the Conservation District, respectively, in accordance with an approved staging plan set forth in the DRI Development Order. Upon transitioning to such districts, Agricultural Use is permitted within the Rural District and the Conservation District only in a manner consistent with the Habitat Management Plan and applicable conservation easements and regulatory permits. Agricultural Use is permitted within any district in which development is occurring up to and until approval of a Site Plan or Subdivision Plat applicable to land which is subject to Agricultural Use.	Not Applicable
• Land excavation for the creation or enhancement of lakes, water bodies, or drainage facilities and removal of materials in association or connection therewith are allowable uses.	Not Applicable

Notes:

- * Maximum Density/Intensity is based on net developable acreage, which does not include additional acreage needed for storm water management, roads, parks and recreation and conservation areas. Maximum Density/Intensity relates to the overall net density of the entire DRI, except as applied to Rural Residential which relates to the overall gross density of the Rural Development District, and is not intended to apply as a site specific maximum density limitation during sketch plan or site plan review.
- ** The Town Center is generally located in an area north of Wickham Road, west of I-95; east of Stadium Parkway and south of Viera Boulevard. (See Map 7). Town Center uses within the Viera Town Center shall include government facilities as well as a full mix of other land uses such as office, retail, civic and residential.
- *** Agricultural Use within the Rural Area includes a limited number of temporary housing units for agricultural workers, not to exceed 50 total units.
- **** Within the Conservation District and the Rural District no residential development will be permitted. Only that non-residential development which is consistent with an approved Habitat Management Plan (as part of the DRI Development Order) shall be permitted in the Conservation and Rural District.

(1) Special Standards for the Rural District

The following land uses and substantially similar land uses and corresponding densities and intensities are allowable in the Rural District:

Land Use	
•	Habitat Protection
•	Agricultural Use
•	Recreation

Notes:

1. These uses are only permitted to the extent that they are consistent with the provisions of the approved Habitat Management Plan.

**B. Viera DRIDevelopment of Regional Impact Future Land Use Designation (Viera):
Mix of Uses**

The mix of uses for Viera (gross acreage) is as follows:

Table 8.1: Viera DRI Development Program (2009 Development Order)

Land Use (See Notes)	Totals
Residential (units)	29,945
Office Development (s.f.)	3,569,702
- General Office (s.f.)	3,391,702
- Government Office (s.f.)	178,000
Hospital, Health Clinic (beds and s.f.)	
- VA Clinic (s.f.)	137,500
- Hospital Beds	322
- ACLF Nursing Home (beds)	1,060
Industrial Plants or Parks Distribution, Warehousing or Wholesaling Facilities	302,518
- Office/Warehouse (s.f.)	22,500
- Light Industrial (s.f.)	280,018
Retail and Service Development (s.f.)	3,438,127
Hotel or Motel Development (rooms)	1,000
Attractions and Recreation Facilities	
- Stadium (seats)	7,500
- Theaters (screens/seats)	16 Screens/ 3,600 Seats
-Golf Course	72 Holes

* Government Office for Phases 1 and 2A is included in General Office

Notes:

1. Office use includes medical office uses. Medical offices may include physician offices, medical clinics, labs, and diagnostic centers, ambulatory facilities, surgery centers, urgent care centers, rehabilitation centers, medical equipment sales and service, hospice, home health, pharmacies, cancer centers, hospitals or other similar medical office or specialty medical services or uses.

2. Medical uses may include but are not limited to physician offices, medical clinics, labs, diagnostic centers, ambulatory facilities, surgery centers, urgent care centers, rehabilitation centers, medical equipment sales and service, pharmacies, cancer centers, hospitals, health fitness, hospice or home health care or other similar medical or health care uses, so long as they are consistent with the terms of the Viera DRI Development Order.
3. Retail service use includes fitness center/health club uses.
4. Residential use includes independent living uses.
5. Land uses such as elementary and secondary schools (public and private), churches, libraries, post offices, fire or police stations, golf courses and other public/civic uses are allowable in any development district, in addition to other designated uses shown on the DRI Map H.

New Town Overlay~~NEW TOWN OVERLAY~~

Objective 9

Brevard County shall maintain development standards for large scale mixed use New Town projects and provide incentives for large-scale environmental design.

Definitions

Policy 9.1 ~~Definitions~~

Agricultural Use: Any use of land for bona fide agricultural purposes as described in Section 193.461(3)(b), Florida Statutes or for activities of a farm operation as described in Section 823.14(3), Florida Statutes or for Agriculture as defined in Section 570.02(1), Florida Statutes; including, but not limited to, temporary housing for agricultural workers not to exceed a total of 50 units.

Community District: That portion of the New Town Overlay promoting mixed-use development in both infill and redevelopment scenarios. Allowed uses include residential, office, retail, light industrial and institutional.

Conservation Area: That portion of the New Town Overlay to be dedicated to conservation purposes as mitigation for impacts related to development within subsequent phases of the DRI. Portions of the Conservation Area shall be dedicated to conservation purposes and designated as part of the Conservation District pursuant to an approved staging plan set forth in the DRI Development Order. Prior to designation as part of the Conservation District, Agricultural Use is permitted within the Conservation Area.

Conservation District: That portion of the New Town Overlay dedicated to conservation purposes and providing mitigation for impacts to wetlands and listed species habitat resulting from development within the New Town Overlay. Land Uses and Agricultural Use within the Conservation District will be permitted only in a manner consistent with the Habitat Management Plan and applicable conservation easements specifically imposed on lands within the Conservation District.

Neighborhood: Neighborhoods are predominantly residential areas, the collection of which constitutes a Village. They are designed around a centrally located park or other public space (a Neighborhood Center) and are characterized by a mix of residential housing and local services that include schools, parks, and churches. (For more specific standards see Policy 9.7.)

Habitat Management Plan: Guidelines and practices for maintaining, enhancing and managing listed species habitat and conducting Agricultural Use within the Rural District and the Conservation District which shall be attached as an exhibit to the DRI Development Order. (For more specific provisions see Policy 9.9.1)

Interchange District: That portion of the New Town Overlay dedicated to providing opportunities for development compatible with adjacency to a major I-95 interchange. Potential uses include multi-family residential, office, retail, light industrial and institutional.

Neighborhood Center: The required public focal point of a Neighborhood. Uses may include parks, open space or public type facilities such as churches, community centers or recreational facilities.

Public/Civic: A class of land uses that includes government service centers, public parks and recreational space, educational institutions, libraries, museums, and religious institutions.

Recreational Space: The lands within the Developed area of the New Town that are required to meet the recreational needs of residents; may include both active and passive parks.

Regional Commerce: That portion of the New Town Overlay dedicated to providing employment opportunities. Allowed uses include office, retail, light industrial, and higher density residential.

Rural Area: That portion of the New Town Overlay to be dedicated to listed species habitat enhancement and management as mitigation for impacts to listed species habitat within the New Town Overlay related to subsequent phases of the DRI. Rural Areas

shall be dedicated to habitat enhancement and management purposes and designated as part of the Rural District pursuant to an approved phasing plan set forth in the DRI Development Order. Prior to designation as part of the Rural District, Agricultural Use (including temporary housing units for agricultural workers, not to exceed 50 total units) is permitted within the Rural Area.

Rural District: That portion of the New Town Overlay dedicated to providing listed species habitat as mitigation for impacts arising from development within the New Town Overlay and accommodating long-term Agricultural Use in a manner consistent therewith in accordance with the Habitat Management Plan. Listed species habitat will be enhanced and managed, and Land Uses and Agricultural Use are only permitted within the Rural District in a manner consistent with the Habitat Management Plan.

Rural Development District: That portion of the New Town Overlay designated for low-impact rural residential development. Rural residential development occurring within the Rural Development District shall be designed in a context sensitive manner to minimize impacts on the adjoining Rural District and/or Rural Area.

Sketch Plan: An illustration that demonstrates the specific requirements for development areas that further support and implement the baseline standards established as part of the PUD zoning. This is a required component of development approval within the Village District. (For more specific standards, see Policy 9.9.2)

Town Center: That portion of the New Town Overlay designated as the central, mixed-use core for an entire New Town; emphasizes Traditional Neighborhood Design (TND) or Transit Oriented Design (TOD) development form as specified in Objective 8, Section 3.D. Special Provisions. Allowed uses include higher density residential, office, light industrial, retail, and institutional. (For more specific standards see Policy 9.6.)

Village: That portion of the New Town Overlay designated to provide a sustainable mixed-use development form. Villages are a collection of Neighborhoods, offering a diverse mix of housing types, of which at least 50 percent are within ½ mile of a Village or Neighborhood Center. Villages shall be supported by centrally located, mixed-use Village Centers (designed specifically to serve the daily needs of Village residents). Residential densities transition from high within and around the Village Center to lower densities on the edges of each village. (For more specific standards see Policy 9.7.)

Village Center: A centrally located and required mixed-use component of a Village designed to provide a sufficient mixture of non-residential uses so as to provide for the daily commercial needs of Village residents and residential uses of various densities, intensities, and types. This development form promotes walking between uses and a variety of transportation modes such as bicycles, transit, and automobiles. Allowed uses

includes residential, retail, office, and civic uses including a park and/or school. (For more specific development standards see Policy 9.5)

New Town: General Principles

Policy 9.2 New Town: General Principles

Brevard County adopts, as part of the Future Land Use Map, a New Town Overlay to include those areas having the characteristics of a new town community.

Criteria:

- A. A New Town Overlay shall consist of and be regulated by the following:
 - 1. Size of 1,500 acres at a minimum.
 - 2. All new town communities shall provide acceptable funding mechanisms such as Community Development Districts, Special Districts formed pursuant to Florida Law, other private funding and developers' agreements to the County that ensure all services and facilities proposed by the applicant will be funded, operated, and maintained, through the acceptable funding mechanism, for the utilization of the new town's citizenry.
 - 3. A full and balanced mix of all major future land use categories set forth in Rule 9J-5, F.A.C. shall be provided, with the possible exception of agriculture, with a goal of planning land uses that will result in a balance of jobs to households.
 - 4. Initial control by a master developer of the land within the new town area.
 - 5. Development based on a master development plan for the new town area.
 - 6. Development that is clearly functionally distinct or geographically separated from existing urban areas and surrounding land uses.
 - 7. Central potable water and sewer service and availability of other public facilities and services including roads, storm water management, parks and recreation, police and fire protection, emergency medical services, schools and solid waste service shall be planned and provided in accordance with applicable policies of the Capital Improvements Element, if not already available.
 - 8. It shall be clearly demonstrated in a conceptual manner how future land uses will function as an interrelated community.
 - 9. All New Town Overlay areas shall be evaluated as part of the Evaluation and Appraisal Report (EAR) process.

- B. Maximum allowable residential densities and non-residential intensities within a New Town Overlay area shall be established as provided by other policies of this element.

- C. A full range of housing types meeting the Standard Housing Code, including single family ownership and rental units that are considered affordable to all income levels, shall be allowed within a new town. Provision of this range of housing shall be supported by cooperative developer/government efforts to provide opportunities for affordable single family home ownership. Specifically, opportunity for development of a variety of affordable housing units shall be made available which reflect the incomes of persons employed within the new town area.
- D. A New Town Overlay area shall have interconnected systems of open space that provide recreational opportunities and provide for the conservation of natural resources
- E. All New Town Overlay areas should have similar land use designations, directives, policies, and criteria. The new town developer shall assist local governments in developing uniform new town designations, policies, directives, and criteria. Brevard County shall, as part of its Evaluation and Appraisal Report (EAR) process, initiate appropriate amendments to fulfill this requirement.
- F. The establishment of a New Town Overlay area on the Future Land Use Map is not intended to imply, nor does it express an intent by the Board of County Commissioners, that development is being directed to a New Town Overlay area, and to guide development away from other areas of Brevard County. Nor does Brevard County plan to reduce development potential in other areas of the County. Brevard County will always support additional development elsewhere in the County wherever appropriate.
- G. The County recognizes that prevention of urban sprawl and the creation of compact, mixed-use development support an important public purpose. The County also recognizes the value of regional resource protection and accepts that wetland protection and enhancement measures shall be addressed as a part of established mitigation managed pursuant to a Habitat Management Plan.
- H. New Towns shall conserve, appropriately use and protect native vegetative communities, including forests as appropriate through the protection of regionally valuable ecological resources adjacent to publicly-owned lands, located wholly within Brevard County, and managed pursuant to an approved Habitat Management Plan.

- I. In order to provide community green space and clustering developments, all development shall comply with environmental design criteria in the form of alternative land clearing, tree protection and landscaping standards included in applicable PUD zoning (approved by the Natural Resources Management Department~~NRMO~~).
- J. **Landscaping, Land Clearing & Tree Protection**
In order to facilitate development consistent with the objectives, principles and standards of the New Town Overlay, development shall follow alternative standards for landscape, land clearing and tree protection as set forth in applicable PUD zoning.
- K. Brevard County shall continue to implement regulations for land excavation operations within a New Town Overlay. The regulations which shall include the following:
1. Provisions to prevent adverse effects on water quality and quantity.
 2. Depiction of stormwater ponds and recreational lakes, including approximate locations and configurations, with details of side slopes, pond depths, normal water levels and any required planting areas.
 3. Material removed from recreational lakes and stormwater ponds, or other excavation areas approved and consistent with the requirements as listed in Policy 9.2 (K)(4), may be utilized for fill material inside and outside of a New Town.
 4. Construction and operation of Stormwater ponds and recreational lakes and associated facilities that are part of a Stormwater Management system approved by the County Engineer and included within an approved subdivision, sketch plan, site plan or plat shall not be considered a Land Alteration activity and shall not be subject to the regulations titled or pertaining to Land Alteration or Private Lakes.
- L. New Town developments require central water, wastewater and irrigation services except in the Rural Development District. The New Town development shall identify, through the Zoning Approval Process, the method for the provision of infrastructure for the water, wastewater and irrigation systems for the development.
- M. All subsequent development submittals within a New Town shall demonstrate that the integrity of the mixed-use district is not compromised by allowing extensive single-uses. The land use mix shall be phased to provide an adequate mix of non-residential uses to serve residential development within each development phase.

New Town: Commercial and Industrial Location Standards in Community District
~~Policy 9.3 New Town: Commercial and Industrial Location Standards in Community District~~

If consistent with other criteria in this policy and the plan, uses within the New Town Overlay Community District area need not be consistent in all cases with commercial and industrial locational criteria, due to the integrated nature and large scale of New Town development, if they comply with the following:

Criteria:

A. Commercial Land Uses

Regional commercial uses shall be located in proximity to Interstate highways or other existing or planned arterial roadways. Sites for regional commercial centers shall be a minimum of 50 acres in size and should consist of 500,000 square feet of gross leasable area. A major component of the regional center may be a mall with at least two anchor stores. The site plan for the center shall ensure for a pedestrian circulation system that is integrated with the new town's overall pedestrian system. The site plan for all regional commercial development shall ensure that a pedestrian circulation system is provided that is integrated into the Town Center's overall pedestrian system, where such regional commercial development is in close proximity to the Town Center. The regional commercial center shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

1. Tourist commercial uses shall be located in proximity to other tourist uses such as sports facilities, entertainment facilities, and other tourist-related uses. These uses shall be accessed from an existing or planned arterial street. Tourist commercial uses shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.
2. Local commercial centers shall be integrated with residential uses and shall be accessible from the New Town's pedestrian/bicycle pathway system and an additional transit corridor. The minimum acreage of a local commercial center is 10 acres with a gross leasable area to 125,000 square feet or less. Local centers may be spaced from 1 to 1.5 miles apart within the community. The centers are intended to serve the shopping needs of the residents living within the community and the immediate surrounding neighborhood. Sub-regional uses shall be permitted within local commercial centers, they shall have a minimum acreage of 20 acres and may have a gross leasable area of 500,000 square feet or less. Sub-regional uses shall be

located adjacent to existing or planned arterial roadways. Local commercial centers shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

3. Convenience commercial shall consist of a minimum of 1 to 5 acres in size, and shall provide access to residential neighborhoods via the New Town's pedestrian/bicycle pathway system. The gross leasable area shall be up to 50,000 square feet. The convenience commercial center shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

B. Office Uses

Office uses may be located in regional commercial centers, local commercial centers, convenience commercial centers, or serve as a transitional use between residential uses and more intense non-residential uses and between residential uses and transportation facilities. Office uses shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

C. Industrial Uses

The negative impacts of industrial land uses on the functions of the natural systems shall be minimized. Sites for industrial development shall be accessible to essential public and private facilities and services including transportation, potable water, an appropriate sewage treatment facility, solid waste, and drainage. Sites for industrial development shall be located with access from existing planned arterial streets or highways. Industrial use shall be compatible with adjacent uses, provided however such use shall be deemed compatible where it is consistent with an applicable Preliminary Development Plan.

New Town: Regional Commerce District Standards

Policy 9.4 New Town: Regional Commerce Standards

For those areas within a New Town that are designated as "Regional Commerce District", the following standards shall apply:

Criteria:

- A. Regional Commerce Districts should be developed with the goal of increasing full-time employment opportunities through office uses. Retail, light industrial, and high density residential uses are also allowed.
- B. Regional Commerce Districts shall include a mixture of uses wherein the residential uses are integrated with the non-residential uses through an

interconnected network of streets. This street network shall also be interconnected and accessible from the New Town's pedestrian/bicycle pathway system and a transit corridor. Site plans for development shall ensure that the pedestrian circulation system for the Regional Commerce development is integrated with the New Town's overall pedestrian system.

New Town: Urban Design Principles

Policy 9.5 New Town: Urban Design Principles

Districts within a New Town that are designated as either "Town Center"; or "Village" shall exhibit elements of the following Traditional Neighborhood Design principles:

Criteria:

- A. Village or Town Centers with Mixed Uses. Village Center and Town Centers shall be designed to insure a mixture of non-residential and residential uses of various densities, intensities, and types designed to promote walking between uses and a variety of transportation modes such as bicycles, transit, and automobiles.
- B. Pedestrian Scale Commercial Development. Commercial areas shall be designed to a pedestrian scale and orientation served by an urban street network with a block structure and urban building frontages along street faces.
- C. Functional Neighborhoods. Residential areas shall be located and designed as neighborhoods, which embrace a full range of urban facilities including neighborhood retail centers, a variety of housing types, public/civic space and a variety of open space amenities, schools, central water and sewer, and fire/safety accessibility.
- D. Walkable Streets. Neighborhoods shall be designed to reinforce reasonable walking distances from Village or Neighborhood Centers and the location of parking, and the design of streetlights, signs and sidewalks shall respect the pedestrian orientation of the development.
- E. Interconnected Circulation Network. The Villages and Town Center shall be designed along an interconnected street system that accommodates pedestrians and bicycle features and links neighborhoods to shopping areas, civic uses, parks and other recreational features.

New Town: Town Center Standards

Policy 9.6 New Town: Town Center Standards