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For those Districts within a New Town that are designated as a Town Center, the additional following standards shall apply:

**Criteria:**

- A. The Town Center is a strong core of higher density residential, employment and commercial uses, which shall be interconnected and accessible by pedestrians to surrounding areas and shall be designed to encourage and accommodate regional transit.
- B. The quantity of non-residential development permitted in the Town Center will be related to the demand for community commercial, office, civic and government use development within the New Town.

**New Town: Village Standards**

**Policy 9.7 New Town: Village Standards**

For those Districts within a New Town that are designated as a Village, the additional following standards shall apply:

**Criteria:**

- A. The planning principles that shall guide the development of all Villages shall include the following:
  - B. The development pattern of all Villages shall respect the environment by reinforcing the consolidated, connected open space systems of the New Town which enhances regional environmental systems where appropriate;
  - C. The development shall create self-sufficient communities that provide a fully connected system of streets and roads that encourage alternative means of transportation such as pedestrians, bicycle, and transit; and
  - D. The development shall be formed around the Village Center and Neighborhoods which, collectively, shall include a diversity of housing types.
- E. Villages shall be a minimum of 1000 acres and shall be designed as a collection of Neighborhoods where a majority of the housing units are within a half mile walking distance of a Village or Neighborhood Center with higher densities closer to the Village Center. Villages shall be supported by internally designed, mixed-use Village Centers (designed specifically to serve the daily needs of Village residents).
- F. Villages shall include a mix of uses, including residential, commercial, office, Public/Civic, schools, and Recreational Space, that serve the daily needs of residents;
- G. Villages shall include a Village Center with sufficient non-residential uses to provide for the daily needs of Village residents, by phase of development, in a form that can be conveniently served by regional bus service;

- H. Villages shall include a range of housing types that supports a broad range of family sizes and incomes.
- I. Villages shall include compact design that includes a system of land subdivision and development which links one Neighborhood to another;
- J. Villages shall include interconnected streets that are designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles, and which are built with design speeds that are appropriate. Villages shall include alternatives for pedestrians and bicyclists through the provision of sidewalks, street trees and on-street parking which provide distinct separation between pedestrians and traffic; and provide adequate lighting that is designed for safe walking and signage which has a pedestrian orientation. Within Village Centers, spatially define primary streets and sidewalks by arranging commercial and multi-family buildings in a regular pattern that are unbroken by parking lots;
- K. Villages shall provide Recreational Spaces that meet the recreational needs of the community, reinforce the design of the development by providing a variety of Recreational Space amenities that serve a range of interests and distribute Recreational Space amenities throughout the development.
- L. Villages shall have a system of connected open space which includes elements of public edge throughout the neighborhoods that connect each village.

**New Town: Rural Development Standards**

**Policy 9.8 New Town: Rural Development Standards**

For those Districts within a New Town that are designated as Rural Development, the additional following standards shall apply:

**Criteria:**

- A. Residential development shall be limited to a specified acreage.
- B. The development design shall be context-sensitive in order to minimize adverse impacts to adjacent lands.
- C. Residential development should promote rural character when viewed from public roads and from abutting properties.
- D. Low-density residential development and rural residential clusters shall both be considered compatible forms of development.

- E. At the request of an applicant, the boundary of the Rural Development District (as shown on an overlay map) may be changed administratively by Brevard County provided that the change does not create a development enclave, does not exceed the overall approved acreage of the Rural Development District or reduce the existing overall acreage of the Rural District.

**New Town: Standards for Rural and Conservation Districts**

**Policy 9.9 ~~New Town: Standards for Rural and Conservation Districts~~**

The Rural District and the Conservation District shall accommodate and provide mitigation for impacts to wetlands and/or listed species habitat resulting from development within the New Town Overlay. The transition of land into either the Rural District or the Conservation District shall occur in accordance with a phasing plan set forth in the DRI Development Order. Such transition shall be implemented by the conveyance of either (1) fee simple title to such lands or (2) a conservation easement over such lands, to an independent special district formed under Chapter 189 or Chapter 190 of the Florida Statutes or other governmental entity, which may include, but not be limited to, the Viera Stewardship District, Brevard County, the St. Johns River Water Management District, the Florida Fish and Wildlife Conservation Commission, or the U.S. Fish and Wildlife Service. The following criteria apply to the Rural District and the Conservation District within the New Town Overlay:

**Criteria:**

- A. Agricultural Use is only permitted within the Rural District and the Conservation District in a manner consistent with the Habitat Management Plan and applicable conservation easements and regulatory permits.
- B. Passive recreational uses are allowed within the Rural District and the Conservation District in a manner consistent with the Habitat Management Plan and applicable conservation easements and regulatory permits.
- C. The Rural District and the Conservation District shall be administered by an independent special district formed under Chapter 189 or Chapter 190 of the Florida Statutes or other governmental entity satisfactory to Brevard County, which administrator shall provide for the long term management of such districts and the implementation of all management, enhancement and preservation activities required in accordance with the Habitat Management Plan and applicable conservation easements and regulatory permits.

**Habitat Management Plan**

**Policy 9.109.1 ~~Habitat Management Plan~~**

A Habitat Management Plan shall be submitted to and approved by Brevard County Natural Resources Management ~~Department~~ Office (NRMO), as a part of the DRI

approval process and compliance with said plan shall become a condition of the development approval. The specific requirements listed below shall be defined through the subsequent permitting process and incorporated into the Habitat Management Plan in accordance with the DRI Development Order.

**Criteria:**

- A. Resource protection and conservation will occur through the legal protection of Conservation and Rural Districts;
- B. Specific responsibilities for the regular and periodic operation and maintenance of the area including the identification of on-going management strategies for conservation and/or restoration of native habitats to meet mitigation requirements;
- C. Standards and timelines for monitoring that will evaluate listed species behavior and productivity, enhancement activities, and ongoing land management;
- D. Operational standards, including the standards for regular maintenance of infrastructure, and providing wildlife management, to ensure the long-term success of natural resource management in a mitigation area.
- E. Operational standards to ensure the continuation of Agricultural Use in a manner compatible with long-term natural resource management goals.

**Review and Approval Process**

**Policy 9.119.2 Review and Approval Process**

**Criteria:**

- A. Standards for Review  
Development within the New Town Overlay Village, Town Center, Regional Commerce and Interchange Districts must demonstrate the following:
  - 1. That the development complies with all applicable County environmental preservation regulations provided, however, that the development shall also separately comply with applicable federal and state environmental preservation regulations.
  - 2. That the location of the developed areas on the site respects existing adjacent development patterns;
  - 3. Permits the most density and intensity in areas that are most proximate to Town Centers and Village Centers;
  - 4. That, where applicable, 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.

B. Approval Process

Development within the New Town Overlay includes the approval of a Planned Unit Development Zoning District rezoning and a more specific Sketch Plan approval process for each Village within the Village District. As part of the Planned Unit Development Zoning, each Village must be master planned as shown on a Preliminary Development Plan before an individual neighborhood can proceed through the Sketch Plan Process. The applicant may submit more than one Village Sketch Plan at a time for review and approval.

C. Approval Process: Zoning Standards

The Planned Unit Development Zoning District rezoning shall establish the general baseline regulation for the development including standards for physical design, development approval processing, proposed phasing, and the identification and definition of the types of major modifications to the Zoning District approval that shall require the review and approval of the County Commission and minor modifications that shall require only the review and approval of county staff. The Planned Unit Development Zoning shall include a Preliminary Development Plan as required by Brevard County Land Development Code Section 62 Subdivision V.

D. Approval Process: Sketch Plan Standards

The Sketch Plan review and approval process shall establish the specific requirements for Village development that further support and implement the baseline standards established as a part of the Planned Unit Development Zoning and shall include the following information:

- Location of each Neighborhood, Neighborhood Center, Village, and a block layout of a Village Center or Town Center where applicable
- Recreational Space
- Land Use Mix
- Density and intensity of land uses proposed
- Circulation routes for auto, transit (where applicable), pedestrian and bicycles modes
- Design Criteria for landscaping and signage
- Transportation Network Connections
- Preserved wetland areas, associated upland buffers, impacted wetland areas and a quantification of wetland impacts within the Sketch Plan area.

A Sketch Plan shall be considered an integrated site plan or commercial subdivision as referenced in Chapter 1 Policy 5.2 (5) (a) (iii). The approval of a Sketch Plan and modifications thereto shall only require the review and approval of county staff.

- E. Approval Process: Site Plan or Subdivision Plan  
Site Plan or Subdivision Plan review for individual sites within an approved Sketch Plan shall follow the procedures outlined in Articles VII and VIII of the Brevard County Land Development Regulations, provided that Site Plans and Subdivision Plans for individual sites within any Sketch Plan area shall be consistent with such Sketch Plan.
- F. Appeals related to any administrative decision or determination concerning implementation or application of Policy 9.9 provisions shall follow the established appeal procedures as included in the Brevard County Code of Ordinances (Sec. 62-506. Appeals generally.)

### **Transfer of Development Rights ~~TRANSFER OF DEVELOPMENT RIGHTS (TDRs)~~**

#### **Objective 10**

Brevard County shall encourage preservation of unique aspects of the natural environment by recognizing Transfer of Development Rights (TDRs) which permit more intense activity in areas deemed suitable for development.

#### **Criteria for Transfer of Development Rights**

##### **Policy 10.1**

Transfer of development rights (TDRs) may be obtained through the Conditional Use Permit or DRI process to direct residential development to areas which are deemed suitable for growth with the intent of furthering County goals related to preservation of the physical (including historic) and/or natural environment. TDR's may be transferred: (1) to an approved offsite location which is designated a receiving district; or (2) internally within a project from an approved sending district. In either circumstance, the utilization of TDRs must adhere to the following minimum criteria:

##### **Criteria:**

- A. TDRs may be utilized in a project via Planned Unit Development (PUD), DRI process, or binding development agreements with binding development restrictions.
- B. The density of a project receiving TDRs shall not exceed 150% of the density permitted in the designated land use category. The maximum allowable

density of a development shall take into consideration all other requirements of the Comprehensive Plan.

- C. The density assigned to a wetland area on the Future Land Use Map series may be transferred to an upland area within the same project. The transfer shall be subject to the provisions contained in Criterion B above.
- D. Compatibility with surrounding development patterns within receiving areas shall be ensured.
- E. TDRs may be considered due to environmental considerations; for the protection of historic resources; to encourage the preservation of Agricultural lands, to encourage urban infill development; to provide additional open space; and to encourage development within specified area(s).
- F. Applications for projects proposing to utilize TDRs shall include an analysis of the impacts that the increased density will have on public facilities and infrastructure as well as the school system.
- G. The ~~CHHA Coastal High Hazard Area~~ is considered a sending district for TDRs, but cannot be a receiving district, except for intra-area transfers.
- H. To promote the protection of Agricultural lands, the transfer of development rights from Agricultural land will receive a 25% density bonus. Example: A TDR of 4 dwelling units from an Agricultural sending district will be 5 dwelling units to the non-Agricultural receiving district.

### **Receiving Districts for Transfer of Development Rights Policy 10.2**

The following land use designations may be considered receiving districts for Transfer of Development Rights:

- Residential 30 Directive
- Residential 15
- Residential 10
- Residential 6
- Residential 4
- Neighborhood Commercial
- Community Commercial

### **Sending Districts for Transfer of Development Rights Policy 10.3**

The following land use designations may be considered as sending districts for Transfer of Development Rights:

- Agricultural (25% bonus applicable)
- Conservation
- Coastal High Hazard Areas

## **Redevelopment & Regentrification REDEVELOPMENT & REGENTRIFICATION**

### **Objective 11**

Brevard County shall alleviate the impacts of inadequate public facilities and services, substandard structures and lot configurations in blighted or other affected areas in the County through redevelopment initiatives.

### **Criteria for Redevelopment Plans**

#### **Policy 11.1**

Brevard County shall continue to identify areas that are candidates for redevelopment, such as those addressed in the Merritt Island Redevelopment Plan and adopt redevelopment plans in order to improve traffic circulation and parking, and to provide for aesthetically pleasing and environmentally sound commercial, office and residential opportunities, consistent with this Comprehensive Plan. At a minimum, the following criteria shall apply:

#### **Criteria:**

- A. Redevelopment plans shall be coordinated with the availability of the following public facilities and services at levels of service adopted in this Comprehensive Plan: roadways, potable water, sanitary sewer, drainage, solid waste and emergency services.
- B. Redevelopment plans shall be coordinated with transportation improvements including marginal access, existing roadway networks in the study area, limitation of access points, parking, pedestrian and bicycle facilities and mass transit.
- C. Redevelopment plans shall address the impacts of redevelopment activities on the natural systems. Redevelopment activities shall be conducted consistent with the Conservation, Coastal Management and Surface Water Management elements of this Comprehensive Plan.
- D. Redevelopment plans shall address appropriate development patterns in the study area. Primary emphasis shall be given to compatible retail commercial, high density residential, professional office and mixed-use

projects. Clustered development patterns shall be preferred over strip development patterns.

- E. Redevelopment plans shall provide for the visual continuity of the study area through landscaping, signage and architectural and design requirements.
- F. Redevelopment plans shall address economic development strategies such as business recruitment, commercial revitalization and marketing campaigns.
- G. Redevelopment plans shall identify structures which are substandard and shall address measures for rehabilitation or replacement.
- H. Redevelopment plans shall include relocation strategies for residents and businesses displaced by implementation of said Plan. These strategies shall ensure that those displaced are provided adequate notice, equitable compensation and assistance in locating comparable relocation accommodations.

#### **Policy 11.2**

Redevelopment Districts may be established consistent with criteria set forth in Chapter 163, Part III, F.S. Such districts may receive special attention and flexibility, in accordance with current or new land development regulation which may be adopted by the Board of County Commissioners in accordance with Criterion C, in order to assure the elimination of factors contributing to economic debilitation. To that end, Redevelopment Districts shall be developed according to the following minimum criteria:

**Criteria:**

- A. A Redevelopment District shall be developed in accordance with its adopted Redevelopment Plan.
- B. Redevelopment Districts shall be permitted in any land use designation.
- C. Redevelopment agencies shall promulgate land development regulations, design standards, rehabilitation and maintenance standards, and other regulatory or planning programs to establish performance standards, guide growth, or implement the adopted Redevelopment Plan, as may be amended and adopted by the Brevard County Board of County Commissioners.
- D. Allowable non-residential development activities shall reflect the character and nature of the District. If a Redevelopment District has the potential to

become an urban central business district, then adequate opportunities should be provided for pedestrian movement, activity centers, urban spaces and other characteristics of urban core areas.

- E. Residential development activities shall be encouraged to complement the types, styles and ranges of residential development standards assigned through the respective Redevelopment Agency's Land Development Regulations.
- F. A density bonus program that provides developer incentives for the rehabilitation and reconstruction of housing should be implemented in appropriate Redevelopment Districts, as follows:

<u>Land Use Designation</u>	<u>Maximum Number of Units Permitted</u>
Residential 30 Directive	37.5 du/ac.
Residential 15	18.75 du/ac.
Residential 10	12.5 du/ac.
Residential 6	7.5 du/ac.
Residential 4	5 du/ac.
Residential 2	2.5 du/ac.
Residential 1	1.25 du/ac.

Density bonuses in the CHHA shall be approved by the Board of County Commissioners and shall be subject to environmental constraints, availability of public facilities, land use compatibility, and level of service requirements set forth in this Plan. Residential densities, of up to 37.5 dwelling units per acre, may be considered in the Merritt Island Redevelopment Area and shall be incorporated if approved by the Board of County Commissioners as part of a redevelopment plan.

- G. Appropriate areas shall be set aside within each Redevelopment District for conservation, open space, recreation, or public facility usage.

**Use of Community Development Block Grant Funds in Redevelopment Districts**  
**Policy 11.4**

~~Portions of the Community Development Block Grant funds should be allocated to rehabilitation and demolition of residential structures, as described in the Brevard County HOME Consortium Consolidated Plan.~~

**Platted Lands with Development Limitations**  
**Policy 11.5**

Brevard County shall continue to support State and local initiatives that seek to address those lands which are platted but possess limitations to development based upon inadequate public facilities and services, substandard lot configurations, or environmental constraints.

## **Property Rights**

### **Policy 11.6**

Brevard County shall address all constitutional considerations in the evaluation of applications for development orders and permits and shall maintain a process for appeals.

### **Policy 11.7**

Brevard County shall encourage private redevelopment projects which are not regulated under Chapter 163, Part III, F.S. through the establishment of the Planned Redevelopment District Ffuture Land Use designation. This land use designation is intended to enable the County to consider preliminary redevelopment proposals in which only maximum thresholds for buildout and other general development information are provided. Under this approach, the identification of specific land use tracts may be reserved until re-zoning (if required) or the site plan approval process. The following minimum criteria must be met in order to request the Planned Redevelopment District land use designation:

#### **Criteria:**

- A. Parcels seeking this designation must currently be substantially improved and proposed for redevelopment ; and
- B. The minimum land assemblage requirement for this future land use designation is twenty-five (25) acres, all of which is held under one ownership, consolidated under a Unity of Title or similarly bound by other legal instrument, to ensure that the site remains undivided and that the project is built out and maintained in a manner contemplated at the time of the FLUM amendment approval; and
- C. A property utilizing this future land use designation must abut one or more improved arterial roadways at the time of the FLUM amendment request.

### **Policy 11.8**

Since the Planned Redevelopment District land use designation is based upon broad conceptual information rather than specific details relating to the proposed layout/arrangement of use(s) on site, such amendment requests shall, at a minimum, be accompanied by the following information:

#### **Criteria:**

- A. Project description explaining the intent/scope of the project; and

- B. Listing of the types of general land uses proposed (i.e., residential, commercial, industrial, etc.) and potential zoning classifications in the project; and
- C. Details of each residential component, if proposed, including acreage breakdown(s), maximum number of dwelling units, density caps, and types of housing styles for each residential component of the project; and
- D. Details of each non-residential component, if proposed, including acreage breakdown(s) and type(s) of non-residential uses; and
- E. Description of special amenities proposed for the project to promote a cohesive character and encourage alternative transportation modes. Such amenities may include, but are not limited to the following:
  - 1. Greenbelts;
  - 2. Sidewalks;
  - 3. Bikepaths;
  - 4. Features to accommodate mass transit services.
- F. Analysis of the compatibility of the proposed project with surrounding land uses and the Ffuture Land Use designations in the area; and
- G. Anticipated time limit for build out of the project (time extensions may be considered by the Board and shall require amendment to the Comprehensive Plan); and
- H. Relocation plan for displaced residents/business, if applicable; and
- I. At the time of adoption for a particular parcel, the developer must proffer a fully executed development agreement which specifies the nature of the approved development, as outlined by the above criteria.

**Policy 11.9**

When reviewing a request for Planned Redevelopment District, the County shall consider the following factors:

**Criteria:**

- A. Future land use designations and residential density guideline allowance for the subject parcel and surrounding area;
- B. Development trends in the area;

- C. Compatibility and interconnectivity with adjacent adopted future land use designations and existing land uses;
- D. Accessibility of the site;
- E. Availability of required infrastructure at or above adopted level of service standards;
- F. Adherence to the objectives/policies of the Conservation Element and minimization of impacts upon natural resources and systems;
- G. Integration of open space and interconnectivity within the proposed project area; and
- H. Promotion of alternative transportation modes, including pedestrian movement, bicycles and mass transit within the project.

**Policy 11.10**

During the zoning process for projects designated Planned Redevelopment District, the County shall consider the following factors:

**Criteria:**

- A. Types of permitted/prohibited uses associated with the requested zoning;
- B. Impact of anticipated land use mix in maximizing trip capture within the project;
- C. Existing zoning trends in the area;
- D. Compatibility of requested zoning with the area;
- E. Impact upon Level of Service (LOS) standards for roads, potable water service, sanitary sewer service and solid waste disposal;
- F. Impact upon natural resources, including wetlands, floodplains and endangered species; and
- G. Other issues which may emerge specific to a particular property which may be addressed through performance based zoning criteria.

**Policy 11.11**

Development within the Planned Redevelopment District land use designation shall be designed to encourage a cohesive arrangement of interdependent land uses

which promote internal interconnectivity and support the use of alternative circulation modes within the project boundaries. At the time of site plan review, the County shall consider the following, at a minimum:

**Criteria:**

- A. Buffering from adjacent existing/potential uses;
- B. Arrangement of land uses in terms of maximizing trip capture within the development;
- C. Provision of open space, as defined by Section 62-1102 of the Zoning Code, as set forth in applicable zoning districts and in this Comprehensive Plan;
- D. Adequacy of pervious areas in terms of drainage requirements;
- E. Unique features and resources which may constrain site development, such as soils, existing vegetation, and historic significance;
- F. Safety of on-site circulation patterns and interconnectivity within the project area to encourage alternative transportation modes, such as pedestrian movement, bicycling, and mass transit options;
- G. Landscaping, as it relates to applicable land development regulations and the Comprehensive Plan;
- H. Performance based zoning requirements which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.

**Policy 11.12**

Once a Planned Redevelopment District future land use designation is adopted for a parcel, the specific development criteria approved by the County shall be incorporated into the Future Land Use Element. Modifications to approved development criteria shall require amendment to the Comprehensive Plan.

**Service Delivery, Concurrency, and Growth**~~SERVICE DELIVERY, CONCURRENCY AND GROWTH~~

**Objective 12**

Through concurrency management, Brevard County shall oversee development activities in order to assure that existing and future needs for public facilities and services are available consistent with the Capital Improvements Program and the policies of this

Comprehensive Plan. Brevard County shall utilize a 5 year short range and 10 year long range planning periods.

### **Public Facilities Siting and Capacity Needs**

#### **Policy 12.1**

Public facilities and services shall be designed with capacities sufficient to support the needs of the projected population and the intensity of future development.

#### **Policy 12.2**

Planning for public facility and service expansions should consider the area's suitability for urbanization based upon environmental constraints, existing and future land uses, the availability of potable water and the availability of other facilities and services. The provision of public facilities and services shall be encouraged within existing or future service areas as designated in this Comprehensive Plan, unless an overriding public benefit can be demonstrated, in an effort to limit urban sprawl. Plans for the expansion of existing facilities, services and corridors or the construction of new facilities, services and corridors should include measures to mitigate negative impacts upon the surrounding area during construction.

#### **Policy 12.3**

Future public facility sites and corridors should be identified in currently undeveloped areas to anticipate and plan for the needs of future development.

### **Rights of Way Needs**

#### **Policy 12.4**

Brevard County should coordinate with appropriate authorities including, but not limited to, the Florida Department of Transportation, the Space Coast TPO~~Brevard County MPO~~, and affected municipalities in defining right-of-way needs for proposed roadway improvements, extensions or new corridors and establishing mechanisms for right-of-way acquisition and protection, as identified in the Transportation Element of this Comprehensive Plan.

### **Public Drainage Facilities Needs**

#### **Policy 12.5**

The provision of public drainage facilities should be contingent upon the Master ~~Surface~~ Storm-water ~~M~~management ~~P~~lan, recommended in the Surface Water Management Element of this Comprehensive Plan, which will identify deficiencies and establish priorities for facility improvements.

### **Community Facilities Needs (Fire and Police Stations, Libraries, Schools, Water Facilities, and Prisons)**

#### **Policy 12.6**

Brevard County shall designate, acquire or dedicate adequate and appropriate lands for community facilities, such as public schools, water system facilities, fire and emergency medical services, police protection, and libraries as established in the Capital Improvements Element of this Comprehensive Plan based upon the following minimum criteria:

**Criteria:**

- A. Fire and emergency medical service stations should be located so as to provide a level of service consistent with the response time goals adopted by the Emergency Medical Services Advisory Council. Access should be available to roadways of sufficient capacity to allow for emergency vehicle accessibility.
- B. Sheriff offices should be located so as to minimize the response time within the districts to be served. Districts should be comprised of a homogeneous area, not limited by natural or physical barriers such as water bodies, major transportation corridors or railroads. Stations should be located near concentrations of commercial or industrial uses and the areas with the highest crime rates. Access should be available to roadways of sufficient capacity to allow for vehicle accessibility.
- C. New public library sites should be located at least five miles from existing public libraries.
- D. Sites for correctional facilities should be of sufficient size, no less than 50 acres, to allow for a secure compound and to limit the impacts upon the surrounding community. The site should be located within 15 miles of the communities which provide staff or other support and at least 1/2 mile from the nearest residential area. The population within a two-mile radius of the site should not exceed 1,000.
- E. To the extent allowed by law, the construction of a new Community Water System (per 62-550.200(12), F.A.C.) located within the unincorporated area of Brevard County which is designed to serve at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents, shall be reviewed and approved by Brevard County. This review shall be limited to those construction activities which increase existing or create new supply, treatment or storage facilities. Brevard County review shall be consistent with the provisions of Brevard County Ordinance No. 2003-32 and the consents recited therein.

**Public School Needs  
Policy 12.7**

Brevard County should encourage the School Board to locate public schools in accordance with the following criteria:

**Criteria:**

- A. School facilities should be centrally located within the residential areas to be served and should be of sufficient size to accommodate the projected enrollment.
- B. Convenient pedestrian access to school sites is desirable.
- C. Locations on major roadways, in commercial or industrial areas should be avoided to limit the hazards of vehicular traffic, and to minimize disturbances from noise, odors or fumes.
- D. Joint locations with recreational facilities should be encouraged.
- E. The general location of school facilities should be consistent with the comprehensive plan of the appropriate local governing body developed pursuant to provisions of Chapter 163., F.S.

**Concurrency Evaluation Practices**

**Policy 12.8**

Brevard County shall continue to utilize a concurrency evaluation system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

**Policy 12.9**

Brevard County shall continue to implement a concurrency evaluation system using Best Evaluation Practices, and shall conduct and apply the system, and any subsequent system, in accordance with the following criteria:

**Criteria:**

- A. The concurrency evaluation system shall measure the potential impact of any development order or permit proposal upon the established minimum acceptable level of service for a roadway, solid waste, potable water, drainage, sanitary sewer or park facility or service.
- B. The most current available information and data regarding the above public facilities or services operating levels of service shall be utilized for concurrency evaluations.
- C. If the concurrency evaluation test finds that any development order proposal will cause a deficiency on any public facility or service serving the

proposed development site for which a minimum acceptable level of service has been established, Brevard County reserves the authority to deny or defer the development proposal, to cause the development order proposal to be modified to achieve consistency with the minimum acceptable levels of service, or to process it as a conditional development order proposal pursuant to Policy 12.10.

- F. A non-deficiency finding for a development order proposal by a concurrency evaluation test shall remain valid for the following prescribed time-frames, provided the permit application is submitted within 180 days after the date of the test results:
  - 1. For a site development plan approval, the finding shall remain valid for a period not to exceed 18 months, except where the intensiveness of the approved use is exceeded. In the latter instances, another concurrency evaluation test shall be required.
  - 2. For a residential subdivision, or phase or unit thereof, including residential subdivision phases of planned unit developments, the finding shall remain valid for a period not to exceed 36 months from the date of the construction permit's approval, providing the work authorized proceeds in a timely manner.
  - 3. For a commercial, industrial or multi-family building permit, the finding shall remain valid until construction has been completed and a certificate of occupancy issued; or for the life of the permit until it is revoked or suspended for failure to proceed in a timely manner as prescribed.
  
- E. A non-deficiency finding for an individual single-family development proposal shall remain valid for 24 months, provided a construction building permit is obtained within that timeframe, and work authorized proceeds in a timely manner.
  
- F. Concurrency evaluation tests for commercial and industrial subdivisions, for the purpose of approving a final development order, shall be conducted as a component of a development agreement, and if concurrency is found or guaranteed, the timeframe for the finding's validity shall be set forth in the agreement.
  
- G. Property owners shall have the option of pursuing a development agreement with Brevard County as provided for in Policy 13.2, as opposed to the reliance upon a development permit.

- H. The concurrency evaluation system shall maintain a cumulative record of the level of service allocations permitted by the approval of final development orders relative to the operating levels of service for all applicable public facilities and services which have established levels of service.

### **Conditional Approval of Development Orders Which May Result in Concurrency Deficiencies**

#### **Policy 12.10**

If the concurrency evaluation test indicates that the potential impact of a proposed rezoning, site development plan, subdivision or building development order will cause a deficiency to occur to minimum acceptable level of service, Brevard County may conditionally approve the development order pursuant to the policies of the Capital Improvements Element.

### **Co-location Opportunities for Aero-Space Related Development**

#### **Policy 12.11**

Brevard County shall secure long term global economic opportunity for its residents by maximizing its advantages of unique space-related resources, high tech manufacturing, transportation systems, education strategies, telecommunications industries and geographic location. The County, in cooperation with the State of Florida, will capitalize on the National Space Policy and growth in this industry by encouraging technology driven development proposals within the boundaries of the County.

## **Land Development Regulations**~~LAND DEVELOPMENT REGULATIONS~~

### **Objective 13**

Brevard County shall manage growth and development through the preparation, adoption, amendment, implementation and enforcement of the Land Development Regulations which fulfill the intent of this Comprehensive Plan.

### **Regulations to Implement the Comprehensive Plan**

#### **Policy 13.1**

Brevard County shall maintain Land Development Regulations to implement this Comprehensive Plan which, at a minimum, meet the requirements of Chapter 163, F. S. governing County and Municipal Planning and Land Development Regulation.

### **Regulations to Permit Development Agreements**

#### **Policy 13.2**

Brevard County shall provide for provisions in the Land Development Regulations that allow Brevard County to enter into development agreements with

property owners, consistent with the Comprehensive Plan, pursuant to the requirements set forth in Chapter 163 F.S., the “Florida Local Government Development Agreement Act,” with the following additional requirements:

**Criteria:**

- A. A description of the level of service allocations to be permitted by the development agreement;
- B. Specific dates shall be identified that define the development's phasing, if applicable, and the commencement and completion of construction in each phase.
- C. Contrary to the requirement of Chapter 163, F. S., the duration shall not exceed five years, unless extended by mutual agreement according to prescribed due process.

**Regulations for Zoning Classifications to be Consistent with the Future Land Use Map  
Policy 13.3**

The Land Development Regulations shall designate adequate zoning classifications for the location of residential and non-residential development activities which implement the Future Land Use Element, Housing Element, and Future Land Use Map.

**Regulations to Require Economic and Environmental Impact Assessments  
Policy 13.4**

As directed by the Board of County Commissioners, all new land development regulations prepared pursuant to this Comprehensive Plan should include an economic and environmental impact assessment for the public and private sectors.

**Establishment of Zoning Classifications to Meet Residential Needs**

**Objective 14**

Brevard County shall maintain zoning regulations as part of its Land Development Regulations to establish adequate zoning classifications for residential development in terms of allowing for a variety of housing types while providing residents with choices in terms of residential locations.

**General Zoning Regulations Criteria  
Policy 14.1**

Zoning regulations shall adhere to the following criteria:

**Criteria:**

- A. Residential zoning classifications shall be designated for single family, multi-family, and mobile home developments to meet the housing needs demonstrated in the Housing Element of this Comprehensive Plan.
- B. The densities of these classifications, as applied, shall not exceed those established for each residential designation as adopted on the Future Land Use Map, unless otherwise provided for by this Element.
- C. Proposed locations for residentially-zoned lands should be consistent with the residential designations shown on the Future Land Use Map and consistent with this Comprehensive Plan.
- D. At a minimum, residential zoning classifications shall provide for a variety of minimum lot sizes, minimum floor areas, setbacks, and residential land use mixes that allow for choice in housing types, designs and price levels. These residential zoning classifications shall provide for both urban and rural residential environments.

**Zoning Regulations to Promote Creative Utilization of Land  
Policy 14.2**

Zoning regulations should continue to provide for flexibility regarding development patterns and land use mix. The County encourages implementation of innovative residential and commercial development patterns and lot layout techniques which achieve efficient use of public resources, reduced land consumption, and preservation of interconnected open spaces. These techniques include:

**Criteria:**

- A. The Planned Unit Development concept, where appropriate, to encourage creativity in development design, provision of connected open spaces, protection of environmental features, and an integrated mix of residential and non-residential land uses and employment opportunities.
- B. The use of zero-lot line residential development patterns, shared driveways and reduced setbacks, where appropriate, to encourage more compact subdivision layouts and to generally provide increased flexibility in the design and use of the lot area.
- C. Designed integration of residential, employment and commercial uses as permitted in the context of this Element, to promote compact mixed use development patterns within a single structure or complex of structures.
- D. Mixed use developments to promote efficient use of land and public resources by integrating neighborhood support services and employment

centers with residential uses. Mixed use patterns should be implemented and achieved through the use of performance standards and other mitigating techniques to ensure compatibility between land uses.

- E. Creative clustering of residential and commercial lots and streets which preserve undisturbed vegetative corridors and consolidate cleared land areas. Innovative techniques may include reduced lot sizes, shared driveways and other design features. In furtherance of the County's Master Plan of Linear Open Spaces, clustered development schemes which permanently preserve interconnected networks of open space within subdivisions and link same with adjacent subdivisions and parks will be considered for density bonuses or other development incentives (Figure 2 in the Appendix depicts an example of a clustered land development technique in comparison with a conventional subdivision layout).

**Consistency with Comprehensive Plan, Zoning and Land Development Regulations**  
**CONSISTENCY WITH COMPREHENSIVE PLAN, ZONING AND LAND DEVELOPMENT REGULATIONS**

**Objective 15**

Brevard County shall eliminate inconsistencies between the Comprehensive Plan and the zoning regulations of the Land Development Regulations, and thereafter, shall reduce the number of existing land uses which are non-conforming to the Comprehensive Plan.

**Authority to Initiate Administrative Actions**

**Policy 15.1**

Brevard County retains the authority to initiate appropriate administrative actions, such as administrative rezonings.

**Administrative Rezonings for Consistency with the Future Land Use Map**

**Policy 15.2**

County staff may initiate administrative rezonings for those properties that are found to be inconsistent with the Future Land Use Map at the time of a development permit application.

**Criteria:**

- A. Determination of appropriate zoning classifications for these properties shall be pursuant to the policies and criteria which govern the Future Land Use Map and future land use designations established in this element.
- B. The zoning classifications which are appropriate pursuant to the Future Land Use Element and Maps shall be presented as options to the property owner.

**Policy 15.3**

Brevard County shall continue to administratively rezone those properties with zoning classifications which are inconsistent with the Future Land Use Map, the acceptable levels of service, and this Comprehensive Plan.

**Criteria:**

- A. Administrative rezonings shall not be required for single family or duplex residential lots which meet the requirements of the Brevard County Zoning Code and which are located within Neighborhood Commercial, Community Commercial Agricultural or any residential land use designations.
- B. Prior to commencement of the administrative rezonings, small area plans shall be completed by the appropriate County staff for each area. These plans shall consider, at a minimum, compatibility issues, character of the area, environmental constraints, hurricane evacuation capabilities, and the availability of public facilities and services. Advisory committees may be appointed by the Commission to work with staff in the development of these plans and public hearings shall be held for the adoption of these plans.

**Provisions for Non-conforming Uses****Policy 15.4**

Brevard County shall maintain procedures that address existing land uses which are non-conforming with this Comprehensive Plan. At a minimum, the following criteria shall apply:

**Criteria:**

- A. Non-conforming land uses are those existing development activities which were conforming to the zoning and Comprehensive Plan regulations of Brevard County at the time of record but which are inconsistent with this Comprehensive Plan.
- B. Existing non-conforming land uses, damaged beyond 50 percent of their assessed value by natural or man-made causes, shall not be allowed to be reconstructed to a use which is non-conforming to this Comprehensive Plan, except as provided for in the Zoning Code.
- C. The addition, expansion or re-establishment of existing non-conforming land uses shall be governed by Chapter 62, Article VI, Division 2, Subdivision II, "Non Conforming Uses" of the Brevard County Land Development Regulations.

**Policy 15.5**

The following provisions for the development of non-conforming lots to allow for the reasonable use of such properties shall apply. At a minimum, the following criteria shall apply:

**Criteria:**

- A. Non-conforming lots of record are those properties which meet the non-conforming provisions of the Brevard County Zoning Code but which are non-conforming to this Comprehensive Plan and/or Zoning regulations.
- B. Non-conforming lots of record may be developed to a use permitted by Chapter 62, Article VI, Division 2, Subdivision II, "Non Conforming Uses" of the Brevard County Land Development Regulations, provided that it is also a use permitted by the Future Land Use Map of this Comprehensive Plan.
- C. The Land Development Regulations should continue to include provisions for minimum lot dimensions and setbacks for non-conforming lots of record to ensure that these uses will be compatible with surrounding land uses.
- D. If an existing non-conforming lot does not meet the minimum lot size established by this element, relief may be obtained in accordance with the Zoning Code of Brevard County.

**Provisions for Pre-existing Uses**

**Policy 15.6**

Brevard County should maintain and enforce criteria for Pre-existing Uses, as defined by the County's Land Development Regulations. Applications for Pre-existing Uses shall be reviewed against the requirements found in the Land Development Regulations.

**Preclusion of Development**

**Policy 15.7**

If a land use designation in the Comprehensive Plan is determined to preclude all development of such land and an amendment to the Comprehensive Plan is required, an amendment alleviating the preclusion of development may be considered at the next available transmittal or adoption public hearing of the Comprehensive Plan. A development order consistent with the proposed amendment, may be submitted for review; however, final approval will not be granted until a finding of compliance and after the appeal period pursuant to Chapter 163, F.S.

**Provision for Appeals**

**Policy 15.8**

Brevard County shall provide a method of appeals to address alleged errors in any order, requirement, decision or determination made in the enforcement of any ordinance, regulation, law, policy or procedure relative to the Land Use Regulations.

## **Military Base Land Use Compatibility**~~MILITARY BASE LAND USE COMPATIBILITY~~

### **Objective 16**

Brevard County shall cooperate with Patrick Air Force Base (PAFB) to encourage compatible land use, help prevent incompatible encroachment of new development, and facilitate the continued presence of Patrick Air Force Base. This Objective and its policies are intended to only apply to new development. Development, including but not limited to buildings and structures, existing on the effective date of this amendment are exempt from the requirements of Objective 16 and its policies, as long as there are no increases in building height or residential density beyond that which is permitted by the applicable zoning classification.

### **Policy 16.1**

Brevard County shall transmit to ~~the Commanding Officer of~~ PAFB information relating to proposed changes to the Comprehensive Plan, plan amendments, and proposed changes to land development regulations which, if approved, would affect the density, intensity or use of land on Merritt Island south of the Pineda Causeway. Brevard County shall provide PAFB an opportunity to review and comment on the proposed changes.

### **Policy 16.2**

~~The Commanding Officer of~~ PAFB is encouraged to provide comments to the County on the impact such proposed changes may have on the mission of PAFB, whether the proposed changes are compatible with the safety and noise standards in the Air Installation Compatible Use Zone adopted by PAFB, and whether such changes are incompatible with the findings of the Joint Land Use Study for PAFB.

### **Policy 16.3**

Brevard County shall take into consideration any comments provided by PAFB ~~the Commanding Officer or his or her designee~~ when such decision regarding comprehensive planning or land development regulation. Brevard County shall include a copy of any such comments to the Florida Dept. of Economic Opportunity~~Community Affairs~~ or its successor agency.

### **Policy 16.4**

To facilitate the exchange of information, Brevard County shall maintain a representative appointed by PAFB as an ex officio, nonvoting member of the County's Local Planning Agency as required by Section 62-182, Brevard County Code.

**Policy 16.5**

The Commanding Officer of PAFB is encouraged to provide information about any community planning assistance grants that may be available to Brevard County through the Federal Office of Economic Adjustment to facilitate joint community planning efforts.

**Policy 16.6**

To ensure continuing compatibility with the operations of PAFB and the existing character of the neighborhood, the Future Land Use designation for properties located on Merritt Island south of the Pineda Causeway shall not exceed the adopted Future Land Use designation of Residential 2.

**The Farmton Local Plan**

**Objective OBJECTIVE 17**

Establish a long-range, sustainable plan for the Farmton Tract in northern Brevard County based upon permanent conservation of Regional Wildlife Corridors, together with reservation of suitable areas for future compact mixed use development which meet the highest levels of sustainability.

**Policy 17.1**

The Farmton Local Plan is defined by Objective 17 and implementing policies. It is a flexible and innovative planning strategy to allow the conversion of agricultural lands to other uses while protecting environmentally sensitive areas. The plan uses transfer of development rights and provisions for open space protection, clustering, and mixed use development with high standards of sustainability to preserve environmental resources and reserve suitable areas for sustainable development.

**Criteria:**

- A. The Farmton Local Plan is the planning framework for the Farmton Tract consisting of approximately 11,500 acres in northern Brevard County. The Farmton Local Plan shall establish land uses, objectives and policies for resource conservation and sustainable development. The policies are designed to:
  - 1. Provide opportunities for economic development and job growth
  - 2. Preserve lands prioritized by natural resources stakeholders
  - 3. Preserve significant integrated habitat for regional wildlife corridors
  - 4. Provide for a variety of land uses to support residences of diverse ages, incomes, and family sizes
  - 5. Direct population growth and development away from flood plains
  - 6. Discourage urban sprawl

7. Avoid large lot rural subdivisions which fragment natural resources
  8. Create efficiencies in provision for infrastructure
  9. Conserve water and energy
  10. Balance jobs with housing
  11. Continue opportunities for agriculture
  12. Reduce vehicle miles traveled
  13. Reduce greenhouse gas emissions
- B. The Farmton Local Plan is the result of a peer reviewed collaborative stakeholder process designed to holistically address varying community needs in a flexible, yet systematic manner. Land Development Regulations, Mixed Use Zoning provisions, Master Plans, and Development of Regional Impact Development Orders which implement this plan shall utilize innovative land use techniques, creative urban design, highest levels of environmental protection, and the use of sustainable development principles as they may evolve over time.
- C. The overall planning horizon shall be consistent with the County's Comprehensive Plan horizon. There shall be no increases in the number of residential units beyond what is allowed by the future land use plan in effect at the time of adoption of this amendment.
- D. The Farmton Local Plan shall maintain at least 75% of the total area as Agriculture. These lands shall include prioritized conservation lands that have been identified by stakeholders, mitigation banks, and lands adjacent to Buck Lake Conservation Area together with buffers and designated uplands so as to establish interconnected regional wildlife corridors. Such lands shall be subject to a conservation easement and conservation management plan which shall sever all development rights and protect the lands in perpetuity.
- E. The Future Land Use Map shall identify two land uses within the Farmton Local Plan: Agriculture and Farmton Mixed Use Area (FMU). Within FMU are districts with distinct policies as set forth herein. The final shape and acreage for the developable portion of the Farmton Mixed Use Area shall be determined at the time of rezoning, but the total buildable area, exclusive of stormwater management facilities, shall not exceed 1,500 upland acres. In making the determination of which lands are suitable for development, decision support models used in the Greenprint process described in Policy 17.2 A and groundtruthing shall be utilized to identify wetlands, floodplains, mitigation areas, vegetative buffers, specialized habitat for listed species, and under-represented natural communities. Priority shall be

given to lands on the perimeter of the FMU which are contiguous to Agriculture lands to promote habitat connectivity. Such lands shall be re-zoned Environmental Area (EA) and made subject to a perpetual conservation easement and conservation management plan.

F. Maximum development potential: The Farmton Local Plan shall utilize an internal system of transfer of development rights to establish densities. For the purposes of this plan, Agriculture shall be designated Sending Areas and the Farmton Mixed Use (FMU) Area shall be designated as the Receiving Area. The underlying residential densities for the planning area shall be based upon existing Future Land Use. Upon the adoption of the Farmton Local Plan and after the transfer of development rights, the underlying density of Agriculture shall be Zero and the Farmton Mixed Use Area shall have a maximum of 2,306 dwelling units.

1. Maximum Development Potential through buildout: The residential component through buildout of the Farmton Local Plan shall not exceed 2,306 dwelling units.
2. The maximum non-residential square footage through buildout of the Farmton Local Plan shall not exceed 1.25 million square feet exclusive of public institutional uses (i.e., fire stations, government office, public schools, etc...). The term "Commercial" as referenced in the implementing policies for Objective 17 includes retail, service, restaurants and other customary business uses. The total maximum and minimum development for Residential and non-residential land uses, within the FMU shall be:

	<b>Maximum</b>	<b>Minimum</b>
Residential	2,306 units	2,000 units
Commercial	340,000 SF	200,000 SF
Office	420,000 SF	180,000 SF
Industrial	390,000 SF	192,000 SF
Hotel	200 rooms	120 Rooms
Public Inst	50,000 SF	20,000 SF

G. Farmton Mixed Use Areas within the Farmton Local Plan shall be located within the areas identified as most suitable for development. The total FMU area shall not exceed 2,800 acres. FMU shall be designed in a compact form including sustainable development planning and building techniques as more fully set forth herein. Densities and intensities for districts within Farmton Mixed Use Area are as set forth in Policy 17.3. The mix of uses shall be in accordance with Policy 17.1F (2) for the Farmton Mixed Use Area.

- H. No development shall take place within Farmton Mixed Use Area until special land development regulations are approved as part of a Mixed Use Zoning (MXD) district or upon approval of a Master Plan as part of a Development of Regional Impact Development Order pursuant to Ch. 380.06, Fl. Stat.. No certificate of occupancy may be issued for development within the Farmton Mixed Used Area prior to January 1, 2016. The timing restriction regarding certificates of occupancy shall not apply in the event that a comprehensive plan amendment is adopted and in effect prior to January 1, 2016, which results in a financially feasible capital improvement schedule, taking into account the impacts of the FMU land use change and anticipated development through January 1, 2016 as presented in the supporting analysis for the capital improvement schedule amendment.
- I. This plan shall be consistent with the provisions of the Conservation Element, with particular emphasis on Policy 5.2.E.(6) and Policy 5.2.E.(7), as amended.

### **Policy 17.2**

Protect Natural Resources of Regional Significance by promoting perpetual preservation of interconnected regional wildlife corridors.

**Criteria:**

- A. Decision Support Models. The designation of at least 8,700 acres of Agriculture in perpetuity is the result of a Greenprinting process which utilizes recognized decision support models, including but not limited to the Natural Resources of Regional Significance model (NRORS) of the East Central Florida Regional Planning Council (ECFRPC), Critical Lands and Waters Identification Project (CLIP) of the Florida Century Commission, consultation areas of the USFWS, and biodiversity matrix of Florida Natural Areas Inventory, to make preliminary identification of significant habitat. As these areas were identified, the landowner used ground-truthing through scientifically accepted procedures to identify habitats and ecosystems in order to identify regional wildlife corridors, an integrated habitat protection area, and reserve areas for future development. As Farmton Mixed Use Area is planned in the future for development, these decision support models shall be employed to identify additional lands within which can be rezoned to Environmental Area (EA) and made subject to a conservation easement and conservation management plan. Priority shall be given to lands on the perimeter of the FMU which are contiguous to Agriculture lands.

- B. As a result of the process identified in Policy 17.2A, at least eighty percent (80%) of lands within the Farmton Local Plan shall be subject to a conservation easement and conservation management plan and preserved in perpetuity. This will include all lands designated as Agriculture together with those wetlands, mitigation areas, vegetative buffers, specialized habitat for flora or fauna, passive parks, and trails designated as EA within Farmton Mixed Use Area during the rezoning or DRI process.
- C. The identification of areas to be maintained as permanent Agriculture and subject to a conservation management plan shall be approved in consultation with the Florida Fish and Wildlife Conservation Commission, Florida Department of Environmental Protection, St. Johns River Water Management District, the Brevard Environmentally Endangered Lands Program and the Brevard Natural Resources Management Department Office, and by at least one tax exempt conservation organization, such as the Florida Audubon Society as consistent with Policy 17.6M.
- D. Landowners shall implement an ecological monitoring program to monitor the quality and quantity of habitat type as well as species number and diversity. This information shall be used in preparation of the conservation management plan and the landowner shall not undertake management practices which diminish the quality of habitat within the area.
- E. Agriculture land and land rezoned to EA shall be subject to a conservation management plan which shall provide for ongoing conservation of listed species and other indigenous species which may require special habitat protection. The plan shall include a black bear management plan which shall be developed in consultation with the Florida Fish and Wildlife Conservation Commission consistent with its Black Bear Habitat Management Guidelines.
- F. Any future transportation facilities built across Agriculture land shall be designed to avoid and minimize conflicts between motor vehicles and the movement of wildlife consistent with the Transportation Element. To the greatest extent practicable, the transportation spine network will be within the Farmton Mixed Use Area and cross agricultural lands at suitable locations. Tools to minimize this conflict include locational criteria, landscaping techniques, fencing, speed limits, wildlife underpasses or overpasses, and bridging over known corridors. Transportation facilities shall be designed to avoid the area permitted for mitigation banking.

**Policy 17.3**

Establish principles of sustainability and land use standards for Agriculture and Farmton Mixed Use Area.

**Criteria:**

- A. Principles of Sustainability. To ensure that the Farmton Local Plan is truly sustainable, the following principles shall be applied throughout the planning process:
  - 1. The Farmton Local Plan shall preserve regional wildlife corridors, and important environmental systems first as part of a holistic approach to sustainability of the land.
  - 2. Farmton Mixed Use Area (FMU) shall contain a mixture of uses that provide for a balance of commercial, residential, recreational, open space (active and passive), resource protection, educational and other supporting uses.
  - 3. FMU shall be designed with principles of smart growth, traditional neighborhood design ("TND"), New Urbanism or transit oriented development ("TOD") including walkability, compact development patterns, quality architecture and urban design and a hierarchy of street systems to foster connectivity and pedestrian mobility as well as alternate modes of travel, including transit.
  - 4. FMU shall promote income diversity and choice through a mixture of housing types and price points using higher density, compact development patterns and variety to limit sprawl.
  - 5. FMU shall provide opportunities throughout all phases of the development for residents to work in the community they live in, thereby reducing automobile dependence.
  
- B. FMU shall utilize sustainable development techniques that promote the reduction of greenhouse gases and efficient and effective use of infrastructure.
  
- C. Permanent designation of Agriculture shall be used as the foundation of land use decisions. Other areas may be reserved for future Mixed Use Zoning which shall demonstrate how the values of the adjacent conservation area will be protected and maintained.
  
- D. Agriculture shall be subject to a conservation easement approved by the County, and the residential density shall be zero units per acre after the transfer of development rights is completed. Water resource development, stormwater management facilities, or central potable water wellfields shall

be allowed within Agriculture and Mixed Use lands after obtaining required permits.

E. Farmton Mixed Use Areas. Within areas designated on the Future Land Use Map as Farmton Mixed Use Area, the following districts are permitted:

1. WorkPlace. The WorkPlace land use district is intended to provide and promote employment centers as well as provide work force housing in close proximity. Permitted uses include industrial uses, community and regional scale commercial, institutional uses, hotels and residential uses. ~~Density and Intensity~~. The WorkPlace district shall have a minimum density of 10 units per acre and a maximum of 15 units per acre as applied to lands developed with residential use. The maximum overall floor area ratio (FAR) for lands developed with non residential uses is as follows:

Commercial	1.0 FAR (0.35 minimum)
Light Industrial	2.48 FAR
Hotel	2.0 FAR

The DRI development order or MXD zoning and/or special land development regulations shall require a mix of uses, including maximums and minimums for the WorkPlace land use district.

2. Villages. Villages are compact residential areas containing a mix of residential housing types to encourage affordability for a wide range of economic levels. Villages shall be supported by internally designed mixed use village centers which provide key goods and services and public facilities at the neighborhood level. Villages shall include interconnected streets that are designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles, and which are built with design speeds that are appropriate for neighborhoods. Villages shall be adjacent to large expanses of Agriculture land that are designed to protect the character of the rural landscape.

Villages shall adhere to the following basic guidelines:

- a. Villages shall include compact design that includes a system of land subdivision and development which links one neighborhood to another. No Village shall be greater than 900 acres in size. Preserved wetlands and floodplain within a Village shall be excluded from the calculation of the maximum acreage;

- b. Villages shall include interconnected streets that are designed to balance the needs of all users, including pedestrians, bicyclists and motor vehicles, and which are built with design speeds that are appropriate for neighborhoods;
- c. Villages shall include alternatives for pedestrians and bicyclists through the provision of sidewalks, street trees and on-street parking which provide distinct separation between pedestrians and traffic, spatially define streets and sidewalks by arranging buildings in a regular pattern that are unbroken by parking lots; and provide adequate lighting that is designed for safe walking and signage which has a pedestrian orientation;
- d. At least 75% of all housing in a Village shall be within one half mile of the village center to encourage walkability.
- e. Each village shall contain a village center, the purpose of which is to provide key goods and services at the neighborhood level (vs. regional level).
- f. The village center shall be located approximately in the center of a designated village and shall not exceed 90 acres in size (excepting wetlands and school campuses).
- g. The target market of a village center shall have a focus towards the residential areas within one mile. In addition to commercial, village centers shall include civic and recreational uses as well as open space in the form of greens, commons, parks, squares and recreation areas.
- h. The transportation system within a village shall consist of collector and local streets and pedestrian and bike systems that provide linkages to other land use components of the Farmton Mixed Use Area.
- i. Each village center shall be designed to accommodate a transit stop to help facilitate transition from bicycling or walking to bus or trolley. Therefore, the transit stop should include bicycle racks and/or the bus or trolley should include racks.
- j. The village center shall be located near the juncture of two collector roads, but may, depending on environmental constraints, be located near the juncture of a collector and local road.
- k. Each village shall contain a mix of housing types to encourage affordability for a wide range of economic levels.

Approved uses within a Village include single and multi family residential, office, commercial, institutional, open space, bed and

breakfast. Non-residential uses, except for licensed home occupations, are limited to the village center. The maximum overall floor area ratio for non residential developments within a village center shall be as follows:

Commercial: 1.0 FAR (min. 0.3)

The following densities apply to lands developed with residential use within Villages:

	Maximum dupa	Minimum dupa
Single Family	8 <	4
Multi-family	15	8

The Village Center shall achieve a average density of 7 dupa applied to lands developed with residential use.

3. Mixed Use Requirements. To ensure a sustainable mix of uses the minimums and maximums per use are per policy 17.1F.

#### Policy 17.4

Development within Farmton shall incorporate and promote high standards for sustainability, water conservation, energy efficiency and greenhouse gases.

Criteria:

- A. Farmton Mixed Use Area shall require protection of green infrastructure, natural resource protection, water and energy conservation features, and lower impact development and compact development. Higher density, mixed use and compact development shall be required as it is recognized as a more energy efficient land use pattern to reduce trip lengths, promote walking, support regional mass transit and reduce the development foot print. It also is recognized to provide tangible social and cultural benefits by encouraging more connected social support systems and a stronger sense of community.
- B. Reduction in Greenhouse Gases. By utilizing higher standards of sustainability and the principles of smart growth including traditional neighborhood design and transit oriented development, the Farmton Local Plan seeks to reduce reliance on the automobile; and, therefore, reduce the production of greenhouse gases. Additionally, the Farmton Local Plan desires to lessen the demand for energy utilized to heat and cool houses and commercial structures built in the Farmton Mixed Use Area, not only to reduce the production of greenhouse gases, but to conserve available energy resources.

- C. The Farmton Local Plan shall promote carbon neutrality through energy conservation features such as protecting natural areas, greenways, wetlands, forests, and other natural resources that reduce energy demand; energy efficient land use patterns which reduce energy consumption, promote walkability and reduce automobile use; water and energy conservation, and promotion of solar power and other alternatives to achieve overall reduction in production of greenhouse gases.
- D. Farmton Mixed Use Area shall undertake the physical development of the community using a whole systems approach to the design, development, construction and operation of the community and to do so in a way where defined benchmarks and metrics can be used to measure its success. The details for these standards will be developed in cooperation with the University of Florida Program for Resource Efficient Communities (PREC) and will be set forth in the Master Plan and DRI Development Order and will implement the following goals of sustainability:
1. Site Design and Land Use shall encourage a walkable transit-ready community with a jobs-to-dwelling-units ratio to create the required synergies for a sustainable community. At build out, all homes shall be within one half (0.5) mile of transit, a village center, workplace, or an institutional or civic use such as a school or government office.
  2. Landscape design shall incorporate biodiversity using native vegetation with a goal of reducing water usage and treating groundwater.
  3. Transportation design shall create multi-modal synergies that facilitate a reduction in the use of the automobile, promote pedestrian and bicycle utilization and the use of mass transit when available.
  4. FMU design shall incorporate water conservation measures so that as nearly as possible it incorporates water neutrality into the construction and operation of the development. Water neutrality shall mean that potable and nonpotable sources of water are provided solely within the boundaries of the Farmton Local Plan and sources outside the boundaries of the Farmton Local Plan are not needed to support development within.
  5. Community design shall incorporate walkability with linkages to employment centers and developing around multi-use compact cores so that the community can coexist harmoniously with the natural, social and economic environment.
- E. Proposed development shall meet the requirements of a certification program from either USGBC LEED for Neighborhood Development, FGBC

Green Development Designation Standard, or another third party program deemed acceptable by Brevard County.

- F. Outdoor lighting in the community will be encouraged to achieve the standards of the International Dark-Sky Association. Particularly effective best practices established in cooperation with the PREC or other credible agency will be integrated as prerequisites or established as minimum community standards such as solar powered street and pathway lighting.
- G. Infrastructure within the Farmton Local Plan shall incorporate water and energy conservation standards as part of the land development regulations.
- H. Individual septic tanks shall be prohibited.
- I. ENERGY STAR® and Florida Water Star standards shall be met for residential development.
- J. Solar panels shall be permitted on all buildings and in all districts.
- K. Waterwise and Florida Friendly principles shall be applied in the design of all landscape areas.
- L. Energy Efficiency Criteria. The Farmton Local Plan shall develop in a manner that establishes energy efficient land use patterns. The specific criteria to be evaluated and incorporated in the implementing land development regulations shall include:
  - 1. Measures to promote walkability;
  - 2. Inclusion of a bike trail system in future development applications that demonstrates connectivity to a larger external system, to include the regional bike trail network, and provision for bicycle racks at all transit stops;
  - 3. A mix of uses that provides residents and employees with opportunities to obtain goods and services utilizing non automotive travel modes;
  - 4. Permitting solar panels on any structure;
  - 5. The provision of at least one recharging station at each Village Center, and WorkPlace for personal electric vehicles (PEV);
  - 6. Demonstration that the application was coordinated with the school board to promote safe, alternative travel modes for school children;
- M. Adaptive Management. It is recognized that the standards and protocols which define sustainability are constantly evolving such that what is

determined to be acceptable today may be unacceptable in the future and that supportive programs may emerge tomorrow that more adequately accomplish the goal of the Farmton Local Plan. For the purpose of achieving sustainability goals, adaptive management will be employed over the life of the plan so as to ensure that the most current programs, policies, and protocols are used throughout the life of the community.

- N. Environmental Education. Proposed development shall provide for an on-site naturalist to provide environmental education and uphold the environmental and sustainability standards for any proposed development within the Farmton Local Plan. Environmental education shall focus on the following and be the responsibility of the Homeowners Association or Community Development District as appropriate:
1. Landscaping activities;
  2. Monitoring of environmental conditions and sustainability performance such as energy consumption, greenhouse gas emissions, water consumption, water quality on site and biodiversity;
  3. Analysis and education on community performance standards for energy and water use efficiency and facilitation of carbon credit sales for energy efficiency;
  4. Distribution of educational materials for home buyers that include landscape plans/lists of plants installed on their lots and basic maintenance requirements of any home features that received credits under the ENERGY STAR® or Florida Water StarSM certification programs;
  5. Distribution of educational and interpretive materials on bikeways and trail systems, wildlife and habitat protection issues.
- O. Jobs to housing ratio. The Farmton Local Plan shall develop and implement a program designed to ensure an adequate number of jobs per residential dwelling unit exist in the Farmton Mixed Use Area at buildout. The standard jobs-to-housing balance of 0.65 jobs per residential unit shall be required concurrently with housing development after the first 1,000 dwelling units are permitted.
- P. Diversity of Dwelling Styles. Residential neighborhoods and mixed use areas shall include a variety of dwelling types and lot sizes to provide opportunities for different age and income groups within an integrated and diverse community so as to avoid rigid segregation of dwelling types by price point within the community. Housing types may include, but are not limited to, mid-rise multifamily, single family detached, residential above commercial, townhouses, carriage houses, garden apartments, duplexes,

triplexes, zero lot line, owner-occupied and for rent product. The mix of housing product will vary depending on the section of the community in which the housing is developed.

- Q. Within Farmton, ten (10) percent of residential units shall qualify as “affordable housing” as currently defined by the Comprehensive Plan and Land Development Regulations.
- R. The 10% allocation required by subpolicy Q shall be located within a 1/3 mile of transit stops or on-site employment opportunities.
- S. Institutional uses (e.g. churches, libraries, public and private schools, recreation facilities, government buildings, police/fire/emergency medical services, water and sewer plants) shall be allowed in the FMU land use category, but shall not be allowed in the Agriculture land use category.
- T. Implementing land development regulations of the Farmton Mixed Use Area shall require the early identification of external access locations and a process through which access improvements, if needed, will be guaranteed.
- U. Implementation of appropriate “firewise” community planning practices shall be identified during the subdivision/site plan review process. As part of the development review process, a covenant will be placed on properties near or adjacent to public conservation or preservation land to notify future property owners and residents that the nearby or adjacent public land or conservation areas will be managed by natural resource management practices including prescribed fire and other techniques.
- V. A phase I cultural resource assessment survey shall occur prior to initiating any project related land clearing or ground disturbing activities that are not agriculturally related within the project area. The purpose of this survey will be to locate and assess the significance of any historic properties present. The resultant survey report must conform to the specifications set forth in Chapter 1A- 46, Florida Administrative Code, and be forward to the Division of Historical Resources for comment and recommendation in order to complete the process of reviewing the impact of the proposed project on historic resources. Should significant resources be present, additional archaeological testing may be necessary, and/or protection and preservation of significant sites may be required.

### **Policy 17.5**

Adopt general development guidelines and standards for Farmton

Mixed Use Areas which provide for delivery of services and provision for infrastructure and fiscal neutrality.

- A. Floodplains. Any development within the Farmton Local Plan shall be consistent with Objective 4 of the Brevard County Conservation Element and its implementing land development regulations including those policies promoting clustering of residential densities and non-residential intensities.
- B. Development proposals within Farmton Mixed Use Area shall only be processed with a Master Plan associated with a Development Order reviewed as a development of regional impact (DRI) per Chapter 380 of Florida Statutes or a MXD. As required through the DRI process, financial feasibility of required mitigation to regionally significant off-site transportation facilities will be identified. Recognizing that regionally significant transportation facilities can also be impacted by auto-occupancy factors and transportation mode shifts due to influences such as economic and environmental changes affecting lifestyles, the Farmton Mixed Use Area land use planning and site design must further the goals of trip reduction and vehicle miles of travel reduction, both on- and off-site.
- C. The use of septic tanks is prohibited within Farmton unless preexisting.
- D. Minimum buffers and setbacks
  - 1. Boundary buffer: The purpose of the boundary buffer is to minimize visual and noise impacts on surrounding land owners. The boundary buffer around Farmton Mixed Use Areas shall be a minimum of 200 feet. There shall be no encroachment within the buffer except for bike paths, equestrian, and walking trails, fire lines, existing logging roads and public roadways.
  - 2. Arterial buffer: The purpose of buffers and setbacks on arterial roads shall be to minimize visual intrusion of development activity on the traveling public. A minimum 75 foot "no encroachment" buffer is required on arterials. The no encroachment buffer prohibits intrusion of any kind, excepting intersecting roadways and one monument project signage at such intersections intended for project identification and way finding. Lakes may also encroach into this buffer. However, in such an event, any building setback shall be 200 feet from the arterial right of way.
  - 3. Collector buffer: For roads that are functionally classified as "collector" by the County, an applicant shall provide a buffer of 50

feet, except that stormwater facilities may be located within this buffer or for roadway segments within the village center(s).

4. Wetland buffer: All preserved wetlands shall have a minimum 50 foot upland buffer or greater, if required by law or administrative rule.
5. East Central Regional Rail Trail Buffer: A rail trail corridor ranging in width between 100 and 200 feet extends through the area of the Farmton Local Plan and will ultimately be developed as a public access multi-use trail. A minimum 200 feet wide vegetative buffer shall be maintained on each side of the centerline of the trail right of way so as to minimize encroachments on the trail and enhance the experience of the trail user.

E. Water Resources. Farmton Water Resources LLC (FWR) is a utility certified by the Florida Public Service Commission and is the authorized water provider to the Farmton Local Plan area. FWR and the City of Titusville have established TIFA LLC which is a joint venture for development of water supply on Farmton which initially reserves 0.6 million(s) of gallons per day (mgd) for the Farmton Mixed Use Area. FWR, through extensive well placement and stress testing, has determined that significant groundwater resources exist within its jurisdictional perimeter that are far in excess of the water needs required by buildout under the Farmton Local Plan. TIFA LLC shall apply for a CUP from SJRWMD to supply groundwater to the area and the proposed development allowed by the Farmton Local Plan. In the event that St. Johns River Water Management District (SJRWMD) deems the existing ground water insufficient to serve buildout of the Farmton Local Plan, then any additional water supply needed shall be provided by an alternative water supply source identified in SJRWMD's District Water Supply Plan. FWR shall coordinate with the City of Titusville and, County, to revise their 10-year water supply facilities work plans to include FWR's service area and descriptions of projects needed to provide potable and nonpotable water to the service area—. In addition, shall propose additions to the District Water Supply Plan to provide for water resource development and alternative water supply plans including storage of water, and acceptance of reuse or storm water, and augmentation or wetlands restoration. FWR is responsible for providing onsite and offsite infrastructure improvements necessary to provide potable and nonpotable water and waste water to development within the Farmton Local Plan area. Infrastructure improvements shall include wells, surface water intake facilities, pumps, raw water transmission lines, water treatment plants, wastewater treatment plants (meeting public access reclaimed water standards), finished water transmission lines, reclaimed

water transmission lines, and potable and nonpotable water storage facilities. As the infrastructure projects are identified and approved by the County and the SJRWMD, those projects shall be included in the County's Water Supply Facilities Work Plan and Capital Improvements Element during the annual update.

- F. The County shall not issue any development orders or development permits for Farmton without first determining that adequate water supplies (potable and nonpotable) exist to serve the new development and will be available no later than the anticipated date of issuance of building permits. The availability of water supply shall be demonstrated through:
1. Before the County issues a DO (except a DO issued under Chapter 380), the County shall receive a Concurrency Certificate from the water supplier verifying that it has the facilities and capacity to serve the development;
  2. CUP issued by SJRWMD to TIFA LLC for potable water to site;
  3. The availability of reclaimed water and stormwater for irrigation use within the developments and the quantity of potable water these sources will offset; and
  4. The potential for water conservation practices to reduce demand, such as installation of high-efficiency plumbing fixtures, appliances, and other water conserving devices in households, as well as public and commercial restroom facilities and the use of waterwise and Florida Friendly principles in all landscaped areas, where ecologically viable portions of existing native vegetation shall be incorporated into the landscape design to the greatest extent practicable so as not to require irrigation. The Farmton Local Plan shall comply with the Aquifer Recharge policies of the Brevard County Comprehensive Plan (Conservation Element) and its implementing land development regulations. Reuse and water conservation methods shall be implemented in accordance with the applicable requirements of policy 17.4 to reduce water demand.
- G. The owner shall also reserve and dedicate at no expense to the County a 200 foot right of way to allow the for future extension of an arterial roadway from the SR 5A interchange with I-95 through the FMU to the County line to connect with Williamson Road Extension in Volusia County in the event that road is established. The developer shall also reserve and dedicate a utility easement along any transportation facilities that connects to the SR 5A interchange with I-95 to the FMU. The alignment of the transportation and utility facilities shall be as generally depicted on the "Farmton Local Plan Boundary & Arterial Transportation Network" Map 13, but the final

alignment shall be after groundtruthing to avoid, to the greatest extent practicable, impacts to wetlands and flood plains within the Agriculture lands.

**Policy 17.6**

Agriculture within Farmton shall be managed for natural resource protection and conserved in perpetuity.

**Criteria:**

- A. Lands designated as Agriculture together with lands rezoned EA within FMU shall be subject to a conservation management plan and protected by a perpetual conservation easement.
- B. The initial conservation easement severing development rights for the area designated as Agriculture on the Future Land Use Map shall be recorded by the owner with the Clerk of the Circuit Court within 30 days of effective date of the Ordinance adopting the Farmton Local Plan which is subject to the final determination of compliance and the expiration of any and all deadlines for appeal. Additional areas designated as EA within Farmton Mixed Use shall be recorded prior to the issuance of certificate of occupancy(ies) for the associated development. Conservation easements shall be conveyed to the County and combination of other public agencies or qualified conservation organizations experienced in holding and maintaining conservation easements (such as the Florida Audubon Society) subject to their acceptance after review and approval of the easement as to form and content.
- C. The conservation easement(s) shall accommodate a limited number of crossings of the easements for arterial roads, utilities, and trails. Roads and utilities shall share crossings unless the utility is pre-existing. The conservation easement(s) shall also accommodate potable wellfields or other water resource development to supply water to the FMU(s) subject to required permitting. No new roads or new utility crossings shall be allowed in the area permitted for mitigation banking.
- D. The conservation easement(s) shall incorporate provisions for a conservation management plan which shall include agriculture, silviculture, and conservation objectives and outcomes and a financial plan for meeting the obligations of the program over time.
- E. Areas set aside for Agriculture may be accessed by walkways, boardwalks, trails and bikeways where such access is consistent with the maintenance of the ecological resource, its habitat values and the bone fide commercial

agricultural operation, as well as consistent with the Conservation Management Plan. Agriculture may include facilities for environmental education and research and potable wellfields subject to required permitting.

- F. Uses within Agriculture designated areas may include agriculture, conservation, and passive recreation.
- G. Agriculture land shall have the highest level of protection and conservation management plans shall protect natural resource values identified within those areas consistent with agriculture.
- H. Agriculture land shall be designed to eliminate or minimize fragmentation and promote the formation of linked networks to adjacent properties managed for conservation purposes.
- I. To the extent that transportation and utility facilities are necessary for access to the Farmton Mixed Use Area, they shall be designed to avoid wetlands and other ecological resources except as allowed by policy and as necessary, and shall avoid the area permitted for mitigation banking.
- J. Conservation Management Plan. A conservation management plan shall be adequately funded to meet the requirements of the plan over time. The conservation management plan shall set resource protection standards and management protocols designed to ensure the long-term maintenance of the ecology of the areas subject to a conservation easement. The plan shall be developed within one year of the recording of the initial conservation easement. The County and the owner shall establish an advisory committee made up of representatives of the owner and grantees under the conservation easement and the community stewardship organization and others with special expertise to develop the management plan which, upon approval of the landowner, and owner of the conservation easements, shall be incorporated into the conservation easement and made enforceable. The intent of the conservation management plan is to prevent the quality of habitat in the Farmton Local Plan from being diminished and encourage the improvement of habitat quality which may include habitat restoration.

Areas which have been formally opened as a mitigation bank shall be managed subject to the permit conditions, financial responsibility provisions, and terms of the conservation easement pertaining to the mitigation bank. The conservation management plan shall establish conservation goals and objectives for diversified habitats within the

Farmton Local Plan which are consistent with respective habitat requirements, ecological communities, and other natural resource requirements, as well as conditions associated with public access, hunting, and passive recreational use. The conservation management plan shall address at a minimum, the following matters:

- 1.a. A prioritized list of natural resource management objectives for the site and implementation methods that protect and enhance ecosystem integrity, function, and biodiversity.
- 2.b. Identification of special areas, including but not limited to the Maytown Flatwoods Florida Forever Project and USFWS consultation areas.
- 3.e. Identification of natural and cultural resources in need of protection and discussion on how those resources will be protected.
- 4.d. Description of natural communities and establish desired future conditions by specific habitat type.
- 5.e. Identification of known threatened or endangered plants and animals occurring on site and strategies and habitat management plans as identified in the best available scientific literature.
- 6.f. Identification of exotic species and a plan for treatment/control .
- 7.g. Forestry stewardship provisions consistent with Best Management Practices for silviculture, including location and logging road access management plan.
- 8.h. Provisions for significant water resources (such as streams, creeks, natural drainage ways, floodplains, and wetlands) protection, enhancement, and restoration and planned hydrological restoration.
- 9.i. Provisions for protection of habitat of listed or imperiled species and other indigenous species which may require special habitat protection.
- 10.j. Provisions for water resource development, well fields, and protection of wellfields
- 11.k. Erosion control.
- 12.l. Fencing, appropriate public access, hunting, and, if consistent with maintenance of the ecological resource, its habitat values and the bone fide commercial agricultural operation, possible development of trails, boardwalks, and interpretive facilities.
- 13.m. Provisions for elevated roadways or wildlife crossings.
- 14.n. Prescribed fires specific to habitat types, Division of Forestry criteria, and addressing flexibility associated with climatic conditions and catastrophic events.
- 15.o. Coordination of management plans with adjacent conservation lands and mitigation banks.

- ~~16.p.~~ Identification of ownership and management responsibilities including financial responsibility.
- ~~17.q.~~ Establishment of a timetable for implementation of the conservation management plan and development of a monitoring and reporting program to track the implementation.
- ~~18.r.~~ Provisions for passive recreational use, environmental education, and public access where appropriate.
- ~~19.s.~~ Provisions for security and maintenance.
- ~~20.t.~~ Coordination of conservation management plans with the management plan of the East Central Florida Regional Trail.

- K. To the extent that transportation and utility facilities are necessary for access to the Farmton Mixed Use Area, they shall be designed to avoid wetlands and other ecological resources except as allowed by policy and as necessary, and shall avoid the area permitted for mitigation banking.
  - 1. bicycle, pedestrian, and equestrian trails, trailheads and rest areas for trails to include restrooms, water fountains, government initiated parking facilities for trail users, shelters to provide protection/ relief from the weather
  - 2. utility lines
  - 3. solar energy facilities to provide all, or portions of, the power source for illumination of on-site signage or on-site security
  - 4. stormwater retention facilities only when required for public infrastructure projects
  - 5. roads, rights of way or transportation facilities which cross Agriculture land.
  - 6. fencing if specifically directed by appropriate public agency
  - 7. agricultural or silvicultural activities using BMPs and which do not require irrigation.
  - 8. replacement of existing structures.
  - 9. environmental education or interpretation facilities.
  - 10. well fields, water storage and water reservoirs and other water resource development projects.
  - 11. Maintenance or replacement of existing hunting camp facilities
  
- L. The maximum impervious surface ratio for uses identified in Policy 17.6K shall not exceed those established in the County's Land Development Regulations.
  
- M. Agriculture land shall be permanently protected by conservation easement such that areas are and remain undeveloped in perpetuity. The applicant shall draft a conservation easement agreement in a format acceptable to the

County. The easement shall be conveyed to the County and combination of other public agencies or qualified conservation organizations experienced in holding and maintaining conservation easements subject to their acceptance after review and approval of the easement as to form and content.

- N. A Community Stewardship Organization or other tax exempt not for profit conservation organization (CSO) pursuant to Sec. 170(h)(3) I.R.C. shall have perpetual existence and be established for the purpose of conservation of areas of significant ecological integrity through fee acquisition of natural sites, acceptance or creation of conservation easements, development of managed and interpretive public access to areas of special ecological, aesthetic, and educational value. The owner/applicant shall fund and facilitate the creation of the CSO, but its governance shall be independent from the owner/applicant. The CSO shall be governed by a board of directors of seven individuals. At least four of the members of the board shall be representatives of statewide or national non-profit environmental/conservation organizations in existence at the time of the adoption of the Farmton Local Plan such as the Nature Conservancy, Florida Audubon Society, Trust for Public Lands, and Florida Wildlife Federation. The owner shall be represented on the board and other board members may include representatives of public agencies, stakeholders, and other interested citizens who participated in the development of the plan. The CSO may take title to designated Agriculture or EA lands, or co-hold a conservation easement over such lands and shall participate in the development of the conservation management plan. The CSO may enter into contracts with the landowner or public agencies to undertake management responsibilities set forth in the conservation management plan and may manage and operate environmental or interpretive facilities associated with the site.

### **Policy 17.7**

The Farmton Local Plan shall promote Sustainable Agriculture.

**Criteria:**

- A. Unless modified by DRI Development Order or MXD zoning or Conservation Management Plans adopted as part of a Conservation Easement, agricultural activities may continue on Farmton lands.
- B. Future agricultural operations may be provided for within the Farmton Mixed Use Area as may continue in the DRI Development Order or MXD zoning.

- C. Silviculture may continue subject to Best Management Practices approved by the Commissioner of Agriculture and Consumer Services.
- D. Right to Farm. Florida's Right to Farm laws apply to existing and new agricultural uses in the Farmton Local Plan. DRI Development Orders or MXD shall have requirements for purchasers of homes within Farmton to acknowledge, via covenants, conditions and restrictions that existing silvicultural/agricultural activities are allowed to continue on surrounding lands.

**Policy 17.8**

The Farmton Local Plan shall promote an efficient transportation system that maximizes on-site traffic capture, mitigates its impacts and provides for continuous modeling and monitoring to assess the operation of the transportation system. The Farmton Local Plan shall be developed in a manner to promote a transportation system, both on-site and off-site, consistent with the goals of providing mobility that is energy efficient, includes green development principles and is financially feasible. A key component of the Plan shall be a shift in emphasis from providing for the movement of vehicles to the provision of mobility of people. The Plan shall also identify the procedures for determining transportation needs, identifying funding mechanisms, the protection of transportation facilities and the monitoring of transportation impacts.

**Criteria:**

- A. The Farmton Local Plan shall include the concept of transportation mobility in all aspects of the transportation network design. This emphasis is consistent with the concepts of reduced energy requirements, reduced greenhouse emissions and reduced transportation facility expenditures. All development within the Farmton Local Plan shall implement these design concepts.
  - 1. The Farmton Local Plan shall be developed consistent with walkable community design standards to encourage walking as a means of transportation, recreation and social interaction.
    - a. A mix of land uses, multi-modal transportation stations and transit stops shall be provided in close proximity to each other to foster walking as a viable means of transportation.
    - b. Shade shall be provided in the form of tree canopy or man-made structures in the Workplace and Villages to accommodate walking by providing relief from direct sunlight and the elements.
    - c. Sidewalks shall be wide enough to accommodate pedestrian activity and shall otherwise comply with the land development regulations.

- d. Safely lit sidewalks with physical separation from adjacent roadways (via curbing or otherwise adequate spatial separation) shall be provided to encourage night-time use.
2. The Farmton Local Plan shall include a network of interconnected multiuse paths designed to accommodate pedestrian, bicycle and low speed electric vehicles. The path network shall connect neighborhoods to reasonably proximate destinations including public and commercial land uses. The County shall require the developer to submit to the County both a bicycle routing plan and mobility plan, including a trail plan as part of the MXD master development plan to be reviewed and approved by the County.
- a. Multi-use paths shall be provided connecting neighborhoods with the WorkPlace, Villages, recreational centers, schools and parks.
    - i). Multi-use paths shall not be less than 12 ft. in width.
    - ii). Multi-use paths shall accommodate pedestrians, bicycles, skaters, rollerbladers, skateboarders and low speed electric vehicles.
    - iii). Rest areas, including parking areas, water fountains, restroom facilities, shelter from the weather, shall be provided for trail users with access from public roads.
  - b. Accommodation of electric vehicles shall be provided in the development of residential units and at significant public, recreational, educational and commercial destinations.
    - i). Use of low speed electric vehicles on local streets and on multi-use paths shall be permitted.
    - ii). Major public and commercial destinations as well as multimodal stations in the WorkPlace and Village Centers shall provide for parking spaces specifically designed and designated for low speed electric vehicles. The provision of electric vehicle charging stations should be provided where practical.
3. The Farmton Local Plan shall incorporate the features of transit-oriented development in the WorkPlace and Villages.
- a. The WorkPlace shall incorporate a multi-modal station accommodating transit adjacent to the core area.
  - b. Villages shall incorporate transit stops within the Village Center.
  - c. Transit stops shall be designed to provide convenient walking distances for all neighborhoods.
  - d. Bicycle racks for the temporary, secure storage of bicycles shall be provided at all transit stops and at major public

facilities, commercial destinations, recreational facilities and schools.

4. FMU within the Farmton Local Plan shall include an efficient road network designed to safely accommodate access to the external road network and the internal road network for all modes of transportation.
  - a. A hierarchy of roads shall be developed that accommodates local transportation needs as well as access to the external road network. An approved plan providing for a hierarchy of transportation facilities will be required to accommodate this goal prior to the development of the FMU.
    - i). Internal access within the Workplace and the Villages shall consist of interconnected local streets and collectors meant to disperse traffic and avoid funneling traffic to a reduced number of collectors and arterials. This design requires a pattern of mixed uses, commercial and residential in proximity to each other. Cul-de-sacs shall be prohibited except in perimeter areas. The interconnected network of local streets shall be posted at lower, bicycle/pedestrian friendly speeds (30 mph or less). On-street bicycle use and on-street parking shall be accommodated on local streets.
    - ii). Access between the Workplace and the Villages, as well as access to the external road network, shall be provided by a system of arterial(s).
- ~~5.1~~ The Master Plan shall include a designation of arterial roads identifying approximate alignments, right-of-way widths, path crossings, wildlife corridor crossings, setbacks and design elements consistent with the needs of access between major uses on-site and access to the external transportation network.
  - ~~a.(a)~~ Concurrency requirements may require improvements, including interchange improvements, which shall be evaluated in determining the use of proportionate share funds and other contributions toward prioritized improvements that will benefit the regional transportation system.
  - ~~b.(b)~~ The owner shall reserve and dedicate at no expense to the County a 200 foot right of way to allow for the future extension of an arterial from the SR 5A interchange with I-95 through the FMU to the County line. All development within the Farmton Local Plan shall provide for, and protect, this corridor and shall include accommodations for multi-modal

transportation. Future interchange access to Interstate 95 at the existing SR 5A interchange shall be included in the Master Plan and may be required as mitigation to any over-capacity conditions projected with the development of the Farmton Local Plan. Development shall be setback from the proposed SR 5A interchange and shall be required to protect the traffic-handling capacity of the proposed interchange. Said access to Interstate 95 at the existing SR 5A interchange shall be included in the Traffic Element.

- ~~c.(e)~~ Designated bicycle lanes shall be provided on all arterial roads.
- 65. The Farmton Local Plan shall accommodate a transit system design within its major transportation facilities connecting on-site transit stops and stations to external transit line routes as may be developed by transit providers in Brevard County.
- 76. Given the potential for innovation in transportation, provision should be made for accommodating state-of-the-art travel modes (both for on-site facilities and access to off-site facilities) as they evolve throughout the development of the Farmton Local Plan to the extent practical.

B. The transportation mobility focus for the Farmton Local Plan represents a change from the historic approach to providing for mobility which previously focused on the personal automobile. This new focus is on reduction of vehicle miles traveled, increased vehicle occupancy, reduced energy costs and reduced greenhouse gas emissions while increasing the mobility of the traveling public. A byproduct of this approach will be a reduction in the rate of trip generation on a per vehicle basis. This is a necessary goal given the prevalent and growing deficits in the public's ability to fund new roads. Transportation goals are now focused on reducing travel demand while preserving existing transportation facilities. The County's goal for the Farmton Mixed Use Area is to attain a 30 percent internal traffic capture by encouraging a balanced mix of uses. In order to document the effectiveness of this objective, several policies are proposed that address transportation needs through the build-out.

- 1. Any proposed development within the Farmton Local Plan shall be required to meet concurrency or mobility standards as may be established by Brevard County. Satisfaction of the standards shall include providing proportionate share funding for off-site transportation improvements. Transportation impact fees and/or mobility fees will be fully-creditable against off-site proportionate share funding of transportation improvements. On-site

- transportation improvements shall be the sole responsibility of developer(s) of the Farmton Local Plan.
2. Monitoring of the transportation system impacts, both on-site and off-site, will be required at least every seven years after the commencement of construction of the first development in the FMU within the Farmton Local Plan and shall coincide with the County's Evaluation and Appraisal Report Process.
    - a. The monitoring effort shall address transportation impacts for a study area inclusive of transportation facilities impacted by existing approved Farmton Local Plan development at five percent or greater of each facility's capacity at the adopted level of service (significant impacts) as established by the governing body of the facility's jurisdiction.
    - b. The monitoring effort shall be documented in a written report detailing the analysis procedure, results, recommendations and funding sources necessary to mitigate any transportation deficiencies whereon the trip generation caused by the Farmton Local Plan is significant and results in total traffic volumes exceeding the established capacity (adverse impacts) of the facility.
    - c. The monitoring effort shall document the extent to which external trip generation varies from anticipated industry standards as projected by the Model. The documentation shall address which strategies of travel demand management are being implemented and shall assess the probable effectiveness of each strategy.
  3. Modeling of future transportation system impacts due to the Farmton Local Plan shall be required at least every seven years following commencement of construction of the first development in the FMU within the Farmton Local Plan and shall coincide with the County's Evaluation and Appraisal Report Process. The modeling period shall address, at a minimum, a 5-year and a 10-year future analysis development period from the date of the biennial modeling effort. The modeling effort shall address transportation impacts for a study area inclusive of transportation facilities impacted by proposed Farmton Local Plan cumulative development at five percent or greater of each facility's capacity at the adopted level of service (significant impacts) as established by the governing body of the facility's jurisdiction. The modeling effort shall be documented in a written report detailing the analysis procedure, results, recommendations and funding sources necessary to mitigate any transportation deficiencies whereon the trip generation caused by the

- Farmton Local Plan is significant and results in total traffic volumes exceeding the established capacity (adverse impacts) of the facility.
4. Transportation impact analyses of the Farmton Local Plan shall be coordinated with adjacent jurisdictions including Seminole County as well as significantly impacted municipalities and towns within Brevard and Volusia Counties (significance shall be determined consistent with procedures identified in Ch 380.06, F.S. ).

**Policy 17.9**

Establish a Farmton implementation strategy and development review process.

- A. Contemporaneously with the adoption of the Farmton Local Plan, the Future Land Use Map shall be amended to show Agriculture and Farmton Mixed Use Area. The County shall adopt a Mixed Use Zoning District (MXD) to implement the Farmton Mixed Use Area land uses, land use districts, concurrency management systems, and procedures for development within the Farmton Local Plan.
- B. Land Development Regulations. The County shall adopt amendments to the Zoning Ordinance and Land Development Code to establish the specific requirements for developments within the Farmton Mixed Use Area to ensure consistency with the plan through a Mixed Use Zoning District (MXD). The Zoning Ordinance and Land Development Code will establish a Mixed Use Zoning district and design standards with general baseline regulations including physical design, development approval processing, requirements for the fiscal neutrality plan, the ratio of non-residential to residential development, as well as baseline design guidelines for Workplace and Village development. The general design standards will include, at minimum, architectural standards, street design, transit friendly design requirements, landscaping, lighting, access and circulation, parking, lot development standards, parks and internal recreational space and facility requirements. In addition, innovative resource conservation measures will also be included to address water conservation, non-potable water usage and other resource conservation measures including, but not limited to, materials and energy. No development may be approved or permitted until this Mixed Use Zoning District and design standards are adopted.
- C. FMU Re-Zoning Process: Development activity within Farmton Mixed Use Area must be approved through a MXD district and/ or Development of Regional Impact process and shall be planned through a master development plan process that integrates development, Agriculture land, and infrastructure. In addition to standard requirements for a MXD or DRI

application, the application and development order shall include the following:

1. Master Development Plan
  2. Specific Design Guidelines for the Development
  3. Fiscal Neutrality Plan and Procedure for Monitoring Fiscal Neutrality for on-site improvements and proportionate share mitigation for off-site improvements.
  4. Conservation Management Plan for Agriculture land
  5. Phasing Plan for development (including timing and amount and phasing of residential and non-residential development)
  6. Adequacy of infrastructure including transportation and public schools
  7. Provisions for water and energy conservation measures.
- D. Master Development Plan Requirements. The County shall adopt amendments to the Zoning Ordinance and Land Development Code to establish the specific requirements of Master Development Plan submittals and the standards for the review of those Master Development Plans.
- E. Phasing. Development within the Farmton Local Plan shall be phased according to a plan approved in the Master Plan and MXD zoning or DRI Development Order which shall establish the timing and conditions upon when future phases will be approved.
8. Facilities Capacity. The phasing conditions of each development shall address at a minimum:
    - a. ~~T~~he requirement that adequate public facilities and services be available to accommodate the development and maintain the adopted level of service standards, and
    - b. ~~T~~he availability of water supply to serve the development; and
    - c. The provision of a transportation network within the Farmton Mixed Use Area that is projected to be needed to support the development through buildout.
- F. Monitoring Program. To ensure efficient planning for public infrastructure, the County shall annually monitor the actual growth within the County, including development within the FMU, and adopt any necessary amendments to the Farmton Local Plan in conjunction with the update of the Capital Improvements Plan. Any amendments to the Capital Improvements Plan will be made consistent with the requirement for Fiscal Neutrality for FMU.

- G. Fiscal Neutrality. Development within the Farmton Mixed Use Area shall provide adequate infrastructure that meets or exceeds the levels of service standards adopted by the County and be fiscally neutral or results in a fiscal benefit to the County, School Board, and residents outside that development. The intent of Fiscal Neutrality is that the costs of additional local government services and infrastructure that are built or provided for the Farmton Mixed Use Area shall be funded by properties within the approved FMU.
9. Landowners, developers, or Community Development Districts shall demonstrate fiscal neutrality as part of the master development plan approval process, according to the procedures established by the County. Such procedures shall require that Fiscal Neutrality be determined for development on a case-by-case basis, considering the location, phasing, and development program of the project. For off-site impacts, the procedures will require that the total proportionate share cost of infrastructure be included and not simply the existing impact fee rates. Notwithstanding the provisions of the Concurrency Management System, this shall include, but not be limited to, both localized and Countywide impacts on County, City, State, and Federal transportation facilities (such as roads, intersections, sidewalks, lighting, medians, etc.), public transit, schools, water supply and delivery, sewage transmission and treatment, solid waste, storm and surface water management.
2. For off-site transportation improvements, if a development needs to pay proportionate fair-share or proportionate share toward a needed improvement to meet concurrency and the remainder of that improvement's cost is not programmed for funding in either the 5 year Capital Improvements Element or the 10-year Concurrency Management System, then the sum of those proportionate share dollars shall be directed to improve specific facilities (pipe-lining) on a priority basis as determined by the county, except as it relates to the Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS) facilities wherein FDOT will determine how funds will be directed. The County will consult and coordinate with all impacted roadway maintaining agencies (including FDOT and the Cities) regarding priorities on other than SIS facilities. The development will be approved if an agreement is executed on how the funds will be directed. The County reserves the right to condition approval of development on the availability of funding for all necessary infrastructure to support and provide capacity for the proposed development. Off-site county roads constructed by the

developer with proportionate share dollars may be eligible for transportation impact fee and/or mobility fee credits. However, any said credit shall not exceed the amount of impact fee and/or mobility fees actually paid by the development. The arterial connection from SR 5A interchange to and within the Farmton Mixed Use Area shall be the sole responsibility of the developer(s) of Farmton and not eligible for transportation impact fee and/or mobility fee credits.

3. The County may require that these procedures for measuring fiscal neutrality may be reviewed and certified by independent advisors retained by the County at the expense of the landowner, developer or Community Development District prior to acceptance by the County.
4. Development within the FMU shall have a financial strategy approved by the County to construct and maintain all required infrastructure. Community Development Districts are identified as the preferred financing technique for infrastructure needs.

- H. Review by State Agencies. The Farmton Local Plan provides no exemption from reviews otherwise required by state and regional agencies.

#### **Objective 18: Platt Ranch Mixed Use Category (PRMXD)**

The purpose of the Platt Ranch Mixed Use Future Land Use is to encourage the development of Platt Ranch as a well planned, mixed use community utilizing sound planning principles and sustainable elements of community form. Individual neighborhoods and non residential components within the PRMXD will be supported by inter connected roadways, walkways, trail networks and open space, which will form the framework of the community, promote a sense of place and community, discourage the proliferation of urban sprawl, reduce vehicle miles travelled, and provide opportunities for diverse economic growth and employment.

#### **Allowable Land Uses**

##### **Policy 18.1**

The following general land uses are allowable within the PRMXD:

- Residential
- Office
- Retail
- Light Industrial
- Commercial
- Civic/Institutional
- Mixed Use
- Public

• Recreation / Open Space

**Policy 18.2**

Development for Platt Ranch shall be limited to a maximum development program as follows:

Residential:	2,808 single family dwelling units
	1,872 condominium/townhouse units
Shopping Center:	300,000 square feet
Office:	200,000 square feet
Light Industrial:	290,000 square feet
Civic:	900 student elementary school
	100,000 square feet of religious uses
	400 student, K-12 private school
	400 student daycare

In no event shall the maximum of 2,701 pm peak hour/peak direction trips be exceeded.

**Phasing**

**Policy 18.2.1**

No urban development shall occur in the PRMXD prior to December 2015. Buildout of the PRMXD is anticipated by 2025.

For the purposes of this policy, the construction of the St. Johns Heritage Parkway and any associated improvements shall not be considered urban development.

**Standards for Review**

**Policy 18.3**

The goal of the PRMXD is to create a planning framework and implementation strategy that will guide the development of Platt Ranch in a manner that will enhance the livability of south Brevard County and preserve its natural, cultural, and physical resources.

**Overall Planning Principles**

The purpose of the PRMXD and these policies is to:

- A. Provide for a development form that integrates a mix of uses to create a place where people can live, work, shop, and recreate within a compact, walkable community that discourages urban sprawl;
- B. Provide a framework for development in an environmentally responsible manner that preserves environmental systems, functional open space, and allows for continued agricultural uses;
- C. Provide for a variety of land uses and lifestyles to accommodate future population needs;
- D. Plan for the logical extension of urban development that is consistent with the function of an urban place;
- E. Create efficiency in planning and provision of urban services and infrastructure;
- F. Utilize efficient street network design, land use mix, and the promotion of walkable community design to reduce automobile trips and trip lengths, thus diminishing energy consumption and greenhouse gas production.
- G. Locate the most dense and intense development in areas most proximate to the Village Center and the Commerce Center (areas designated as MU land use).
- H. Required on-site and off-site infrastructure that will be available to serve development as it is constructed.

## **PRMXD Approval Process**

### **Revised Policy 18.4**

A. Prior to any application for development, a PUD zoning including a unified Preliminary Development Plan (PDP) for the PRMXD, must first be approved by the County. The Preliminary Development Plan (PDP) shall include a transfer of residential units, from that part of the property designated as Agriculture future land use (sending district) to that part of the property designated PRMXD (receiving district) provided, however, that any dwelling units that would be used as family homesteading units would not be transferred. This Transfer of Development Rights (TDRs) shall be recorded pursuant to law as an easement agreement or other legal mechanism acceptable to the involved parties reflecting the transfer of development rights and establishing the right to continue agricultural uses and homesteading.

Physical development associated with ongoing agricultural use of the property, homesteading, or improvements associated with curing the land based on impacts from the proposed St. Johns Heritage Parkway shall be exempt from this requirement.

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## PRMXD Family Homestead

Within the area of the property remaining in the Agriculture future land use category, the use of a parcel of property solely as a homestead by an individual who is the grandparent, parent, stepparent, adopted parent, sibling, child, stepchild, adopted child, or grandchild, of the person who conveyed the parcel to said individual is permitted, provided the other provisions of the land use category or applicable zoning district are followed.

### Policy 18.4

The County shall require development of the Platt Ranch to be a Planned Unit Development (PUD) as defined in the County Land Development Code.

- A. Prior to any application for development, a PUD zoning including a unified Preliminary Development Plan (PDP) for the PRMXD, must first be approved by the County. The Preliminary Development Plan (PDP) shall include a transfer of residential units, as specified by the applicant, from that part of the property designated as Agriculture future land use (sending district) to that part of the property designated PRMXD (receiving district). This Transfer of Development Rights (TDRs) shall include an easement agreement or other legal mechanism acceptable to the involved parties reflecting the transfer of development rights.

Physical development associated with ongoing agricultural use of the property, homesteading, or improvements associated with curing the land based on impacts from the proposed St. Johns Heritage Parkway shall be exempt from this requirement.

- B. The Planned Unit Development Zoning District rezoning shall establish the general baseline regulations for the development including standards for physical design, development approval processing, proposed phasing, and the identification and definition of the types of major modifications to the Zoning District approval that shall require the review and approval of the Board of County Commissioners and minor modifications that shall require only the review and approval of County staff.
- C. The PUD master plan shall identify the approximate locations of the Village Center(s), the elementary school, the primary and secondary road network, and the framework of a community wide open space and pathway network.

D. Any future roadway connections to existing residential neighborhood streets are required to be approved by the Board of County Commissioners as part of the public hearing for the PUD.

#### **Policy 18.4.1**

To the extent required by law, development shall comply with applicable statutes governing Developments of Regional Impact (DRIs).

#### **Continuation of Agricultural Uses**

##### **Policy 18.5**

Continuation of agricultural uses shall be permitted within the entire PRMXD until such time as urban development occurs. Agricultural use is permitted on any portion of the Ranch in which development is occurring up to and until start of construction on applicable land. Continued agricultural use and ancillary supporting agricultural buildings and facilities shall also be permitted. For the purposes of this section, the construction of the St. Johns Heritage Parkway and any associated improvements shall not be considered urban development.

#### **Floodplain and Environmental Standards**

##### **Policy 18.6**

In recognition of the benefits afforded the public that result from the preservation of riverine floodplains, development within Platt Ranch will occur in such a manner as to not alter the off-site storage and conveyance capabilities of the water resources in and adjacent to the property. Proposed development shall not cause a net reduction in flood storage without compensation of that storage capacity. Additionally, proposed development shall not negatively impact existing flood conveyance capabilities.

Brevard County will coordinate with the SJRWMD, and other appropriate agencies, in determining the appropriate elevation of the first floor of habitable structures, and minimum elevation of commercial structures, public facilities and roadways within the five-hundred year floodplain. The first floor elevation of habitable structures, or minimum elevation for the other listed structures and facilities, shall not be lower than 21.7 feet NGVD and shall be set to minimize damage or potential loss of life associated with the possible failure of the levees along the St. Johns River due to the probable maximum flood. In addition, because of a potential flood hazard associated with the levees along the St. Johns River, development may be required to implement additional flood protection measures when obtaining development permits from SJRWMD and other agencies.

The majority of wetlands within the PRMXD are low quality isolated freshwater marshes. Rim ditches were excavated around a number of these isolated marshes, and Brazilian pepper and other nuisance species have invaded the edges and in some

instances have completely colonized these wetlands. Despite the condition, these systems are virtually the only native landscape feature present on the property. Where practical these systems will be incorporated into the overall stormwater management system. However, wetland impacts may ultimately be deemed necessary in order to achieve the compact development form proposed within the PRMXD. These impacts will be confined to low quality wetland areas that are difficult to route water to while maintaining off-site flows and minimizing fill requirements. Proposed development within the mixed-use area will avoid and minimize impacts to native wetland areas in accordance with Conservation Element Policy 5.2.E.6, 5.2.E.7 and 5.5 of the Brevard County Comprehensive Plan.

The higher quality wetland areas on Platt Ranch are protected in the designated Agricultural area. Retained wetlands within the development footprint will be maintained and protected by an appropriate upland buffer. For isolated wetlands this is comprised of a 15-foot natural, native vegetative buffer and for other wetlands (Florida Land Use Cover and Form Classification System (FLUCFCS, FDOT 1999 615, 621, 623, 630, and 643) a 50-foot natural, native vegetative buffer.

To the greatest extent possible, wildlife habitat and protected plant species will be preserved in place or relocated to the Agricultural land use area.

## **PRMXD Community Form Principles**

### **Policy 18.7**

The following Community Form Principles shall guide the growth and development of areas within the PRMXD:

- A. PRMXD development shall be in the form of a village(s) consisting of a collection of neighborhoods organized around a village center(s) and connected to surrounding neighborhoods by an inter-connected network of roadways, bicycle trails, and pedestrian pathways.
- B. Village Centers. Village Centers shall be designed to ensure a mixture of non-residential and residential uses of various densities, intensities, and types designed to promote walking between uses and should encourage a variety of transportation modes. Village Centers must be connected to the neighborhoods.

- C. Pedestrian Scale Village Centers. Village Centers shall be designed to a pedestrian scale and served by a connected street network with a standard block structure and urban building facades along street frontages.
- D. Functional Neighborhoods. A range of neighborhood types shall be provided within a Village, including Core, General and Edge Neighborhoods. Core Neighborhoods and General Neighborhoods shall be located and designed as neighborhoods which embrace a full range of urban uses such as neighborhood retail centers, a variety of housing types, public/civic space and a variety of open space amenities organized on a connected network of roadways that provide local connectivity. Edge Neighborhoods shall provide a transition from Core and General Neighborhoods to the natural form and existing lower density neighborhoods and have lower densities than the Core and General Neighborhoods.
- E. Connected Network of Streets. Neighborhoods shall be designed to reinforce reasonable walking distances and connectivity to and from Village and/or Neighborhood Centers. The location of parking and the design of streetlights, signs and sidewalks shall respect the pedestrian orientation of the development.
- F. A Village and its Neighborhoods shall be designed to encourage social interaction and civic engagement.

**Districts and Standards for PRMXD**  
**Policy 18.8 Village District Standards**

A Village shall be located in areas designated PRMXD on the County's Future Land Use Map. A Village is a collection of Neighborhoods offering a diverse mix of housing types supported by a Mixed Use Village Center. In addition to the Village Center, a Village may include a Mixed Use Commerce Center. Residential densities transition from higher densities within and around the Village Center and Commerce Center to lower densities on the edges of a Village.

**Criteria:**

- A. A Village shall be a minimum of 1,000 acres.
- B. The PRMXD shall have a minimum of one (1), maximum of two (2) Villages. A Village shall be designed as a collection of Neighborhoods where a majority of the housing units are within ¼ mile of the Village Center or a Neighborhood Center with higher densities closer to the Center.

- C. Each Village shall include a minimum of three (3) uses, such as residential, commercial, office, public/civic, schools, and recreational space that serve the daily needs of residents.
- D. A Village shall include a Village Center with sufficient non-residential uses to provide for the daily needs of village residents. More intense commercial and industrial uses will be located in the Commerce Center. A Village Center shall be located within a Core Neighborhood and shall contain the densest housing within the Village.
- E. A Village shall include a range of housing types and densities that support a broad range of family sizes and incomes.
- F. A Village shall include compact design that includes a development pattern that links one Neighborhood to another.
- G. A Village shall include interconnected streets with appropriate design speeds that balance the needs of all users including pedestrians, bicyclists, and motor vehicles. Tree lined sidewalks and on-street parking will be used to provide a distinct separation between pedestrians and motorized traffic. The pedestrian environment shall be enhanced through the provision of signage and adequate lighting directed toward pedestrians.
- H. A Village shall have a system of connected open space that includes elements of public edges throughout the neighborhoods that connect each village.

**Policy 18.9 General and Edge Neighborhood Standards**

Neighborhoods are the fabric that holds a community together. The basic form of the neighborhood is determined by the primary street network, the neighborhood center, block design and open space. Neighborhoods within the PRMXD will have functional centers, around which all development is based. The Neighborhood Center may take the form of a park or open space, civic building or small commercial use.

Neighborhoods are predominately 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, churches or other civic uses. Neighborhood types include Core, General and Edge.

**Criteria:**

- A. General Neighborhood(s) contain less dense housing and are located adjacent to a Core Neighborhood. An Edge Neighborhood(s) are the least dense of the Neighborhood types and are intended as a transitional use at the edge of a Village along the agricultural area and existing lower density neighborhoods.

B. Neighborhoods may include both single family and multi family residential that has been designed so that a majority of the housing units are within a 5-minute walking distance or ¼ mile radius of a Neighborhood Center or Village Center.

C. Neighborhoods shall contain a connected system of streets and trails that encourage alternative means of transportation such as pedestrian, bicycle, and transit and integrate permanently dedicated neighborhood parks and open space connections. Neighborhood Centers shall include public spaces such as parks, schools or other civic /community spaces and may serve to provide for the sale of convenience goods such as food, drugs, hardware, and personal service needs of the surrounding residential areas. Neighborhood Center uses shall be consistent with those in the Neighborhood Commercial future land use designation.

D. Neighborhood Centers shall be located at the intersection of two local roads.

E. Neighborhoods shall conform to the following density and intensity standards.

Neighborhood Size: 125 – 160 acres

Neighborhood Center Size: Minimum of 2 acres

Neighborhood Center Size: Maximum of 8 acres

Neighborhood Center Spacing: Neighborhood Centers shall be spaced at least ½ mile apart.

Maximum Non-Residential FAR: 0.75

Minimum Residential Density

General Neighborhood: 3 du/developable residential acre

Maximum Residential Density

General Neighborhood: 8 du/developable residential acre

Minimum Residential Density

Edge Neighborhood: 1 du/developable residential acre

Maximum Residential Density

Edge Neighborhood: 4 du/developable residential acre

#### **Policy 18.10 Core Neighborhood and Village Center(s) District Standards**

A Village Center shall be located in an area designated as PRMXD on the Future Land Use Map. A Village Center is a centrally located and required mixed-use component of a Village designed to provide a sufficient mix of non-residential uses to provide for the daily commercial needs of Village residents. Village Centers also include residential uses of various densities, intensities, and types. This development form promotes walking between uses and supports a variety of transportation modes such as

bicycles, transit, and automobiles. Permitted uses include residential, retail, office, and civic uses including parks and schools.

**Criteria:**

- A. The Village Center shall be a core of higher density residential (Core Neighborhood), employment, and commercial uses which shall be interconnected and accessible by pedestrians of surrounding areas.
- B. The Village Center shall provide goods and services including, but not limited to, apparel, home furnishings, banking, professional services, convenience goods and civic gathering places for the neighborhoods. Village Center uses shall be consistent with those in the Community Commercial future land use designation.
- C. The quantity of non-residential development permitted shall be related to the demand for community commercial, office, and civic use of the Village.
- D. Spatially design streets and sidewalks by arranging commercial and multi-family buildings in a regular pattern that is unbroken by parking lots. Front building facades shall define the street right of way and parking lots shall be to the rear of the buildings.
- E. Connectivity — The Village Center structure is intended to be shaped around the street and open space network, which should be designed to be an attractive public realm with a strong focus on walkability.
- F. Village Center(s) shall be designed with a connected street network and transit support amenities to be identified in consultation with SCAT.
- G. Include in each phase of development a reasonable balance of residential and non-residential uses, reflecting market trends and projections for absorption.
- H. The Village Center shall be located at the intersection of two roads one of which shall be classified a collector or arterial.
- I. Core Neighborhood(s) and Village Center(s) shall conform to the following density and intensity standards.

**Minimum Land Area:**

Core Neighborhood	100 acres (includes the Village Center)
Village Center	50 acres (included in Core Neighborhood acreage)
Minimum Non-Residential FAR:	0.35

Maximum Non Residential FAR: 0.70

Minimum Residential Density

Core Neighborhood: 8 du/developable residential acre

Maximum Residential Density

Core Neighborhood: 20 du/developable residential acre

### **Policy 18.11 Commerce Center Standards**

The Commerce Center shall be located in an area designated as PRMXD on the Future Land Use Map. The Commerce Center should be developed with the goal of increasing full-time employment opportunities through office, retail and light industrial uses.

Medium and high density residential uses are allowed within the Commerce Center with lower density residential uses encouraged at the edge of the district for compatibility with adjacent uses.

The Commerce Center shall include a mixture of uses and shall have an interconnected network of streets including connections to adjacent uses.

#### **Criteria:**

A. **Connectivity** — The Commerce Center structure is intended to be shaped around the street and open space network, which should be designed to be an attractive public realm with a strong focus on walkability.

#### **B. Street Network**

1. The streets should connect to major roads through an integrated transportation system, the function of which is to provide connectivity and shall equally serve the pedestrian and the vehicle.

2. A pedestrian friendly environment should be created on or adjacent to rights of way by reducing speeds and increasing the buffer between the pedestrian and the vehicle. Lane widths should be smaller than in conventional subdivisions, and on-street parking shall be provided, where appropriate. Transit amenities will be provided where appropriate in conjunction with SCAT long range plans.

#### **C. Residential Land Use**

1. The residential neighborhood of the Commerce Center seeks to replicate the natural human settlement pattern and the transition between commercial

centers and residential neighborhoods. Residential densities shall be highest near the non-residential uses and transition to lower densities that are compatible with adjacent neighborhoods.

2. The neighborhood streets shall follow a connected street pattern with a maximum block length of 600 feet. Building setbacks and landscaping may vary.

#### D. Non-Residential Land Use

1. The non-residential area of the Commerce Center will contain a mix of office, light industrial/assembly and retail uses.
2. The massing, setbacks, architecture and orientation of buildings shall enhance the pedestrian's experience on the street and in the public spaces. Smaller, mixed-use buildings with varied massing should be located on the edge of blocks, facing streets and open spaces in order to form an interesting streetscape, while large footprint buildings are concealed within the blocks so that parking fields are not visible from the street. All main entrances and building fronts shall address streets and public spaces and usable public and semi-public spaces shall be permitted to encroach into the building setbacks.

#### E. Parking

Off-street parking shall be hidden within the block, behind buildings, initially taking the form of parking fields. However, as development progresses and land uses intensify, parking lots shall be able to transition to structured parking facilities. For buildings that necessitate large parking fields, drive aisles should be designed as streets.

#### F. Location Criteria

A Commerce Center shall be located with access from existing and planned arterial or collector roads.

#### G. The Commerce Center shall conform to the following density and intensity standards:

Maximum Size	185 acres
Minimum Non-Residential FAR:	0.35
Maximum Non-Residential FAR:	1.0
Minimum Residential Density:	4 du/developable residential acre
Maximum Residential Density:	20 du/developable residential acre

## Transportation Policy 18.12

To ensure that development within the PRMXD creates a connected street network that supports a variety of transportation modes, a compact urban development form, and requires new street network connections in a manner that provides for local and regional connectivity.

### Criteria:

#### A. Interconnected Network

All development shall be designed with an interconnected network of streets that provide local connectivity while discouraging cut through traffic within neighborhoods. The County shall require the PUD master plan to demonstrate compliance with this policy.

#### B. Connected Multi-Modal Transportation System

The transportation system PRMXD shall plan for multi-modal capabilities and be connected through a network of streets that is visually appealing and supportive of non-motorized travel modes. The visual and functional characteristics of streets are important in the design of the community and shall be guided by the following design principles:

1. Streets shall be designed to create a sense of place, with attention to maintaining the visual integrity of the community including sidewalks, street trees and landscaped medians and other rights of way.
2. A hierarchy of streets shall be designed to accommodate a mix of travel modes including vehicles, bicycles, public transit and pedestrians such that east-west / north-south connections are provided for each.
3. Streets shall be designed holistically considering the pavement, curbing, bikeways, pedestrian ways, lighting, signs, setback areas and building facades.
4. Neighborhood streets shall be designed to provide connections to adjacent activities and neighborhood-serving businesses with streets that offer multiple route choices but do not encourage cut through traffic.
5. Major collectors and/or minor arterials will be designed to disperse through traffic to its destination at an appropriate speed and in context

with adjacent land uses. At least one collector road will be provided within the Platt Ranch project that creates connectivity through the project to US 192 west of the SJHP.

6. Developers shall coordinate with the County to provide transit connections consistent with the transportation plan of the Space Coast Transportation Planning Organization.

C. St. Johns Heritage Parkway

The PUD master plan for the PRMXD shall be consistent with the plans and provisions for the proposed St. Johns Heritage Parkway as approved in the St. Johns Heritage Parkway Agreement between Brevard County and F. Carlyle Platt Partnership, L.L.P. signed by the Chairman of the Board of County Commissioners on December 15, 2009.

**Policy 18.13 Recreation and Open Space**

Recreation and Open Space shall be used to provide a connected system of park sites with a variety of both user-oriented and resource-based facilities and recreational programs to serve the needs of current and future City residents.

Criteria:

A. Neighborhood Parks

Development of the PRMXD shall include a connected system of parks so that the majority of all residences are within a ¼ mile (5 minute walk) distance of a neighborhood or community park. Level of service shall be met consistent with the County's adopted LOS.

B. Co-location of Schools and Parks

As part of the PUD process, developers shall coordinate with the County and the Brevard County School District to determine the potential for co-locating an elementary school with community parks.

C. Network of Bikeways and Trails

Development of the PRMXD shall provide for a network of pedestrian, bicycle, and recreational trails that connect parks to other parks, neighborhoods, schools, employment centers, civic buildings, and other community destinations, including a future public access point to the Agricultural area.

**Policy 18.14 Provision of School Site**

~~1. The PRMXD shall provide for the location for one (1) elementary school to serve the community of the PRMXD and shall be shown on the PUD master plan.~~

~~2. The school site shall be served by convenient pedestrian access to adjoining neighborhoods.~~

## **Sustainability/Energy Efficiency**

### **Objective 189**

Brevard County shall aim at achieving a sustainable/energy efficient environment by minimizing the emission of greenhouse gases and reducing the vehicle miles of travel.

### **Policy 189.1**

LEED Certification. The County shall encourage new development to be LEED certified by the US Green Building Council or similar program.

### **Policy 189.2**

Reduction of Vehicle Miles of Travel. The County shall promote walking, bicycle\riding and use of public transit by requiring compact design, shared facilities between adjacent or nearby uses, and providing for interconnected walkways, bicycle ways and parking, and bus stops as part of development approvals, where applicable.

### **Policy 189.3**

Bicycle Parking. The County shall continue to utilize and enhance bicycle parking standards, including quantity and location of bike racks, to help reduce parking demand and encourage the use of alternative transportation modes

## **Working Waterfronts**

### **Objective 1920**

To manage future growth and development in order to promote and preserve the recreational and commercial working waterfronts of Brevard County and to provide incentives and criteria to ensure the continued availability of publicly accessible recreational and commercial working waterfronts countywide.

### **Policy 1920.1**

Brevard County shall provide land-use bonuses or incentives to encourage non-residential development that provides public access to the shorelines and waters of Brevard County. These bonuses or incentives may be granted in the form of increased FAR of twenty percent, a twenty-five percent increase in number of slips, a twenty-five percent increase in area for other uses, or other measure as provided for in the Land Use Regulations. Mixed use developments that include a publically accessible water-

dependent, water-related or water-enhanced residential component may be eligible for these incentives.

**Policy 19200.2**

Waterfront parcels may be designated for use as water-dependent, water-related as defined in Florida Statutes. Waterfront parcels may also be designated for water enhanced uses as defined in the Glossary. The underlying land-use and unique locational needs for water-dependent and water-related activities shall be given development priority and be compatible with surrounding existing and programmed development at these sites. In order to ensure appropriate use of the County's waterfront, shoreline development shall be prioritized and based upon the following minimum criteria:

**Criteria:**

- A. Priority shall be given to water-dependent and water-related 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. Priority may also be given consistent with Policy 5.15 and may also include the expansion of working waterfronts.
- B. Water-related 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. For Industrial land uses, directives, policies and criteria in the Coastal Management, Conservation and Future Land Use elements of this Comprehensive Plan which address water-dependent and water-related shall be utilized in the location of industrial projects adjacent to water bodies utilizing criteria established in Policy 3.9.

**Public Airport Land Use Compatibility**

**Objective 201**

Brevard County shall cooperate with the relevant airport authority responsible for the oversight of Merritt Island Airport to discourage incompatible encroachment of new land uses and facilitate the continued presence of the Merritt Island Airport.

**Policy 201.1**

Brevard County shall transmit to the airport authority information relating to proposed changes to the Comprehensive Plan, plan amendments, and proposed changes to land development regulations which, if approved, would affect the density, intensity, or use of land within a one half mile radius of the airport property.

**Policy 201.2**

The airport authority is encouraged to provide comments on the impact that such proposed changes may have upon the airport and whether the proposed changes are compatible with the safety, and noise standards as regulated by State and Federal agencies.

**Policy 201.3**

Brevard County will take into consideration any comments provided by the airport authority or his or her designee when such a decision regarding comprehensive planning or land development regulation is being considered. Brevard County shall include a copy of any such comments to the Florida Department of Community Affairs or its successor agency.

**Mixed Use Development Land Uses**

**Objective 22**

Brevard County shall adopt Land Development Regulations to encourage lands for mixed use projects to serve the needs of projected residents and visitors to the County.

**Mixed Use Development Future Land Use Designation**

**Policy 22.1**

The following mixed use development land use designation is adopted as part of the Future Land Use Map:

Mixed Use Development (MXD)

**Activities Permitted in Mixed Use Development (MXD) Future Land Use Designations**

**Policy 22.2**

Mixed Use Development would encourage a mix of medium/high density residential development with on-site office and supporting retail uses. The base (medium) residential density would be 10 units/acre with a maximum density of up to 15 units/acre based upon density bonus conditions provided for in Policy 20.4. This category allows the following uses, and a minimum of three of these uses must be incorporated in any Mixed Use Development:

- (a) Public
- (b) Recreational

- (c) Professional Office
- (d) Personal Services
- (e) Institutional Uses
- (f) Multi-Family Residential
- (g) Work/Live Single Family Residential use as an adjunct to a business use
- (h) Retail establishments.

**Development Agreement Required**

**Policy 22.3**

Execution of a Development Agreement with the County specifying the allocation of uses will be required whenever a project involves a combination of the uses set forth in Policy 22.2.

**Performance Standard Density Bonus Conditions**

**Policy 22.4**

Density bonuses would be considered for proposals meeting a minimum of three of the following conditions: parcel aggregation, enhanced landscaping along public right of way, increased pervious surface areas, public access to internal plazas/open spaces, a minimum of 2 stories, rehabilitation or replacement of dilapidated structures, use of innovative imagery/architectural guidelines, and retention/creation of business/employment.

**Locational and Development Criteria for Mixed Use Development**

**Policy 22.5**

**Criteria:**

- A. Areas which have access to an arterial or collector roadway, without impacting existing or designated lower density/intensity areas.
- B. Due to the linear nature and lack of intersections along SR A1A south of Melbourne Beach, new mixed use land uses may be considered along the roadway 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.
- C. New mixed use land use sites should incorporate no less than five acres.
- D. The non-residential gross floor area of mixed use site should be a minimum of 25%, and not exceed 50%, of the total gross floor area of residential and non-residential combined and the Floor Area Ratio (FAR) should not exceed 0.75.

## Implement Directives from Small Area Studies

### **Objective 21 DIRECTIVES**

Need to develop objective language here that encompasses the policies below. Brevard County may establish Citizen Resource Groups, appointive bodies, to evaluate a community's future development needs or desires. This group may be tasked with making recommendation(s) regarding future development trends, evaluating the character of the area and/or conceptualizing a new vision for previously undeveloped parcels within a study area.

### **Policy 21.1**

#### **Future Development Trends**

The Board may create a specialized local plan called a Small Area Study (SAS) be initiated to support a community's desires to participate in its own vision of the future. The outcome of the SAS may culminate with an amendment of the Future Land Use Map, this Element, other Elements of the Comprehensive Plan and/or update of county land development codes. At a minimum, these criteria address the following:

#### Criteria:

- A. Identify recent development trends in the area;
- B. Identify changes to the character of an area;
- C. Encourage development or preservation of residential densities in rural areas;
- D. Preservation of existing agricultural areas;
- E. Evaluate commercial expansion techniques for new development areas.

### **Port St. John Study Area**

#### **Policy 21.1**

Brevard County shall implement the recommendations of the Port St. John Small Area Study through the following directive:

1. Residential densities east of the Florida East Coast Railroad from Kings Highway to Camp Road will be implemented by the following densities: East of US-1 to the Indian River from Kings Highway to Camp Road, densities may be a maximum of 12 residential dwelling units per acre. This would include portions of Sections 18, 19 and 30, Township 23, Range 36 and a portion of Section 13, Township 23, Range 35, as generally depicted on Map 9. West of US-1 to the Florida East Coast railroad tracks from Kings Highway to Camp Road, densities may be 12 dwelling units per acre with a maximum cap of 8 residential dwelling units per acre. This would include portions of Sections 13, 18, 19 and 30, Township 23, Range 36 and portions of Sections 13 and 24, Township 23, Range 35, as generally depicted on Map 13.

## **Canaveral Groves Study Area**

### **Policy 21.2**

Brevard County shall implement the recommendations of the Canaveral Groves Small Area Study through the following directives:

1. The maximum density to be considered for the Friday Acres subdivision, located in Section 14, Township 24, Range 35, shall be three dwelling units per acre (3 du/ac). This area is depicted in Map 14.
2. The maximum density to be considered in a portion of the northeast quarter of Section 15, Township 24, Range 35 shall be five dwelling units per acre (5 du/ac). This area is depicted in Map 14.
3. The maximum density to be considered in the northeastern portion of Section 13, Township 24, Range 35 shall be 6 dwelling units per acre where existing RU-1-9 is designated. The area is depicted on Map 15.
4. All types of commercial uses shall be considered in the neighborhood/community commercial district lying in the portion of Section 27, Township 24, Range 35 north of State Route 524. This area is depicted on Map 15a.
5. The maximum density to be considered in the portion of Section 27, Township 24, Range 35 north of State Route 524 shall be eight dwelling units per acre (8 du/ac). This area is depicted on Map 15b.

## **North Merritt Island Study Area**

### **Policy 21.3**

Brevard County shall implement the recommendations of the North Merritt Island Small Area Study through the following directives.

1. In the area described as Orange Haven Unrecorded Lots in Section 23, Township 23, Range 36, the residential density designation shall be two (2) dwelling units per acre. This area is depicted on Map 16.
2. In the area described as Parcel 17 and Kings Park Unit #3, Lots 9, 10, 11, 12 not to include the east 100 feet parallel to the west right of way of Eagle Way in Section 26, Township 23, Range 36, the residential density designation shall be four (4) dwelling units per acre. This area is depicted on Map 17.

## **South Beaches Study Area**

### **Policy 21.4**

Brevard County shall implement the recommendations of the South Beaches Small Area Plan Study through the following directives.

1. The property described as Parcel 4, Sections 33 and 34, Township 28 South, Range 38 East shall be designated with a maximum density of six (6) dwelling units per acre. This area is depicted on Map 18.

2. The property described as Parcels 3, 5 and 6, Section 34, Township 28 South, Range 38 East shall be designated with a maximum density of six (6) dwelling units per acre. This area is depicted on Map 19.
3. The property described as Parcels 763 and 776, Sections 10 and 11, Township 29 South, Range 38 East shall be four (4) dwelling units per acre. This area is depicted on Map 20.
4. The property described as Parcel 3.1, Section 23, Township 29 South, Range 38 East shall be designated as four (4) dwelling units per acre. This area is depicted on Map 21.
5. The property described as Lot 32, Block 7, New Melbourne Beach Subdivision Section 3, Township 29 South, Range 38 East shall be designated with a maximum density of six (6) dwelling units per acre. This area is depicted on Map 22.
6. The properties described in the south 1260 feet of Section 17, Township 28 South, Range 38 East and the properties described as the north 1280 feet of Sections 20 and 21, Township 28 South, Range 38 East shall be limited to the maximum residential densities as depicted on Map 23. The maximum residential density within this directive is eight (8) dwelling units per acre.
7. The properties described in Sections 20 and 21, Township 28 South, Range 38 East, starting 1280 feet from the north section(s) line and ending 3770 feet from the north section(s) line shall be limited to the maximum residential densities range from two (2) dwelling units per acre to eight (8) dwelling units per acre. The area is depicted on Map 24.

### **Central and South Merritt Island Study Area**

#### **Policy 21.5**

Brevard County shall implement the recommendations of the Central and South Merritt Island Small Area Study through the following directives:

1. Within the area depicted on Map 25 (Sections 11, 12, 13, 24 and 25, of Township 25, Range 36 and the western portions of Sections 18, 19 and a portion of Section 30, Township 25, Range 37), the only residential zoning classifications that may be considered in shall be EU, SR, SEU, RR-1, REU, AU, PA, GU, AGR, RRMH-1, RRMH-2.5, RRMH-5 and TR-2. RP residential professional zoning may be considered on South Courtenay Parkway with a minimum lot size consistent with EU zoning and/or the aforementioned zonings. The maximum density within the described area shall be three (3) dwelling units per acre.

### **Residential Density Rightsizing Study Areas**

#### **Objective 22**

Need to develop objective language here that encompasses the policies below.

## **Avon by the Sea**

### **Policy 22.1**

1. The property described as Winslow Reserve Subdivision #27, Lot 13, in Section 26, Township 24, Range 37 shall have a maximum residential density of 30 dwelling units per acre. This property is depicted on Map 10.
2. The property described as Avon by the Sea Subdivision #CG, Block 101, Lots 12, 12.01, and 14 shall have a maximum residential density of 30 dwelling units per acre. This property is depicted on Map 10.
3. The property described as Avon by the Sea Subdivision #CG, Block 101, Lots 2, 3, 4, and 5 shall have a maximum residential density of 30 dwelling units per acre. This property is depicted on Map 10.

## **Merritt Island Area**

### **Policy 22.2**

1. The property described as Moore and Catine Subdivision #52, Lot 13, Section 35, Township 24, Range 36 shall have a maximum residential density of 30 dwelling units per acre. This property is described on Map 11.

## **South Cocoa Beach Area**

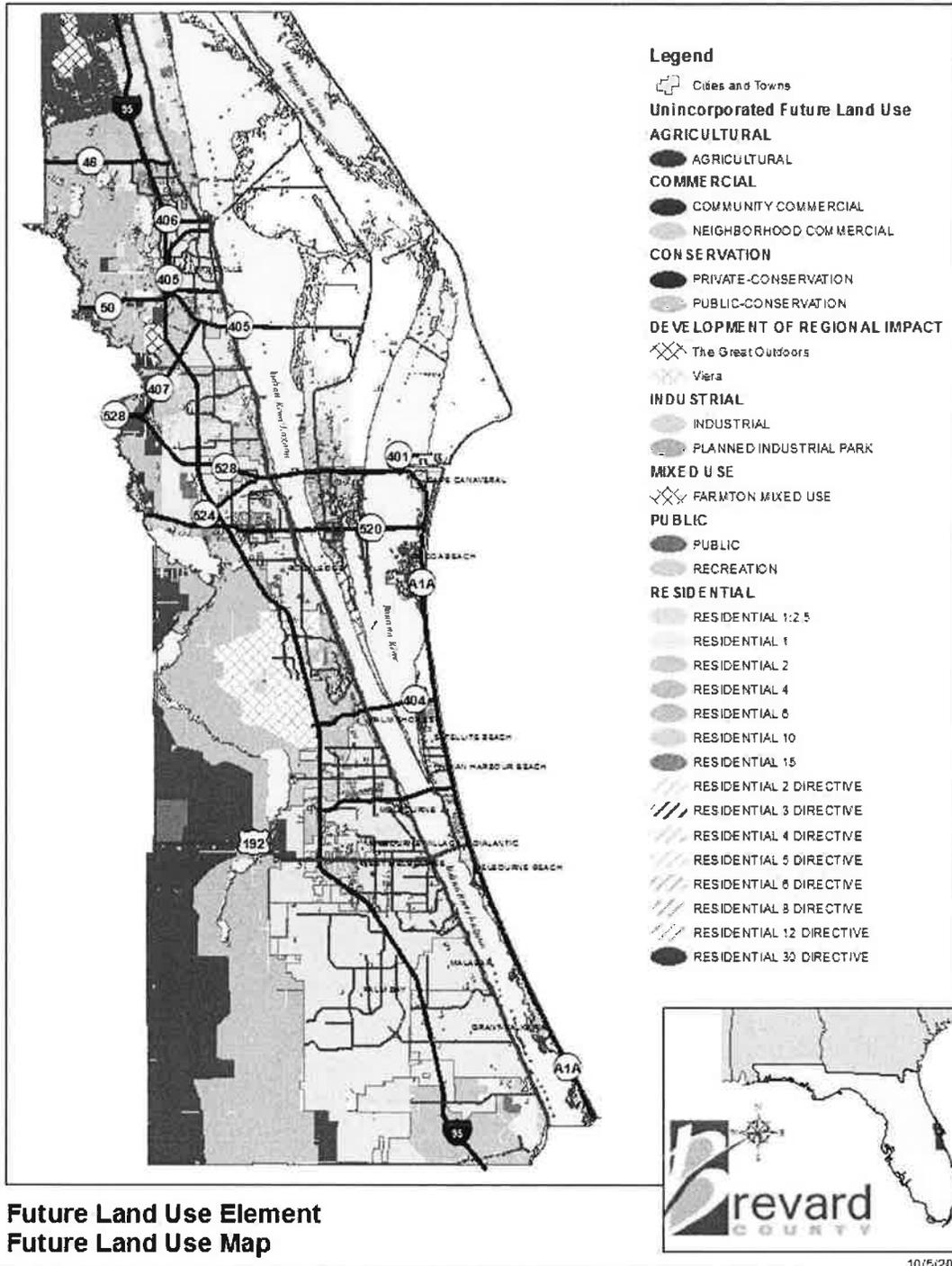
### **Policy 22.3**

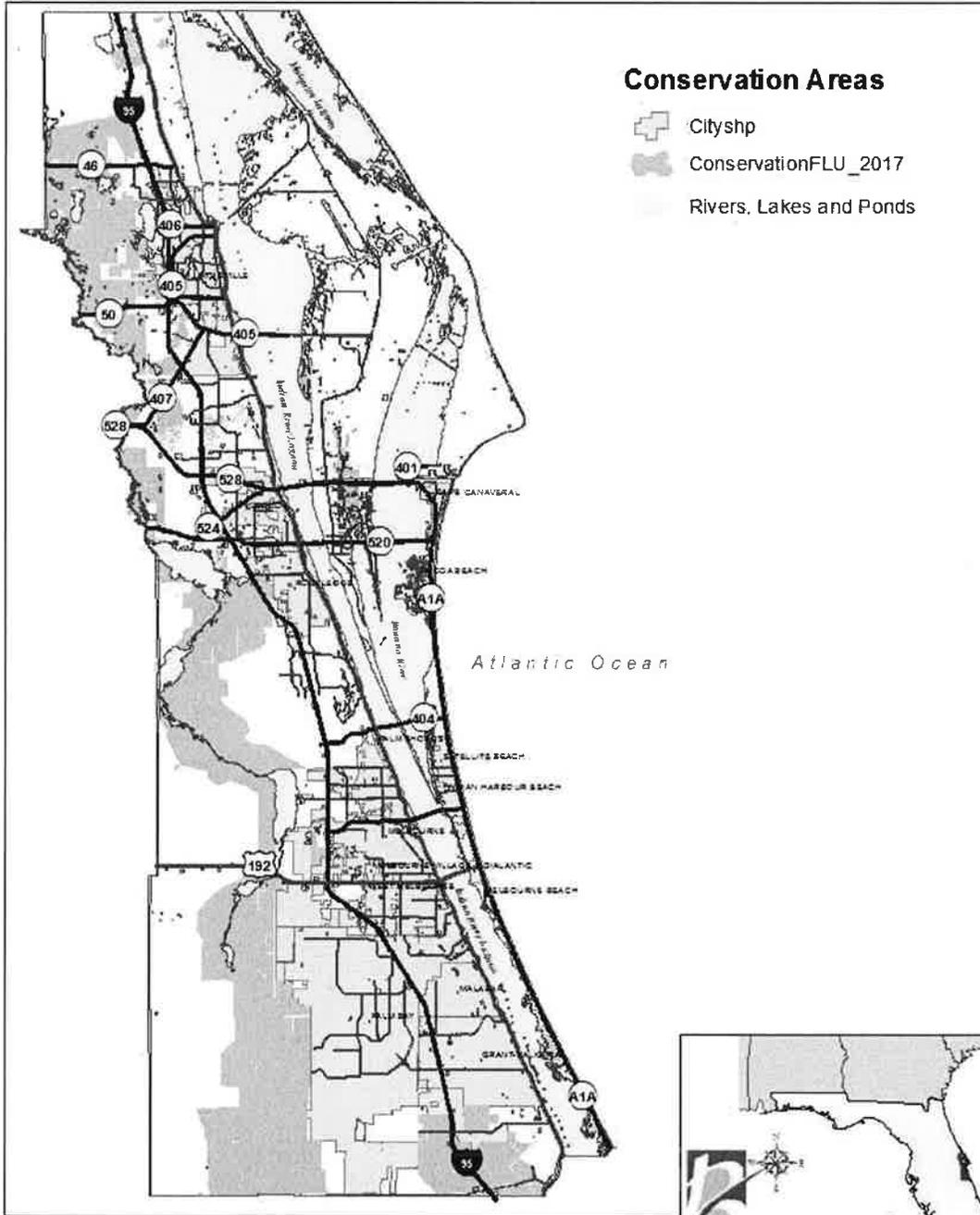
1. The property described as Bruner's Resubdivision #25, Block A, Lot 6, Section 26, Township 25, Range 37 and the property described as Birchfield and Bruner's Addition #26, Block B, Lot 1, Section 26, Township 25, Range 37 shall have a maximum residential density of 30 dwelling units per acre. These properties are depicted on Map 12.

## APPENDIX A

### LIST OF MAPS

Map	Name
1	Brevard County <u>Future Land Use Map Florida</u>
2	Conservation Areas
3	Land Use Planning Areas
<del>4</del>	<del>Limitations to Development General Soil Map</del>
<del>5</del>	<del>Lands Platted or Recorded with Development Limitations</del>
<del>6</del>	<del>Community Development Block Grant Target Areas</del>
47	Viera New Town Overlay
<del>8</del>	<del>City of Titusville and Mim's Wellfields</del>
<del>9</del>	<del>Port St. John Overlay</del>
510	Residential Density Rightsizing Study - Avon by the Sea Area
611	Residential Density Rightsizing Study - Merritt Island Area
712	Residential Density Rightsizing Study - South Cocoa Beach Area
813	Farmton Local Plan Boundary & Arterial Transportation Network
<u>9</u>	<u>Energy Conservation Areas</u>

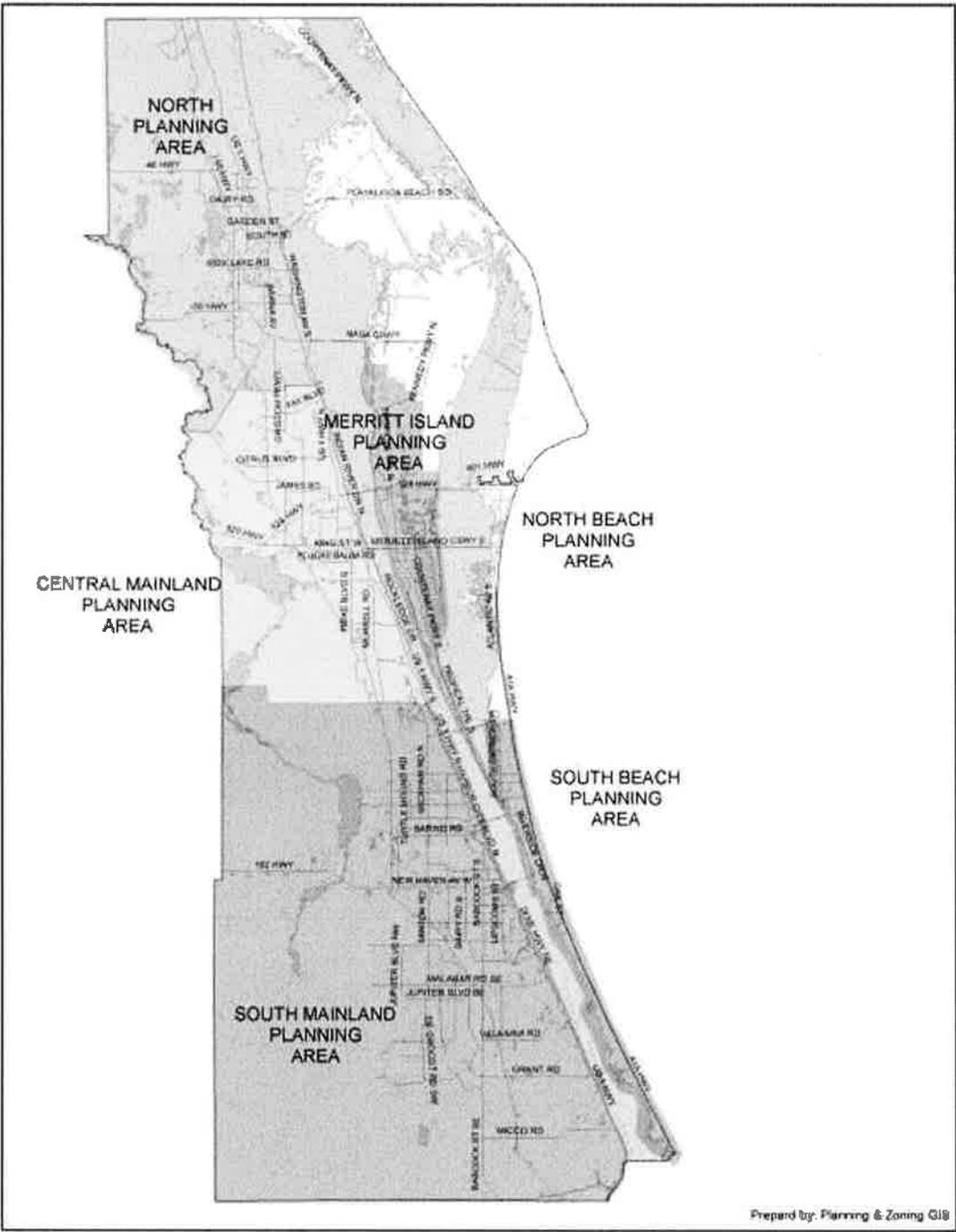




Future Land Use Element  
Conservation Areas



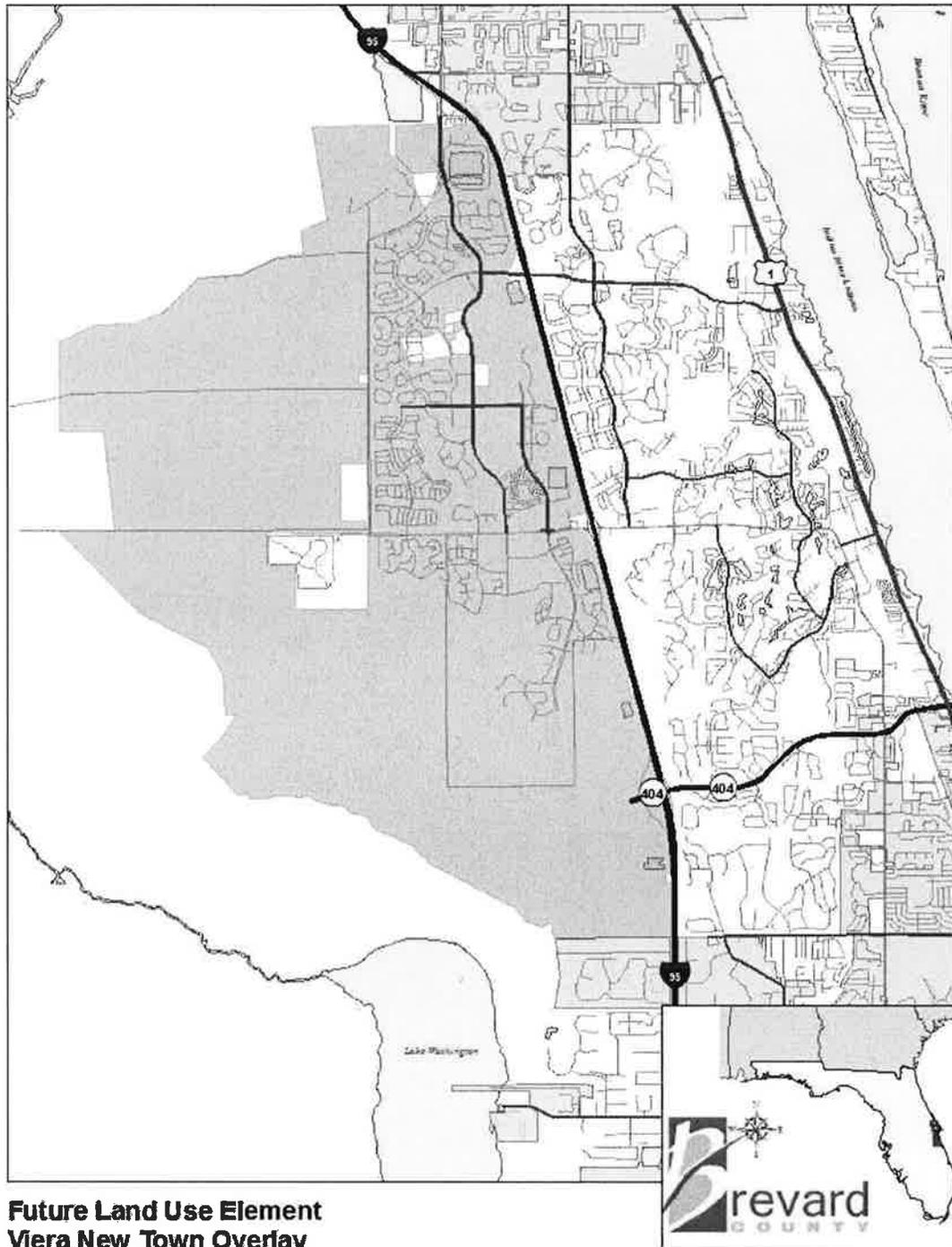
9/29/2017



Prepared by: Planning & Zoning GIS

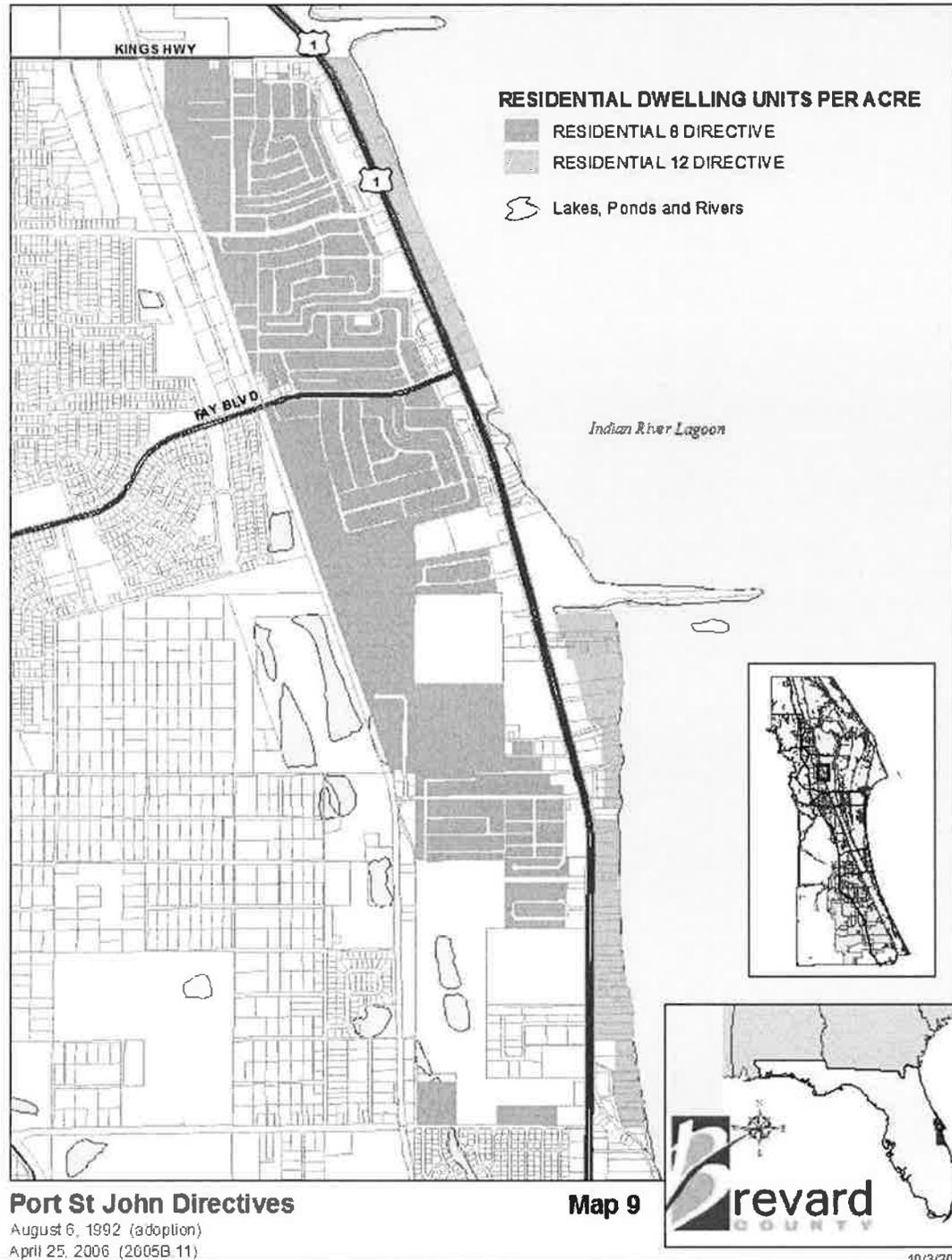
April 7, 2010

**Land Use Planning Areas - 2025**



**Future Land Use Element  
Viera New Town Overlay**

10/4/2017





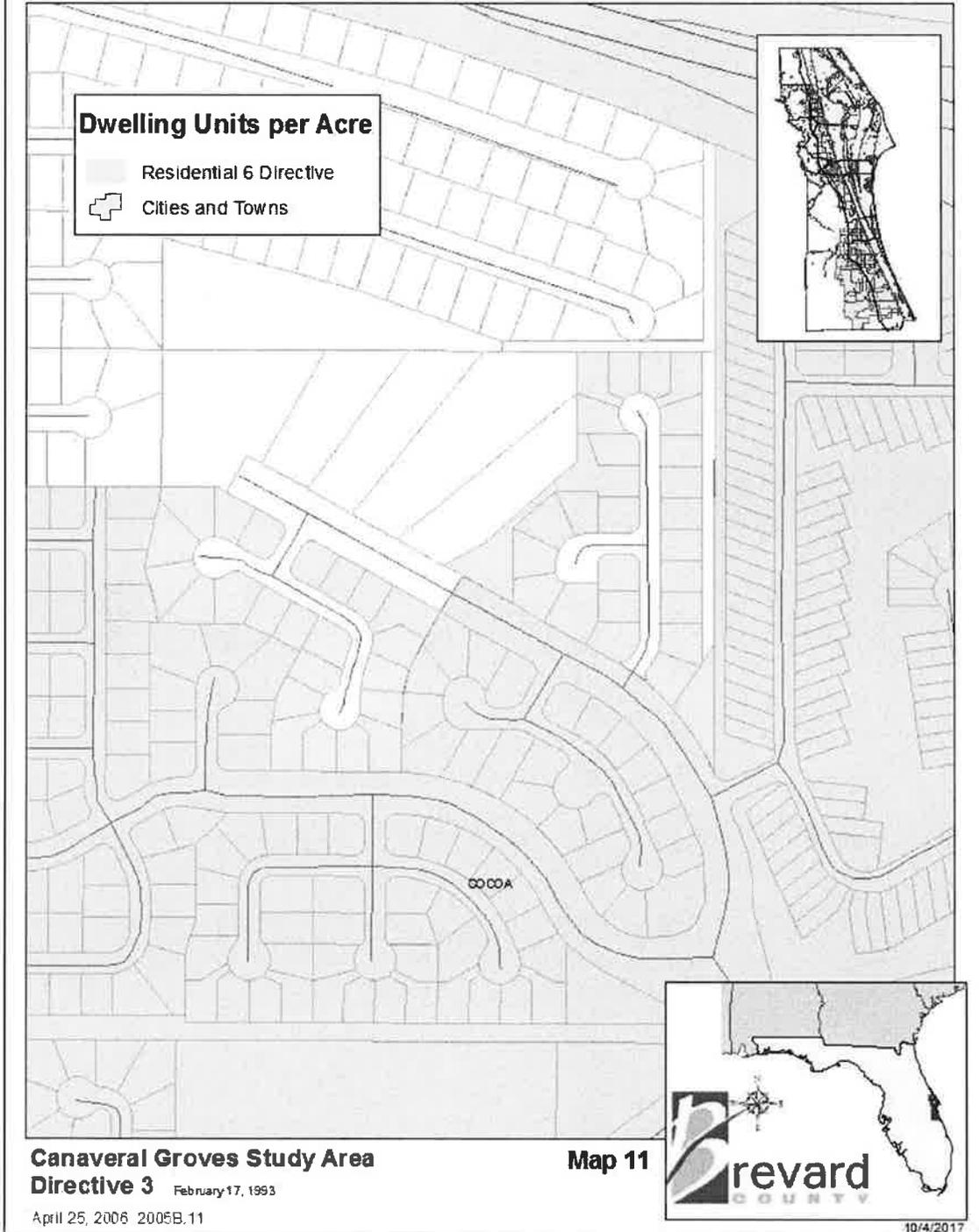
**Canaveral Grove  
Study Area Directives**

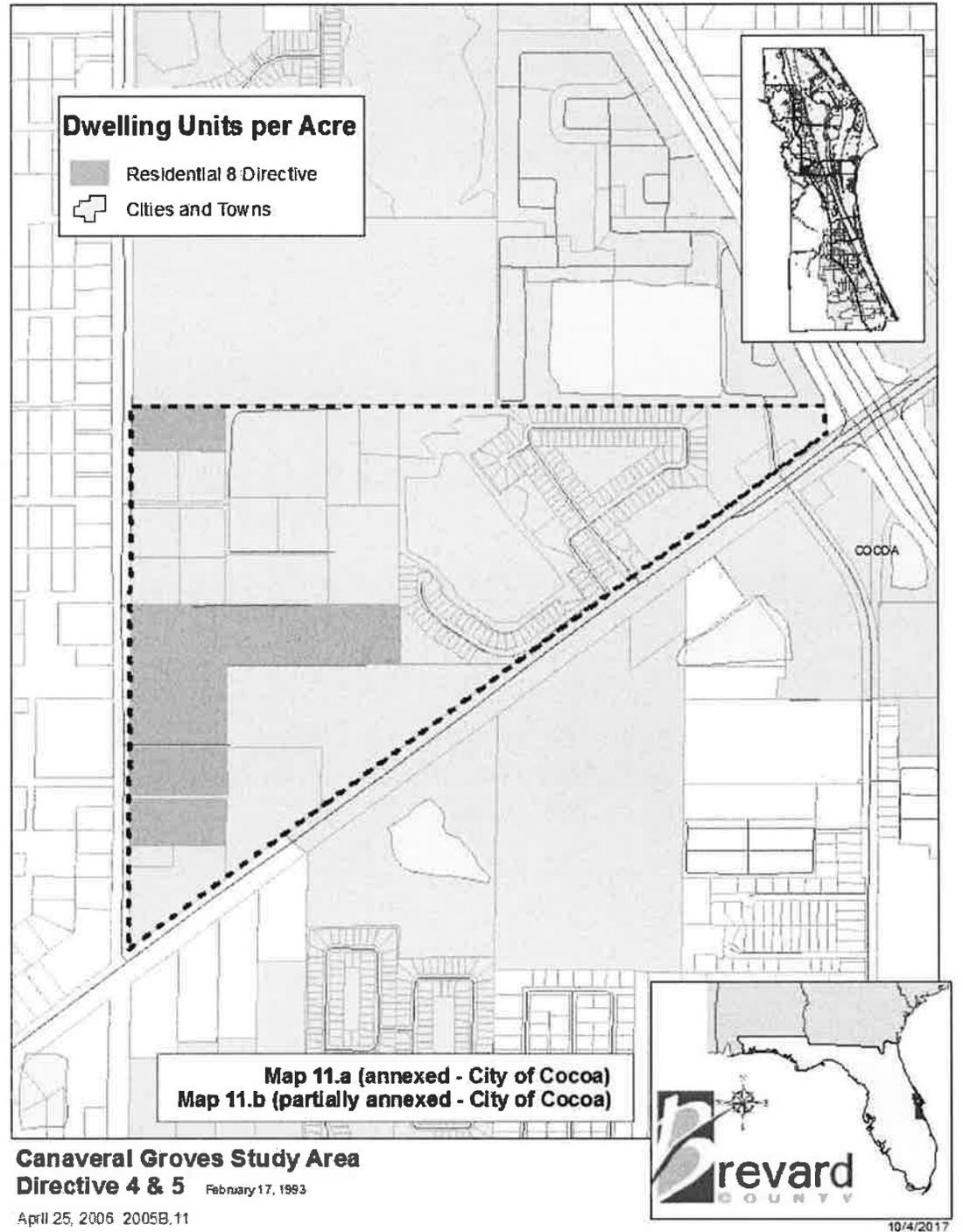
April 25, 2006. 2005B 11 (August 6, 1992 Adoption)

**Map 10**



10/3/2017







North Merritt Island Study Area  
Directive 1 February 17, 1993

Map 12

April 25, 2006 2005B.11

Residential 2 Directive



10/4/2017



North Merritt Island Study Area  
Directive 2 February 17, 1993

Map 13

April 25, 2006 2005B.11

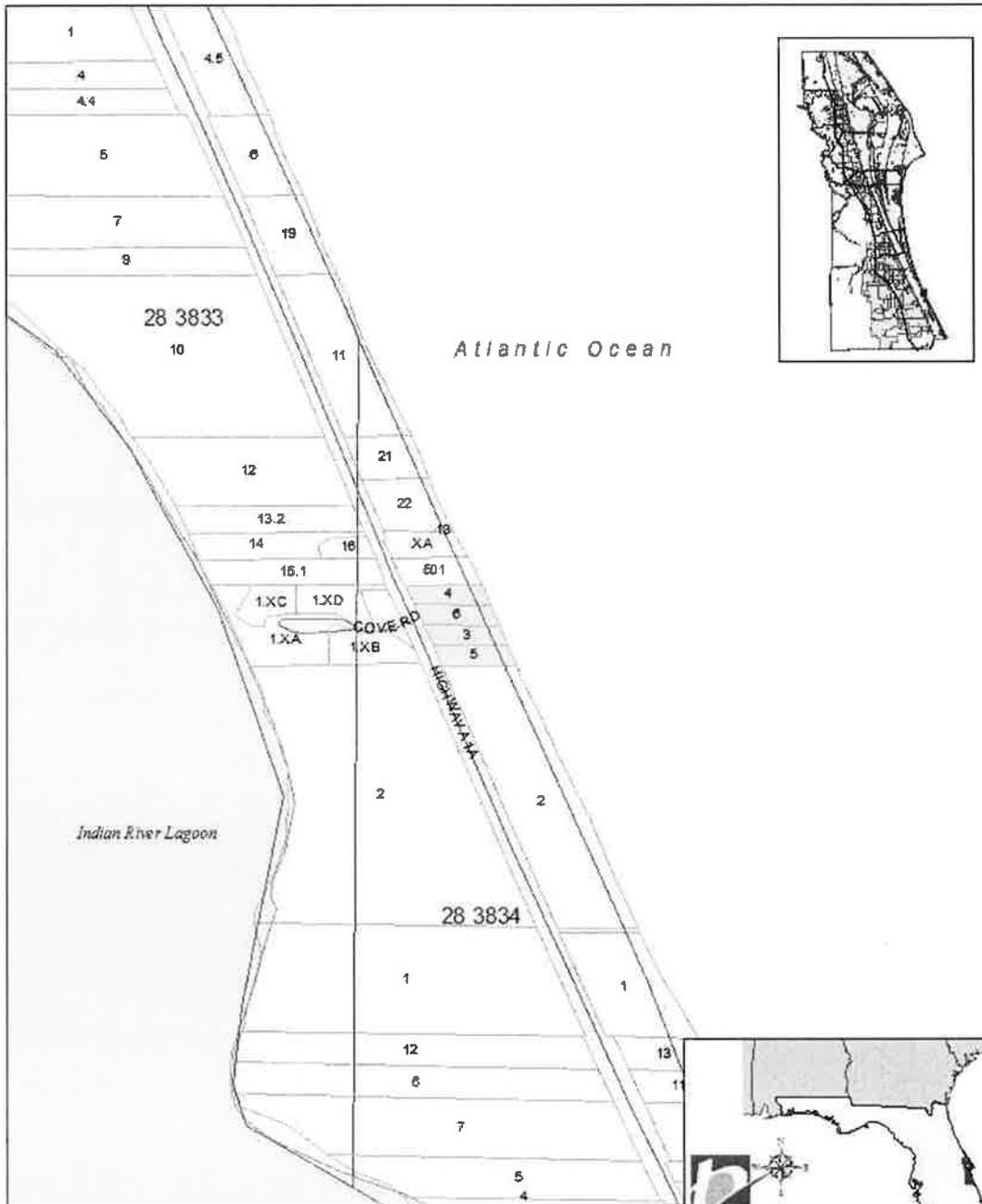
Residential 4 Directive



10/4/2017

**Comprehensive Plan**

EAR Amendments 2017



**South Beach Study Area  
Directive 1 & 2**

April 25, 2006 2005B.11 February 17, 1993

**Map 14 & 15**

Residential 6 Directive



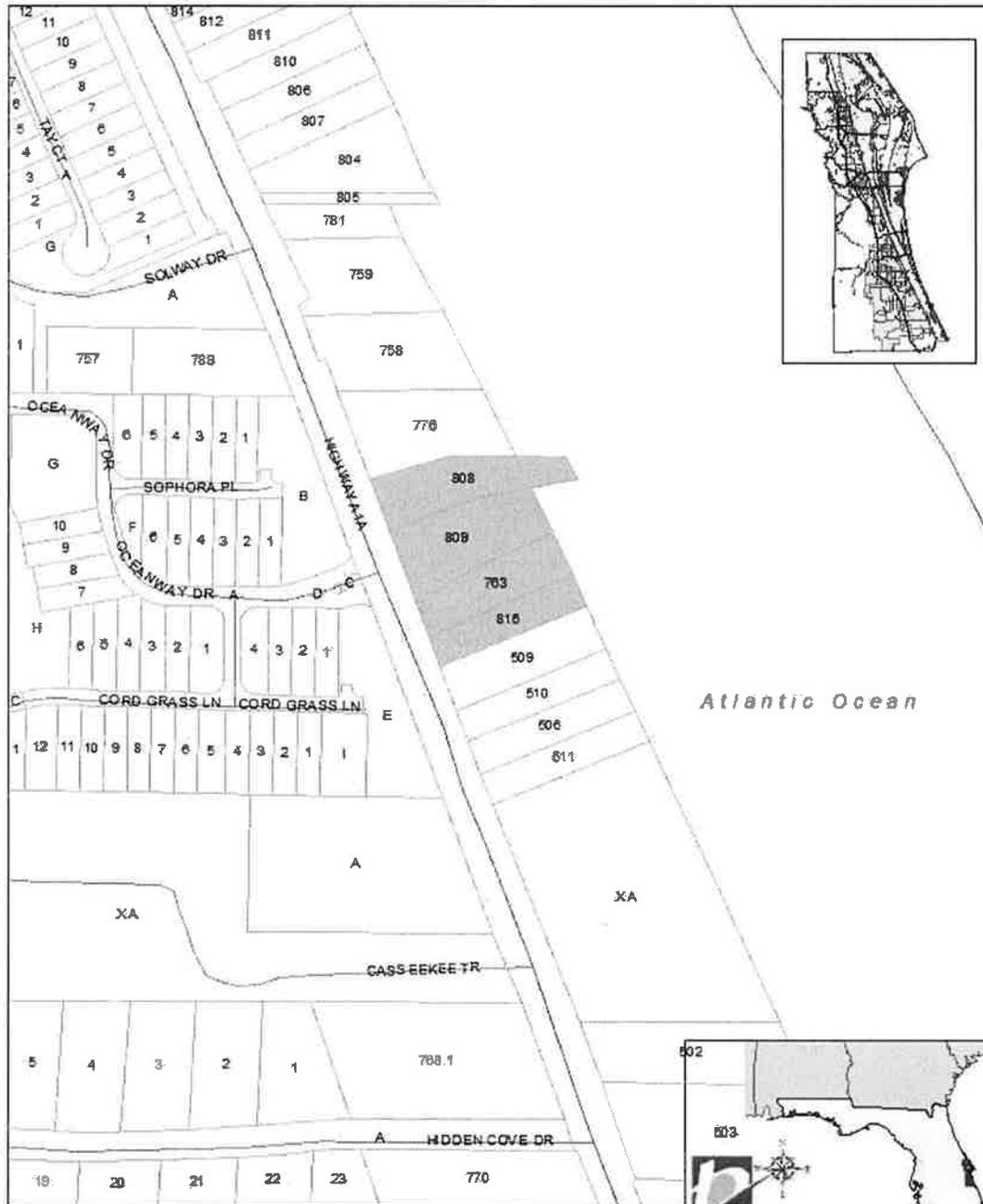
10/6/2017

Future Land Use Element  
XI-139

October 2017

Comprehensive Plan

EAR Amendments 2017



South Beach Study Area  
Directive 3 February 17, 1993

Map 16

April 25, 2006 2005B.11

Residential 4 Directive



10/4/2017

Future Land Use Element  
XI-140

October 2017



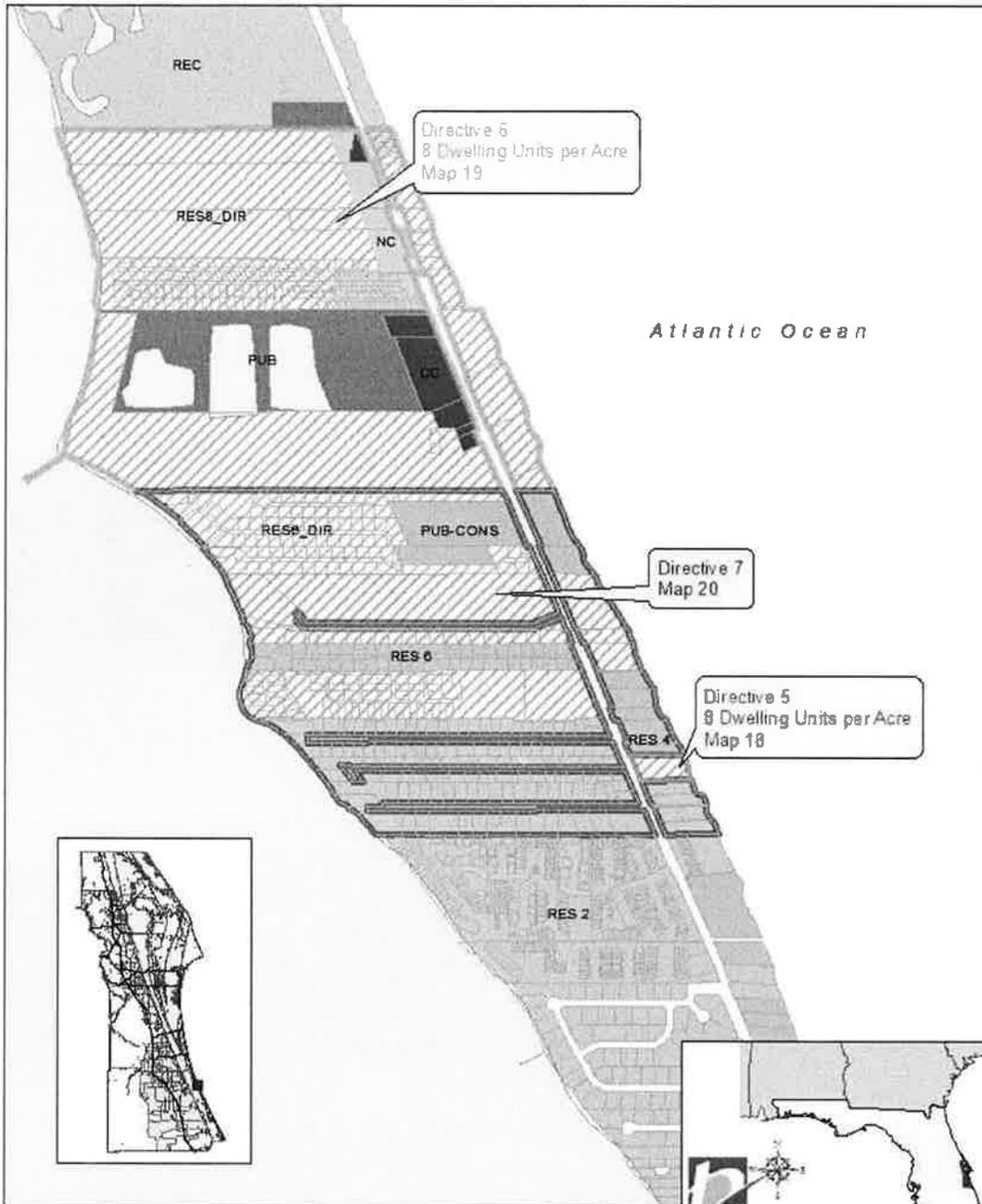
**South Beach Study Area**  
**Directive 4** February 17, 1983  
April 25, 2006 2005B.11

**Map 17**

 Residential 4 Directive



10/4/2017



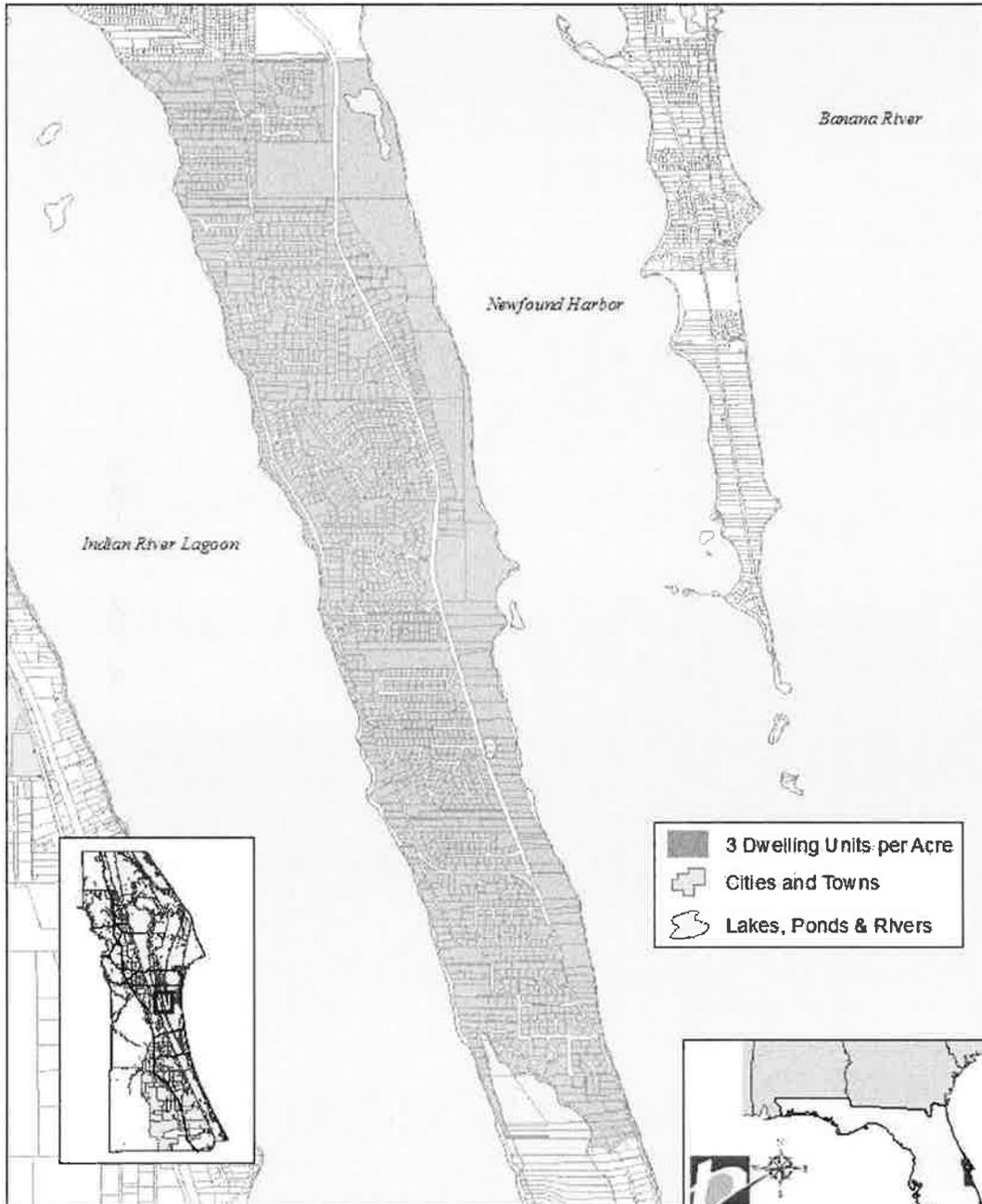
South Beach Study Area  
Directive 5, 6 and 7

Map 18, 19 and 20

April 25, 2006 2005B.11 February 17, 1993



10/6/2017



Central/South Merritt Island Study Area  
Directive 1

Map 21

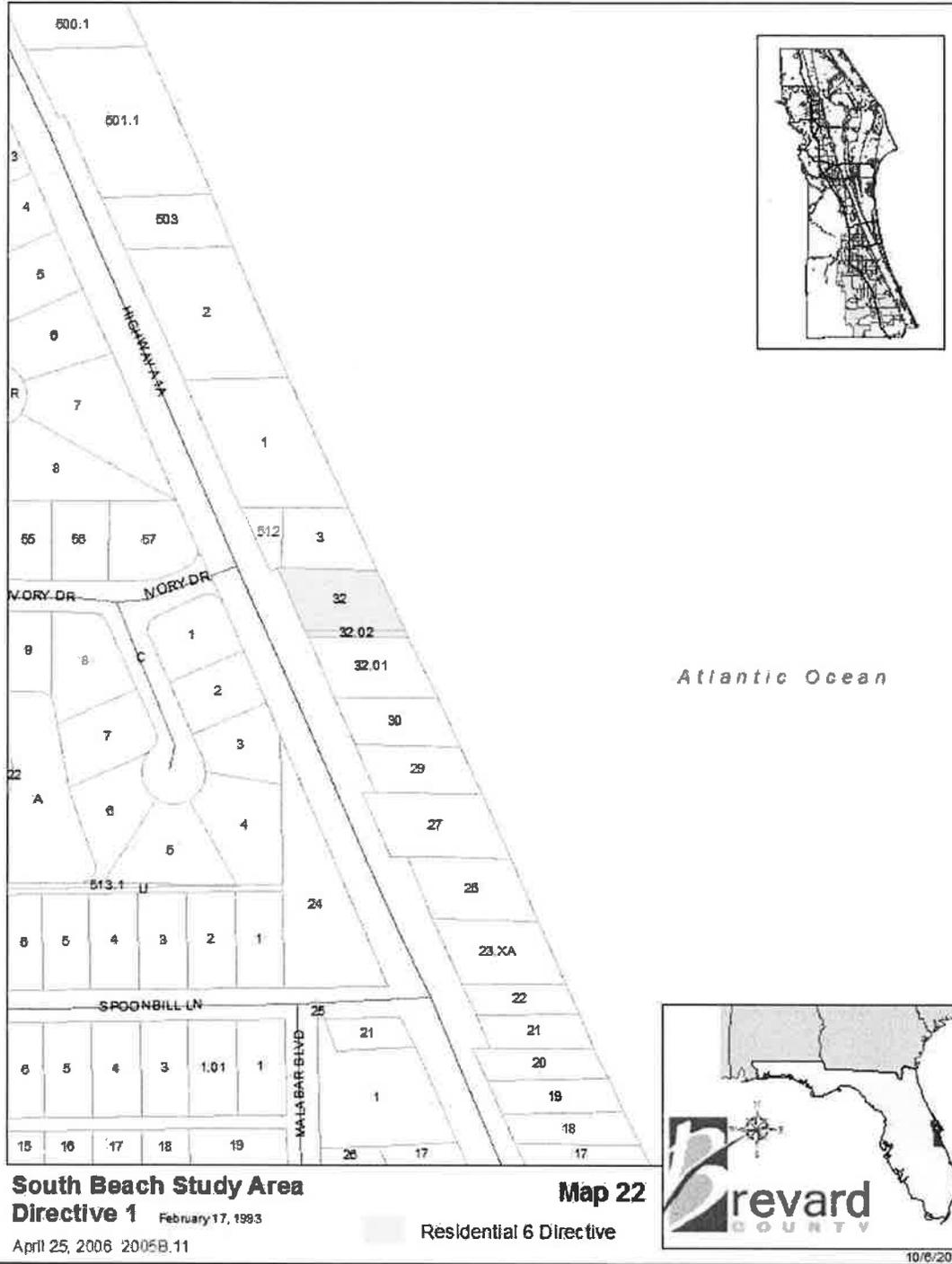
April 25, 2006 2005B.11 August 3, 1993



10/6/2017

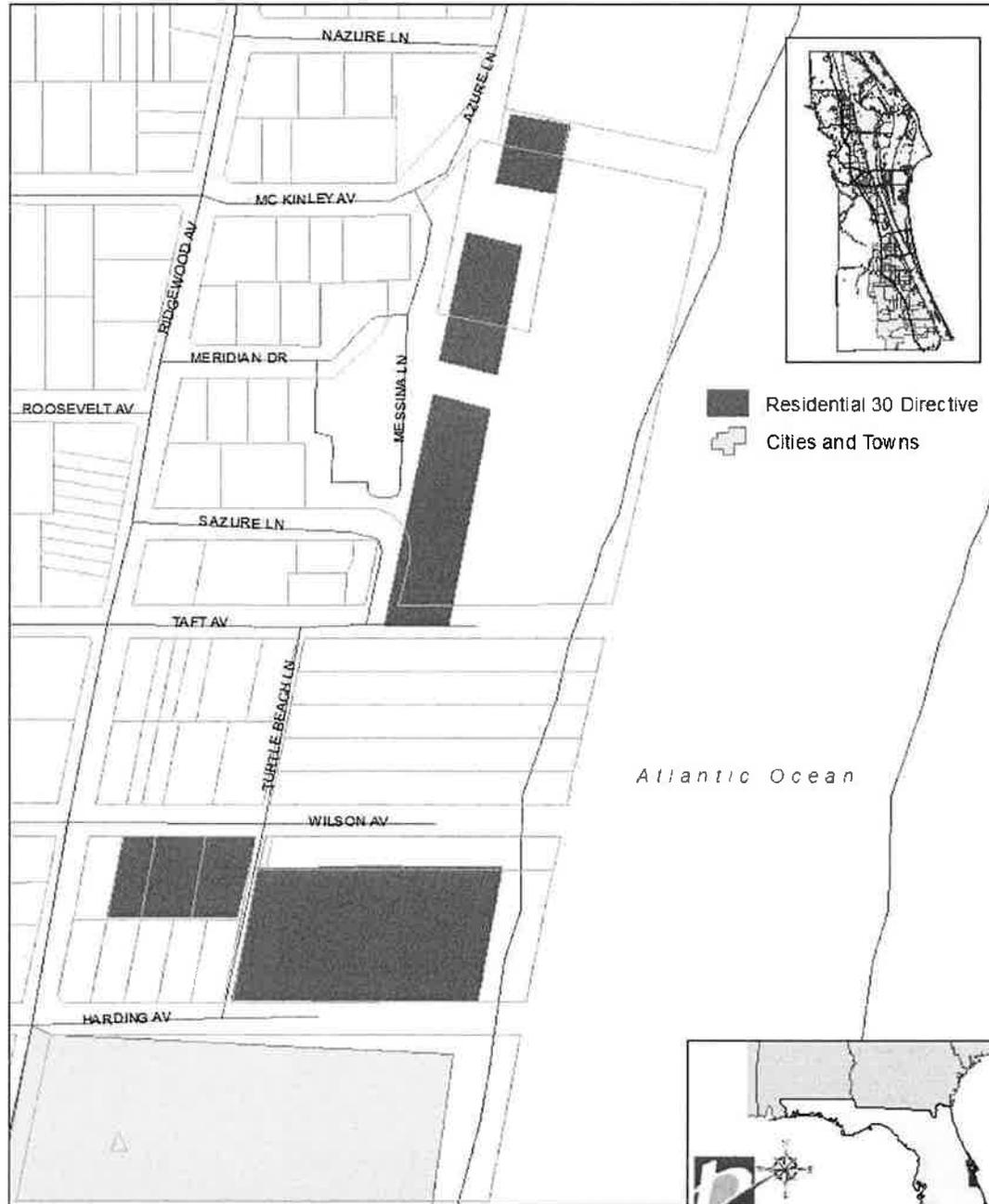
**Comprehensive Plan**

EAR Amendments 2017



Future Land Use Element  
XI-144

October 2017



**Residential Density Rightsizing Study  
Avon by the Sea  
Area Directives**

**Map 26**



10/2/2017



- Residential 30 Directive
- ⊕ Cities and Towns

**Residential Density Rightsizing Study  
Merritt Island Area Directives**

**Map 27**



10/2/2017



Residential Density Rightsizing Study  
South Cocoa Beach Area Directives

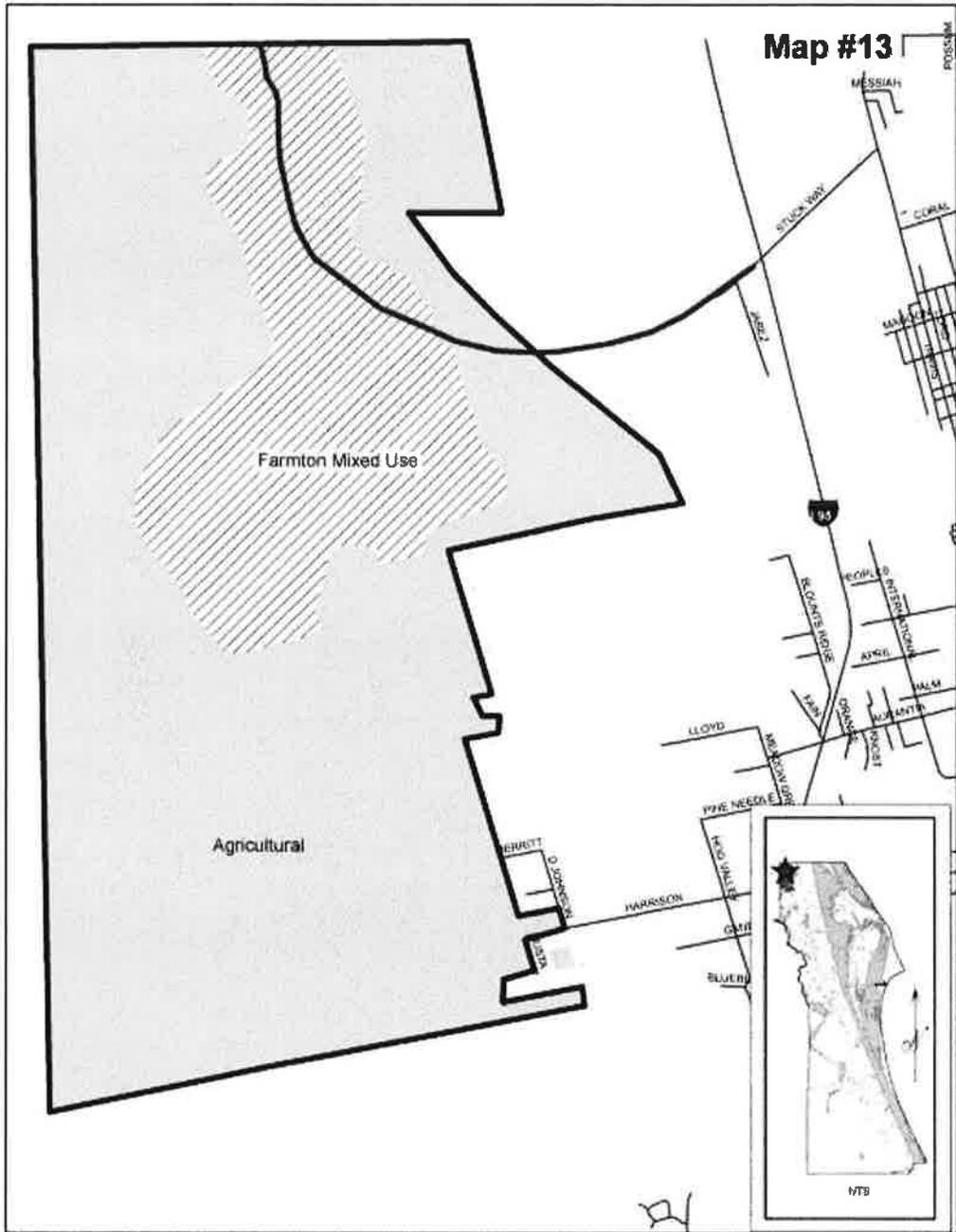
Map 28



10/2/2017



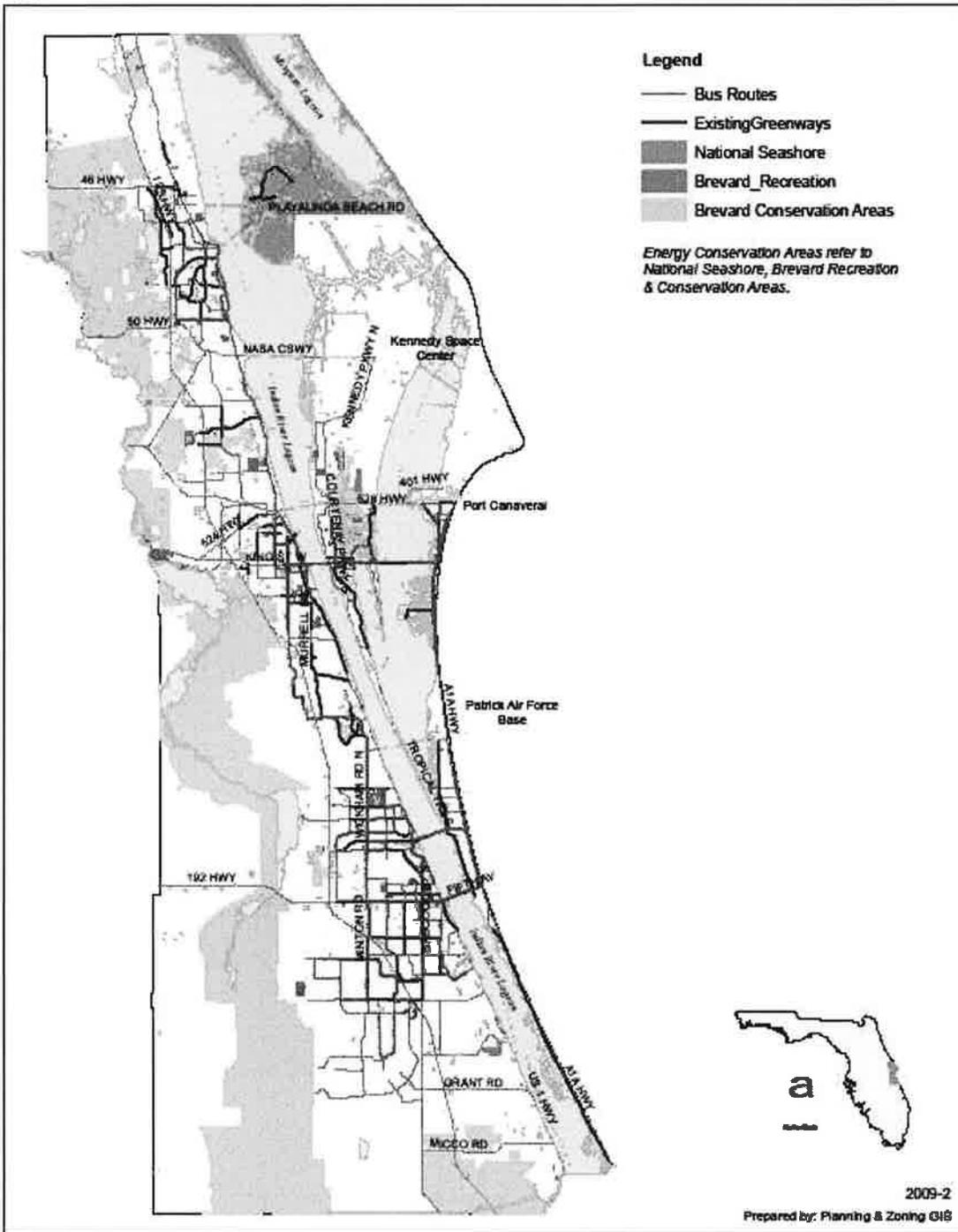
Map #13



Farmton Local Plan Boundary & Arterial Transportation Network

December 2010

**Brevard County - Comprehensive Plan**



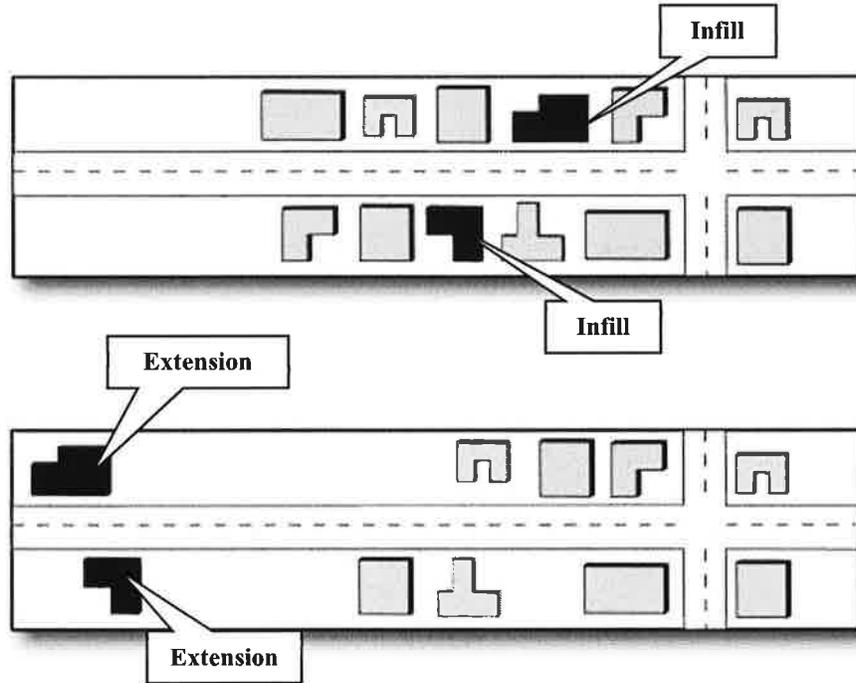
**Future Land Use Element - Energy Conservation Areas - 2025**

June 3, 2010

**LIST OF FIGURES**

<b>Figure</b>	<b>Name</b>
1	Illustrative Examples of Commercial Infill vs. Extension of Strip Development
2	Comparative Depiction of Conventional vs. Clustering Land Development Techniques

**FIGURE 1**  
**ILLUSTRATIVE EXAMPLES**  
**OF**  
**COMMERCIAL INFILL vs. EXTENSION OF STRIP DEVELOPMENT\***



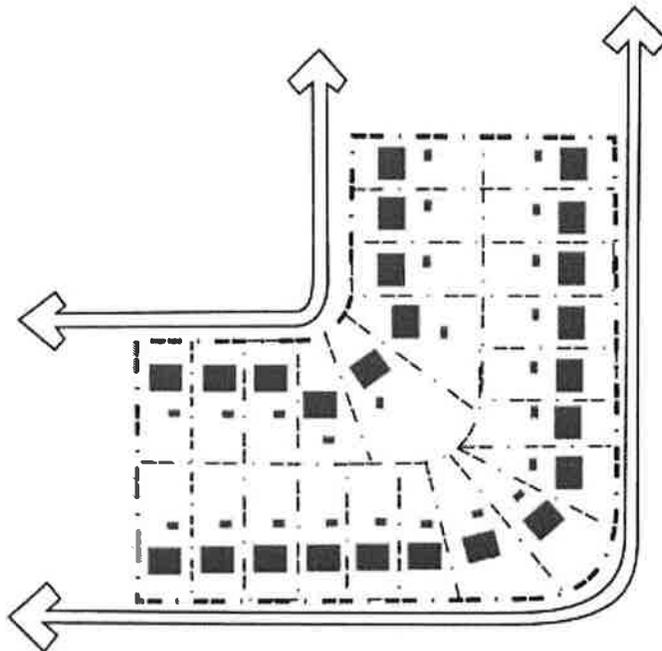
\*Fostering expansion of strip commercial development is discouraged by Policy 2.15. Infill of existing Community Commercial strip development patterns is preferred, as depicted in the above diagram. The following criteria are applied:

**Criteria:**

1. Infill is considered the establishment of new commercial activities adjacent to and in between existing commercial activities whereby strips of commercial uses are not increased in length.
2. In accomplishing infill, the new commercial site must be of sufficient size. The following guidelines shall be considered in determining the adequacy of the site size:
  - a. Setbacks;
  - b. Off-street parking;
  - c. Off-street loading/unloading spaces;
  - d. Landscaping and buffering;
  - e. Access; and
  - f. Storm water facilities.

**FIGURE 2**  
**COMPARATIVE DEPICTION OF**  
**CONVENTIONAL VS. CLUSTERING LAND DEVELOPMENT TECHNIQUES**

(See Policy 14.2.E)



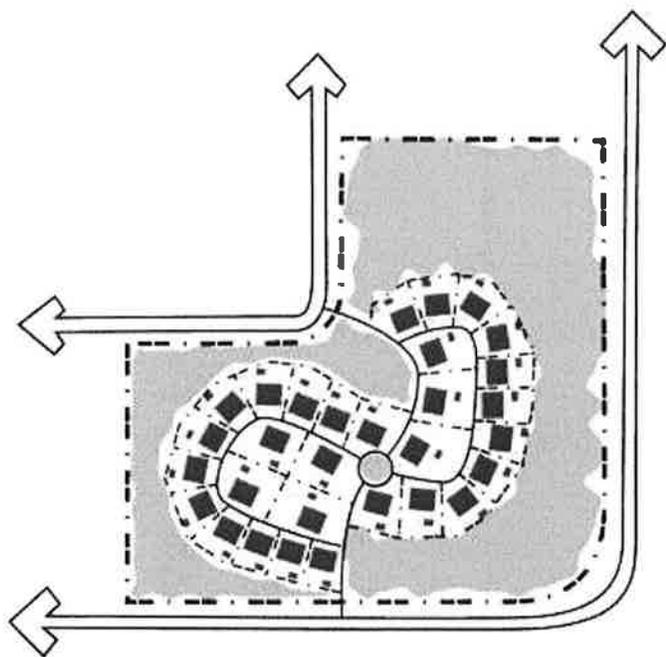
Example of a Parcel with a Conventional large Lot Subdivision

Residential Lot Yield	24
Non Residential Lot Yield	0
Open Space Preservation	0%

Example of the Same Parcel with a Clustered, Mixed Use Subdivision

Residential Lot Yield	28*
Non Residential Lot Yield	2
Open Space Preservation	50%

\* assumes a theoretical density bonus for creation and clustering of smaller lots; integration of non-residential uses; connection of undisturbed linear open spaces.



**BREVARD COUNTY COMPREHENSIVE PLAN**

**CHAPTER XII**

**INTERGOVERNMENTAL COORDINATION ELEMENT**

## TABLE OF CONTENTS

Comprehensive Plan Coordination .....	1
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Coordination of Essential Services .....	9

## GOALS, OBJECTIVES & POLICIES

### **GOAL**

BREVARD COUNTY SHALL INITIATE AND/OR PARTICIPATE IN INTERGOVERNMENTAL COORDINATION EFFORTS NECESSARY TO ESTABLISH GOVERNMENTAL RELATIONSHIPS WHICH IMPROVE THE COORDINATION, EFFECTIVENESS, AND EFFICIENCY OF PUBLIC POLICY-MAKING BODIES WITHIN BREVARD COUNTY.

### **Comprehensive Plan Coordination**

#### **Objective 1**

Brevard County shall coordinate the Comprehensive Plan and its implementation with the State, the region, adjacent municipalities and counties, as well as with the Brevard County School Board, and special districts.

#### **Policy 1.1**

Brevard County shall encourage the State, the region, adjacent municipalities and counties, Brevard County School Board and special districts to review their proposed public facility improvement plans and plan amendments with Brevard County for consistency with the policies and criteria of this Comprehensive Plan.

##### **Criteria:**

- A. Public facility and service needs within and affecting the County shall be identified and regularly updated.
- B. Identified public facility and service needs should be included in the Capital Improvements Program of Brevard County and encouraged to appear within the Capital Improvements Program of all Brevard County local governments.
- C. Facility needs shall be based on a projection of proposed development intensity.
- D. The appropriate County departments shall participate in the evaluations of potential development impacts.

#### **Policy 1.2**

Brevard County shall establish and maintain a repository of the comprehensive plans or other master plans of the State, region, adjacent municipalities and counties, as well as those of the Brevard County School Board and special districts.

**Policy 1.3 (Coordinated Public School Facility Siting)**

Brevard County shall encourage the Brevard County School Board to mutually agree on, promote and support high-quality community and neighborhood development by coordinating site searches, planning and design of public educational facilities as well as assuring the consistency of those facilities with the Comprehensive Plan and Land Development Regulations.

**Criteria:**

- A. The intergovernmental bikeway/pedestrian plan and schedule of improvements should be mutually maintained by the School Board and Brevard County for new schools within Brevard County. The Plan should include identification of bicycle and pedestrian access deficiencies on school sites and within any designated access corridors within two (2) miles of school sites.
  
- B. In order to maximize the use of public facilities and resources, the School Board and Brevard County should strive to coordinate development of properties adjoining school sites into libraries, parks, children’s services, recreation and other appropriate related facilities.

**Policy 1.4**

Brevard County shall implement all other policies of this comprehensive plan which address intergovernmental coordination.

**Criteria:**

- A. During reviews of the Comprehensive Plan as set forth in the resolution adopted pursuant to 9J-5.004 and as a part of the Evaluation and Appraisal Reports required by Chapter 163, an assessment shall be made of the effectiveness of the Intergovernmental Coordination Element and any deficiencies in the element shall be identified.
  
- B. The applicable planning staff shall coordinate the review.

**Policy 1.5**

Brevard County shall pursue the use of interlocal agreements to identify and quantify the potential impacts of proposed public facility improvements upon historic resources and to ensure the protection of such resources if discovered during associated ground disturbing activities. At a minimum, the interlocal agreements should include provisions provided for in the Historic Preservation element policies as cited below.

**Criteria:**

- A. Policy 1.4 Local Register of Historic Places

- B. Policy 1.6 Provide information for Florida Master Site File and prepare nominations for National Register of Historic Places and Local Register of Historic Places
- C. Policy 2.11 Encourage cities to adopt Historic Preservation ordinances
- D. Policy 2.3 Review of public/private projects
- E. Policy 2.4 Discovery procedures
- F. Policy 3.1 Distribute information and materials
- G. Policy 3.2 Historic landmark program

**Policy 1.6**

Brevard County shall continue to coordinate the provision of potable water with the St. Johns River Water Management District, the Brevard County Utility Services Department, the Cities of Titusville, Cocoa and Melbourne, and the Brevard Water Supply Board.

**Criteria:**

- A. Maintain active coordination and cooperation with all water service providers to the public.
- B. Continue to participate in the Taylor Creek Reservoir Alternative Water Supply multi-jurisdictional project.
- C. Ensure the provisions of potable water services are consistent with the Water Supply Plans of Brevard County, the City of Titusville, the City of Cocoa, the City of Melbourne, and the St. Johns River Water Management District.

**Policy 1.7**

Brevard County shall continue to participate in meetings of the Brevard County Planning Coordination Committee (PCC).

**Criteria:**

- A. The Planning Coordination Committee should have authority to advise all local governments on planning issues.
- B. Membership should be comprised of planning staff representatives of the County, each municipality, a School Board representative and other appropriate representatives as necessary.

**Policy 1.8**

If necessary, Brevard County may use an informal mediation process involving the East Central Florida Regional Planning Council to assist in resolving conflicts between the County's Comprehensive Plan and the comprehensive plans of adjacent municipalities and counties.

**Policy 1.9**

Brevard County shall cooperate with the East Central Florida Regional Planning Council during the preparation of any Regional Development Guides which identify potential urban and rural service areas, and conservation areas to be used as a basis for determining the expansion of regionally significant public facilities.

**Policy 1.10**

Brevard County shall continue to coordinate with municipalities to establish interlocal agreements and joint planning areas for use in coordinating public service delivery and facility maintenance subsequent to municipal annexation procedures. Interlocal planning, annexation and maintenance agreements should, at a minimum, address the topics set forth in the criteria below:

**Criteria:**

- A. Existing and future service areas for public services and facilities.
- B. Methodology for advance notification to the County by municipalities conducting annexation procedures and hearings pursuant to Chapter 171, Florida Statutes.
- C. Issues of land use compatibility and consistency with the Brevard County Comprehensive Plan.
- D. Public participation and notification of all affected land owners of the land to be annexed.
- E. Notification of affected adjoining properties in the unincorporated areas.
- F. Available level of services and facilities and identification of the provider of those services.

**Policy 1.11**

Brevard County shall maintain a geographic information system (GIS) which will, among other operations, store, retrieve and display data related to evaluating and managing land use and growth, and assist in implementation of the Comprehensive Plan.

**Criteria:**

- A. The geographic information system should be capable of reading data from the County's municipalities as well as special districts, and regional, state and federal sources.
- B. Information and products generated by this system should be made available to both public and private sector entities consistent with available fiscal and time resources.

**Policy 1.12**

Brevard County and its municipalities shall coordinate their level of service standards and projected sewer service areas for sewer facilities outside their jurisdiction to ensure that enough wastewater treatment plant capacity is available and to ensure that public sewer service is provided to Brevard's citizens in the most efficient manner.

**Policy 1.13**

Brevard County Board of County Commissioners will continue to encourage annual meetings with the Brevard County School Board or their designee to discuss concurrency of infrastructure to serve proposed schools. Pursuant to the requirements of applicable Florida Statutes, the general location of public educational facilities should be consistent with the Public School Facilities Element and other policies within the Comprehensive Plan of Brevard County.

**Policy 1.14**

Brevard County shall take steps necessary to coordinate with the Spaceport Florida Authority, the Economic Development Commission of Florida's Space Coast and the Space Coast Development Commission on promotional efforts concerning those areas of the County uniquely suited for the development of space commerce and the National Space Policy.

**Criteria:**

- A. Support the implementation of previously completed and adopted economic plans.
- B. Continue to work with the City of Titusville, National Aeronautics and Space Administration, Department of Commerce, Department of ~~Economic Opportunity~~ ~~Community Affairs~~, Department of Education, and other appropriate agencies.

**Policy 1.15**

Brevard County shall provide sewer services to those areas located in proximity to municipal sewer systems if requested and if capacity is available. The cost of providing these services shall be paid for by the property owners that are benefited unless grant funds are available.

**Policy 1.16**

Brevard County should coordinate with the City of Titusville for the provision of public sanitary sewer service from the north limits of the community of Port St. John to the south limits of the City of Titusville.

**Policy 1.17**

Brevard County shall invite all municipalities to participate in class I watershed studies. The criteria set forth within related Conservation Element policies shall provide some guidelines for the study and recommendations for action.

**Policy 1.18**

Brevard County, if requested and feasible, shall cooperate with appropriate federal, state, regional, and local governmental agencies in the aerial photography and topographic mapping of Brevard County.

**Policy 1.19**

Brevard County shall cooperate with the incorporated municipalities within its boundaries and adjacent counties in the development of any regional stormwater management planning efforts.

**Development Approval Processes**

**Objective 2**

Brevard County shall strive for increased efficiency in development approval processes including the review of development proposals which impact adjacent municipalities, counties, the region and the State.

**Policy 2.1**

Annually, with respect to each municipality, Brevard County should pursue interlocal agreements, or the modifications of existing agreements, for the purpose of refining the process of:

**Criteria:**

- A. Reviewing land development proposals pursuant to the following:
  - 1. Rezoning proposals within 660 feet of jurisdictional boundaries.

2. The provision of public facilities and services which are provided by other governmental entities.
- B. Assessing the impact of land development proposals on traffic circulation with respect to:
1. A method of notification of the affected local government regarding traffic impacts must be established providing sufficient time for the affected local government to respond.
  2. A method of "recording" or "tracking" projected trips on roadways for mutual use should be established.
  3. Resolving any discrepancies in the acceptable levels of service if having different levels of service causes intergovernmental problems.
- C. Standardization of all related land development regulations:
1. Standard format, language and criteria should be considered, however, modifications should be permitted to address unique local conditions.
  2. Workshops should be held between the County and municipalities for the purpose of identifying and resolving problematic inconsistencies.
  3. Maintain the Planning Coordination Committee.
- D. Annexation and or contraction notification, review and reporting:
1. Joint planning and interlocal annexation agreements shall be encouraged for all annexation or contractions in order to support a smooth transition and enhanced development coordination.
  2. Municipalities proposing a voluntary or involuntary annexation or contraction shall be encouraged to notify and coordinate a County review of the proposed annexation or contraction area prior to commencing annexation procedures. The County notification information should include:
    - a) A schedule of any municipal annexation or contraction public hearings including the subject municipality's schedule for amending its Comprehensive Plan.
    - b) The reporting prerequisites stated within Chapter 171.042, Florida Statutes or, at a minimum, a copy of the municipality's staff annexation report to be considered during municipal public hearing including:

- A metes and bounds legal description of the property(ies) to be annexed or contracted.
  - The subject property's proposed future land use, zoning designations and, if possible, the intended use for the proposed annexation area.
  - The limits of post-annexation municipal maintenance of adjacent street right-of-way and drainage facilities.
3. Prior to the adoption of an interlocal enclave annexation agreement between the County and any municipality under F.S. 171.046 (2A), the municipality proposing the annexation should provide written notice to property owners within 500' of the proposed enclave to be annexed no later than 30 days prior to the first public hearing in which the municipality is to consider the enclave annexation interlocal agreement.

**Policy 2.2**

Brevard County shall coordinate with appropriate local governments and Florida Department of Environmental Protection in the maintaining of a Wetland Ordinance for uniform regulation of these valuable resources. Specific guidelines are set forth in the Conservation Element and described in the criteria below.

**Criteria:**

- A. Policy 5.1 Wetlands
- B. Policy 5.2 Wetlands
- C. Policy 5.4 Wetlands

**Policy 2.3**

Strive to improve the delivery of community services through adoption and implementation of effective records-management, information management and evaluative procedures.

**Criteria:**

- A. Maintain records management processes utilizing the Geographic Information System (GIS) or other mechanism that can track resources and expenditures in the delivery of community services.
- B. Coordinate the ongoing maintenance of this system with other local governments and service providers in order to achieve a common data base for the delivery of community facilities and services within Brevard County.

**Policy 2.4**

Brevard County's legal relationship with the Port of Canaveral's Port Master Plan is governed by Chapter 163, Florida Statutes. Upon the Port Canaveral Authority's request, Brevard County shall review the Port Master Plan for consistency with the Coastal Management Element of the Brevard County Comprehensive Plan, pursuant to the County's procedure for reviewing plans of other jurisdictions and Chapter 163.3177(6)(g), F.S. Brevard County shall identify provisions of the Port Master Plan which it considers inconsistent with the Coastal Management Element or any other elements of the County Comprehensive Plan and a meeting shall be established to discuss and rectify the inconsistencies and other issues.

**Policy 2.5**

Brevard County shall coordinate with the municipalities and appropriate state agencies to maintain Evacuation Zone Management Plans as described in the Coastal High Hazard section of the Coastal Management Element as well as the recommendations found within the Brevard County Comprehensive Emergency Management Plan (CEMP).

**Coordination of Essential Services****Objective 3**

Brevard County, in cooperation with the appropriate federal, state and local governmental agencies, shall achieve coordinated level of service standards for essential public facilities and services.

**Policy 3.1**

Brevard County may maintain a county-wide advisory committee to recommend acceptable levels of service for public facilities and services which are multi-jurisdictional and to advise the respective governing bodies.

**Criteria:**

- A. The public facilities to be addressed should include potable water, sanitary sewer, solid waste, drainage, parks and transportation.
- B. Committee members should include County and municipal staff members responsible for planning and coordinating the above public facilities.

**Policy 3.2**

In order to ensure efficient, cost effective, and environmentally sound public facilities and services, Brevard County should initiate interlocal agreements with the municipalities that provide public facilities and services in

the unincorporated area, to formalize the designation of facility service areas and acceptable levels of service.

**Policy 3.3**

Brevard County shall continue to coordinate with the Florida Department of Transportation for development of permitted connections to the State Highway System with level of service standards adopted by the County and its Transportation Planning Organization (TMPO).

**Policy 3.4**

County-wide uniform level of service standards shall be utilized in the implementation of an impact fee program.

**Policy 3.5**

Appropriate County planning staff shall assist the Sheriff's Department in the planning of their facilities and service delivery plans and fiscal programs by coordinating and providing requisite data and planning expertise.

**Policy 3.6**

Brevard County shall utilize uniform standards in the provision and operation of community facilities within designated service areas and develop fiscal programs where feasible, for capital and operational needs.

**Criteria:**

- A. In order to promote greater efficiencies of service through adaptive reuse, joint-use agreements and rehabilitation of existing structures. These measures may be utilized as an alternative to construction of new community facilities, where economically feasible and consistent with the Future Land Use Element.
  
- B. In order to eliminate needless duplication of community facilities and services and to promote communication and cooperation in governmental activities and programs within State, regional, county, city, and other governmental units.

**Policy 3.7**

Brevard County shall coordinate with the East Central Florida Regional Planning Council regarding strategic and local planning efforts that are relevant to Brevard County. Additional coordination mechanisms shall be established or maintained as required by Florida Statutes.

**Policy 3.8**

Brevard County shall continue coordination with the Brevard County School District and municipalities through the Interlocal Agreement that ensures the public school facilities level of service is maintained. Brevard County shall

continue to be responsive to any legislative changes regarding school facility development and coordination with local governments and agencies.

**Policy 3.9**

Brevard County shall reduce fire loss and personal injury through intergovernmentally coordinated fire prevention programs and early detection systems. Brevard County should support the volunteer fire department efforts by providing data and financial assistance consistent with defined needs and the services provided. Brevard County shall maintain and improve the Fire Insurance Rating for the unincorporated areas of the County, and coordinate with incorporated areas in order to achieve fire rating objectives.

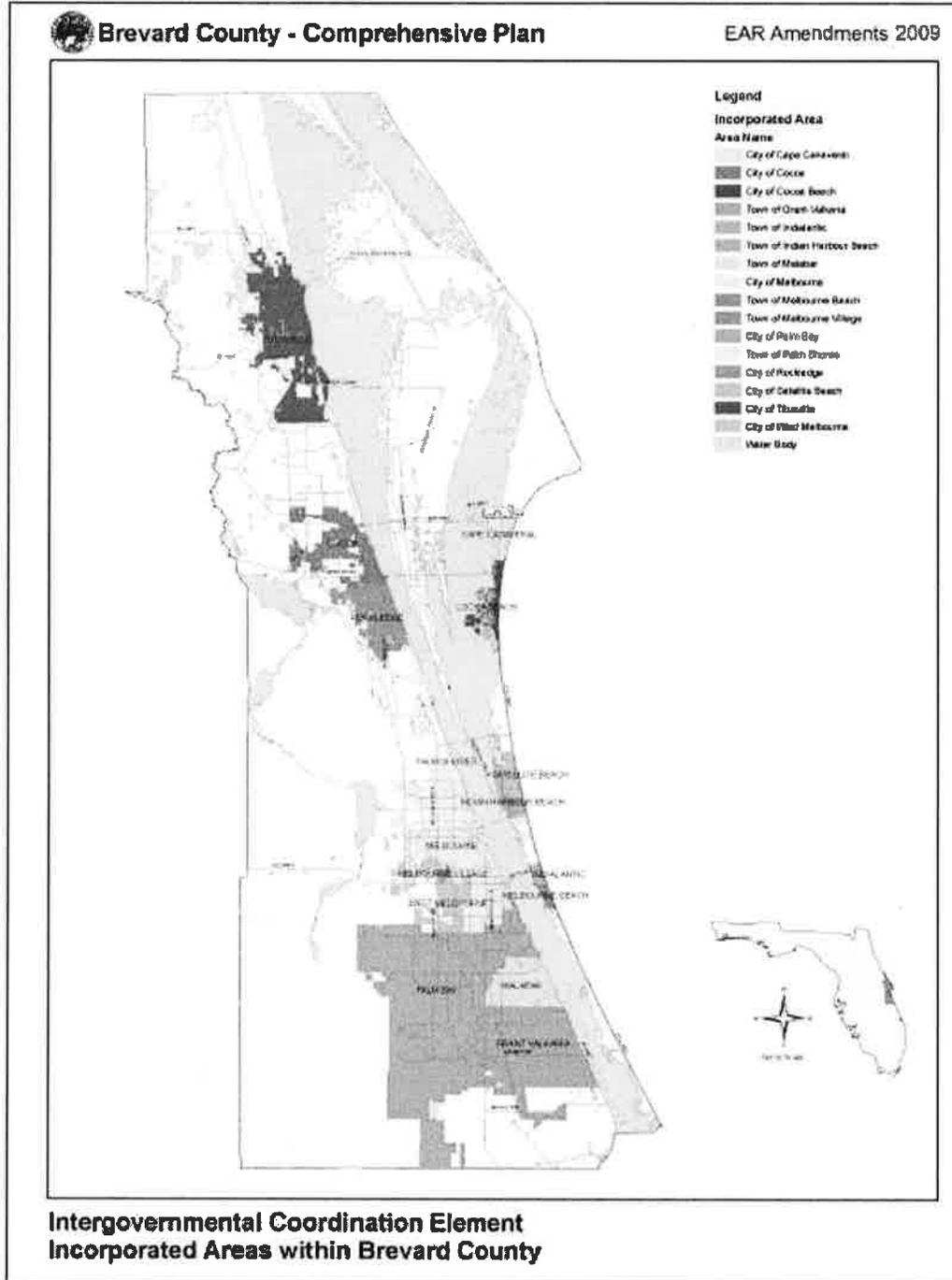
**Policy 3.10**

Brevard County should continue coordination with the Space Coast Transportation Planning Organization (TPO), Florida Department of Transportation, local governments and local transportation agencies regarding current and future transportation infrastructure needs. Where appropriate, Brevard County, in cooperation with the Space Coast TPO, may facilitate consideration of alternative land use scenarios as a possible means of addressing transportation infrastructure demands.

## LIST OF MAPS

<b>Map</b>	<b>Title</b>
1.	Brevard County Cities

# Map 1 Brevard County Cities



**CAPITAL IMPROVEMENTS ELEMENT**

**CHAPTER 13**

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## GOALS, OBJECTIVES AND POLICIES

### GOAL

BREVARD COUNTY SHALL DEVELOP AND PERIODICALLY UPDATE A CAPITAL IMPROVEMENTS PLAN TO COORDINATE AND IMPLEMENT PUBLIC FACILITY IMPROVEMENTS WHICH SUPPORT THE GOALS, OBJECTIVES, AND POLICIES OF THE BREVARD COUNTY COMPREHENSIVE PLAN AND ENCOURAGE EFFICIENT UTILIZATION OF ITS PUBLIC FACILITIES.

### Objective 1

Where financially feasible, the Capital Improvements Plan shall provide for the construction, expansion, improvement, or replacement of public facilities identified in the various elements of the Comprehensive Plan in order to correct existing deficiencies and accommodate the needs of new growth on a continuing basis.

### Policy 1.1

As a part of the Capital Improvements Plan development process, Brevard County shall utilize the acceptable level of service standards for transportation, potable water, sanitary sewer, solid waste, drainage, recreation and open space, and public schools as adopted in other elements of the Comprehensive Plan and shown below to evaluate the need for public facility improvements.

#### Criteria:

- A. Transportation: Acceptable LOS Standards

Brevard County arterial and collector roadways within the urban area boundary: Level of Service E.

Brevard County arterial and collector roadways within the rural area, except as noted above: Level of Service D.

State arterial roadways (excluding Florida Intrastate Highway System), within the urban area boundary: Level of Service E.

State arterial roadways (excluding Florida Intrastate Highway System), outside the urban area boundary (rural area): Level of Service D.

- B. Potable Water: Acceptable LOS Standards

#### POTABLE WATER

<u>SERVICE AREA</u>	<u>LEVEL OF SERVICE STANDARD</u>
MIMS	Residential - 400 gal/residential unit/day Non-Residential - 250 gal/equivalent unit/day
TITUSVILLE	104 gal/capita/day
COCOA	234 gal/ERC/day
SOUTH BREVARD	125 gal/capita/day

- C. Sanitary Sewer: Acceptable LOS Standards

Brevard County shall provide adequate wastewater treatment plant capacity to maintain the proportion of the permit plant capacity divided by the number of equivalent units as more than 200 gallons per day per equivalent unit.

- D. Solid Waste: Acceptable LOS Standards

1. Collection Twice per week solid waste collection service to residential improved properties
2. Disposal 8.32 pounds/capita/day

E. Drainage: Acceptable LOS Standard

1. Retention and detention requirements shall, at a minimum, meet St. Johns River Water Management Criteria.
2. Retention of the first inch of runoff.
3. Post-development rate of discharge shall not exceed pre-development rate of discharge for a 25 year 24 hour storm event.
4. Stormwater discharge facilities shall be designed so as to not lower receiving water quality or degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 62-302, F.A.C.

F. Recreation/Open Space: Acceptable LOS Standard

3.0 acres of developed park land per 1,000 people living in the unincorporated areas of each planning area.

G. Public Schools

By December 1 of each year, Brevard County shall adopt as part of its Capital Improvement Element the School Board of Brevard County's Five Year Work Program. Brevard County hereby adopts by reference the School Board of Brevard County's Five-Year Work Program for the planning period 2007-8 through 2011-12, the School District Program approved on September 23, 2008 as part of the School District budget, is adopted, including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.

<b>TIERED LEVEL OF SERVICE - SCHOOL YEAR 2007-08 to 2011-12</b>					
<b>Facility Type</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>
Elementary Schools	127%	130%	115%	105%	100%
Middle Schools	122%	120%	100%	100%	100%
Junior / Senior High Schools	133%	135%	110%	105%	100%
High Schools	139%	130%	115%	100%	100%

**Policy 1.2**

Brevard County may establish temporary level of service standards for potable water,

sanitary sewer, solid waste disposal, stormwater management, and parks and recreation facilities based on the following criteria:

**Criteria:**

- A. The health, safety, and welfare of the public shall not be endangered.
- B. Inadequate funding, revenue initiative failures, unforeseen physical constraints affecting construction and its scheduling, and other similar obstacles which may exist or materialize which would prevent the immediate initiation of a service improvement.
- C. The service for which the temporary acceptable level of service is being established shall be given the highest priority pursuant to Objective 2.
- D. The temporary level of service for a specific facility or service shall relate to and realistically reflect the minimum timeframe necessary to establish a funding source and/or remove affecting obstacles and proceed with the appropriate improvements to achieve the desired levels of service objectives.
- E. All temporary levels of service shall be established by Comprehensive Plan Amendment.

**Policy 1.3**

As a part of the Capital Improvements Plan development process, Brevard County should utilize the following advisory level of service standards for public libraries, law enforcement, correctional facilities, fire protection, emergency medical services, and public education shown below as planning guidelines to evaluate the need for public facility improvements.

- A. Public Libraries: 0.6 sq. ft. of library building space per capita;  
2.16 volumes per capita;  
1.5 titles per capita.
- B. Law Enforcement: 2.0 deputies per 1,000 residents;
- C. Correctional Facilities: .003 inmate spaces per capita.
- D. Fire Protection:
  - 1. 6 minute average response time county wide.
  - 2. 90% of Brevard County within 3 miles of a station.
  - 3. For 90% of all structural fires, deploy 1 engine company within 5 minutes, and 1 paramedic unit and 1 chief officer within 10 minutes.
  - 4. For response areas with 5 buildings 3 stories or 35 feet or more in height, or with a needed fire flow greater than 3,500 g.p.m., deploy a ladder company within 5 minutes for 90% of all alarms.
  - 5. Develop an attack force that can advance 2 standard fire stream hand lines.
  - 6. Major emergencies: deploy a programmed reserve and automatic aid fire force of 6 engine companies, 3 ladder companies and 3 chief officers within 15 minutes of third alarm.
  - 7. Petroleum storage and production area fires: deploy within 10 minutes special light water or foam fire fighting equipment and prepare long

- relays and extended pumping operations.
8. Water deficient areas: deploy within 10 minutes a pumper-tanker and relay operation of adequate capacity to augment local supplies.
  9. Harbor areas: deploy within 5 minutes adequate marine fire fighting equipment of 500 g.p.m. for 90 percent of all marine oriented incidents.
  10. Light rescue emergencies: deploy 1 engine company within 5 minutes 90% of the time; deploy 1 paramedic unit within 5 minutes 80% of the time.
  11. Heavy rescue emergencies: deploy 1 truck company, in addition to an engine and paramedic unit, within 10 minutes 90% of the time. Rescue all trapped persons.
  12. Manpower:

<u>Unincorporated Population</u>	<u>No. Fire Fighters Per 1,000 Residents</u>	<u>% Supervisory Fire Fighters</u>
100,000 - 249,999	1.89	20.4
250,000 - 499,999	1.84	25.5
500,000 +	1.81	21.7

**E. Emergency Medical**

Establish effective Advanced Life Support response within six minutes to 90% of the population.

**Objective 2**

Brevard County shall establish funding priorities for capital improvements to correct existing public facility deficiencies, provide for facility renewal and replacement, and accommodate the needs of new growth on a continuing basis by implementing a Capital Improvements Plan that is consistent with the Schedule of Improvements in this Element.

**Policy 2.1**

Prioritization for roadway improvements should be based on acceptable level of service standards, improvements required by Development of Regional Impact development orders, and the adopted short-range transportation improvement program developed pursuant to Policies 2.1 and 2.2 of the Transportation Element.

**Policy 2.2**

Prioritization of potable water improvements should be based on a project's ability to achieve one or more policies found under Objectives 3 and 4 in the Potable Water Element.

**Policy 2.3**

Prioritization of sanitary sewer improvements should be based on a project's ability to achieve one or more policies found under Objectives 2 and 3 in the Sanitary Sewer Element.

**Policy 2.4**

Prioritization of drainage improvements should be based on the Master Stormwater Management Plan developed pursuant to Policies 1.1 and 1.2 of the Surface Water Management Element.

**Policy 2.5**

Prioritization of recreational facilities should be based upon the project's ability to maintain acceptable levels of service; ability to maintain the physical integrity and efficient

operation of existing facilities; ability to eliminate access problems for handicapped persons, and other applicable criteria.

**Criteria:**

- A. Acquisition and development of recreational facilities that are needed to eliminate level of service deficiencies should receive the highest funding priority.
- B. Projects related to the maintenance and operation of existing facilities should receive the next highest priority, however, no planning area should be allowed to fall into a deficient status. This should include those projects which provide handicapped access to parks and recreational facilities.
- C. Prioritization of improvements should be based on the acceptable level of service and maintenance and operation standards for each individual planning area, as identified in the Recreation and Open Space Element.

**Policy 2.6**

Prioritization of capital improvements for solid waste should be based on reduction of level of service deficiencies and enhancement of operational efficiency and environmental quality.

**Criteria:**

- A. Projects reducing level of service deficiencies or providing additional solid waste disposal capacity should receive the highest priority. Alternative methods of solid waste disposal should be encouraged.
- B. Projects that enhance operational efficiency or environmental quality should receive the next highest priority.

**Policy 2.7**

Those public services and facilities necessary to support industries that provide value-added employment in Brevard County should be given priority for construction.

**Policy 2.8**

Programs and studies necessary to implement policies within the various elements of the Comprehensive Plan shall be included in the Schedule of Improvements and Funding. These programs and studies shall be prioritized based on specified target dates for completion, the availability of revenue to fund these projects, and association with the protection of the public's health, safety, and welfare.

**Policy 2.9**

The Capital Improvements Plan and Annual Capital Budget should be consistent with this Element's Schedule of Improvements and with any element of the Comprehensive Plan which sets standards and policies for the provision of public facilities and programs, shall support the Future Land Use Element, and should be adopted—as a part of the annual budgeting process.

**Policy 2.10**

Brevard County shall not extend public facilities and services to Suburban and Rural Density Areas for new development, unless there is an overriding public benefit which accrues to an area larger than the specific Suburban or Rural Density Area. However, the County will accept facilities through dedication, and provide services and facilities through MSBUs, MSTUs and other means through which the recipients pay for the service or facility.

**Objective 3**

Limit future public expenditures for infrastructure and service facilities which serve to

subsidize growth within the coastal high hazard area of Brevard County. Expenditures for public land acquisition or enhancement of natural resources shall be encouraged.

**Policy 3.1**

Brevard County shall designate coastal high hazard areas as defined in Chapter 163, Florida Statutes

**Policy 3.2**

Brevard County shall not support or finance new local transportation corridors which lie within the coastal high hazard zone or areas zoned as Environmental Area, except where there are no other cost-feasible alternatives.

**Policy 3.3**

Brevard County should not locate sanitary sewer and water transmission lines within the coastal high hazard zone, except where there is no cost-feasible alternative and where practical due to engineering, safety and cost considerations, and where necessary utilizing existing rights-of-way.

**Policy 3.4**

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

**Policy 3.5**

Public facilities, except for recreational facilities, shall not be located by Brevard County within of the coastal high hazard zone, except where there are no other cost-feasible alternatives.

**Objective 4**

Brevard County shall maintain adequate fiscal resources and policies to fund necessary public facility improvements, including transportation, potable water, sanitary sewer, surface water management, solid waste, parks and recreation, public libraries, law enforcement, correctional facilities, fire protection, and emergency medical services.

**Policy 4.1**

Brevard County should periodically review the fiscal requirements of needed transportation system improvements and adjust the local option gas tax as may be necessary.

**Policy 4.2**

When adequate funding is not available for a high priority project from existing sources of revenue and the consequences of delaying the project would adversely impact the economy, environment, or public health, safety and welfare, Brevard County should consider enactment of the infrastructure sales tax by referendum.

**Policy 4.3**

Brevard County should continue to seek funding from State and Federal sources and pursue interlocal agreements with private and public agencies to ensure sufficient money is available to provide necessary public facilities and services.

**Policy 4.4**

Brevard County should periodically readdress its budget and fiscal policies to ensure debt management practices such as limitations on the use of revenue bonds as a percentage of total debt, maximum ratio of total debt service to total revenue, and maximum ratio of outstanding capital indebtedness to property tax base are adequate and effective.

**Policy 4.5**

Brevard County should consider financing needed capital improvements with Municipal Service Benefit Units, Municipal Service Taxing Units, Community Development Districts, impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs when it can be determined that these financing methods are not in conflict with Brevard County's economic development and affordable housing goals.

**Objective 5**

Brevard County may approve development orders consistent with the acceptable level of service standards adopted as part of this Comprehensive Plan for public facilities, including transportation, potable water, sanitary sewer, solid waste disposal, surface water management, and recreation and open space.

**Policy 5.1**

Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

**Policy 5.2**

Brevard County may approve rezoning applications, subdivision plats, site plans, and building permits if the potential impact of the proposed development does not decrease the level of service below acceptable standards for any existing public facility or a facility listed in this Element's Schedule of Improvements. If evaluation of the development application indicates a potential decrease in the level of service below the acceptable standards, approval of a development order may be granted based on the following conditions:

**Criteria:**

- A. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the Planning and Zoning Board and the Board of County Commissioners. All approvals of zoning applications shall be conditional and shall require a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval.
- B. Subdivision plats and site plans may be approved if the Schedule of Improvements in the Capital Improvements Element includes a facility improvement that will provide sufficient capacity to accommodate the potential impact of the proposed project based on acceptable level of service standards. These approvals are subject to the following conditions:
  1. All development orders pursuant to this criterion are conditional and shall not be considered vested; they will be revisited upon application for building permits in accordance with Criteria C and D below, to determine their impact upon established or programmed acceptable levels of service.
  2. If the impact evaluation indicated that the conditional development order will cause the level of service of a public facility to fall below the adopted

standard, or if the development order will further increase an existing deficiency in the adopted levels of service, Brevard County will maintain the authority to modify the development order to achieve the acceptable levels of service.

- C. Building permits may be approved if the concurrency review determines that the following conditions are met:
1. Potable water, supplies and facilities, sanitary sewer, solid waste, and drainage facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place at the time the certificate of occupancy is issued; and
  2. Parks and recreation facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place or are scheduled to be under actual construction in the Schedule of Recreation and Open Space Improvements in this Element not more than one year after the certificate of occupancy is issued; and
  3. Transportation facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place or are scheduled to be under actual construction in the Schedule of Transportation Improvements in this Element not more than three years after the certificate of occupancy is issued or one of the following conditions is met:
    - a. At the time that a development order or permit is issued, the necessary transportation facilities or services are subject to a binding executed agreement which requires such facilities to be in place or under actual construction not more than three years after the certificate of occupancy is issued; or
    - b. At the time that a development order or permit is issued, the necessary transportation facilities or services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after the certificate of occupancy is issued; or
    - c. For the purpose of issuing a development order or permit, a development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements of all applicable State Statutes and Florida Administrative Codes if all of the following conditions are met:
      - i. The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development, or for the development of a vacant parcel of land, at a residential density of less than four dwelling units per acre or, for nonresidential use, at an intensity of less than 0.1 floor area

ratio. Isolated vacant lots in predominantly built residential subdivisions where construction of a single family house would be the most suitable use, may be developed for single family residential under the de minimis exception even if smaller than one quarter acre in size; and

- ii. The transportation impact of the proposed development alone does not exceed 0.1 percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility; and
  - iii. The cumulative total transportation impact from the de minimis exceptions does not exceed three percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility if the facility does not meet the minimum level of service standard.
4. A comprehensive plan amendment shall be required to eliminate, defer, or delay construction of any road or public transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the Schedule of Transportation Improvements in this Element.
- D. Building permits may be approved if the developer agrees to construct all improvements necessary to accommodate the specific impacts of the proposed project concurrent with its development.

#### **Policy 5.3**

Brevard County may approve development orders if the proposed development is phased to ensure that the necessary public facilities and services are available prior to the completion of the proposed development.

#### **Policy 5.4**

Brevard County shall coordinate with public and private agencies to identify public facility improvements made necessary by growth in the Viera Development of Regional Impact in order to ensure that needed improvements are incorporated into the Schedule of Improvements and that the developer continues to fund its fair share of the costs of needed infrastructure pursuant to the terms of the DRI Development Order.

#### **Policy 5.5**

Brevard County shall coordinate the provision of potable water from the Cities of Cocoa, Titusville, and Melbourne and any other applicable potable water provider, including the County itself, by requiring property owners located in unincorporated areas of the County to provide written verification from the applicable potable water provider that the facility capacity and adequate water supply are currently available or will be available. Prior to approval of a building permit or its functional equivalent, Brevard County shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by Brevard County of a certificate of occupancy or its functional equivalent. No building or construction permit shall be issued unless the applicable potable water supplier has provided a written statement of committed capacity and water supply availability for the proposed development.

## **Objective 6**

Brevard County shall review and update the Capital Improvements Element annually.

### **Policy 6.1**

The annual review of the Capital Improvements Element shall include the following:

#### **Criteria:**

- A. Updated forecasts of gross taxable property value, estimated tax rates, revenues, operating expenditures, debt service requirements, reserves, and similar types of financial information; and
- B. Review of project status with updated estimates of project costs, revenue sources, and construction schedules; and
- C. Analysis of infrastructure capacity based on growth trends and acceptable level of service standards, including identification of pending facility deficiencies; and
- D. Review of planned capital improvements by State agencies, water management districts, and other local governments; and
- E. Identification and prioritization of needed facility improvements; and
- F. Recommendations regarding modifications and updates to the Schedule of Improvements.

### **Policy 6.2**

The Capital Improvements Plan adopted each year shall be consistent with and serve to implement the Capital Improvements Element. At a minimum, the Capital Improvements Plan should contain those projects listed in the Schedule of Improvements that are scheduled to begin within a five year timeframe. The following information should be provided for each project contained in the Capital Improvements Plan:

#### **Criteria:**

- A. Estimated project cost.
- B. Projected funding source(s).
- C. Tentative construction start date.
- D. Project location.
- E. Description and justification for each project.

### **Policy 6.3**

The Local Planning Agency shall review all proposed changes to the Capital Improvements Element and updates to the Schedule of Improvements developed pursuant to Policy 6.1 and make recommendations to the Board of County Commissioners.

### **Policy 6.4**

As part of the annual review of the Capital Improvements Element and the preparation of the Capital Improvements Plan, Brevard County shall review all public facility and infrastructure proposals for their impact upon designated historic resources.

#### **Criteria:**

- A. The resources designated as being historically significant are those on the National Register of Historic Places, the Florida Master Site File, the Local

Register of Historic Places, and those to be discovered in the future.

- B. If a determination is made that there will be a potentially negative impact to a historic resource, the County shall notify the Florida Division of Historic Resources and the County preservation agent.
- C. Every effort shall be taken to preserve the resource. Where preservation is not a feasible alternative, the resource shall be relocated, information regarding the resource shall be recorded, or elements of the resource shall be salvaged for further study.

**Policy 6.5**

If authorized by Brevard County through implementing amendments to a development of regional impact (DRI) Development Order, a multi-use DRI meeting the criteria of Section 163.3180(12), Florida Statutes, may use the standards and procedures set forth in that statute to satisfy the County's transportation concurrency requirements and transportation mitigation requirements under Section 380.06, Florida Statutes, by payment of a proportionate share contribution. Any proportionate share contribution for a DRI pursuant to this policy shall be stated in the DRI Development Order, as amended, and shall be subject to the conditions stated in the Development Order.



**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

**5. Wickham Ref. Transportation Improvement Program Project 404667-1**

**Project Description:**

Add center turn lane and realign Wickham from US 192 to Ellis.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match (SU Fed)	\$40,400					\$40,400
<b>Total</b>						<b>\$40,400</b>

**Transportation Improvements Related to the St. John's Heritage Parkway**

**6. St. John's Heritage Parkway - CST 428346-1**

**Project Description:**

Acquisition of ROW and final ROW design for arterial roadway, from Malabar Rd to N. Palm Bay city limits. City of Palm Bay is managing agency, project is included in TPO Work plan.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
SU Federal	\$3,000,000					\$3,000,000
<b>Total</b>						<b>\$3,000,000</b>

**7. St. John's Heritage Parkway - ROW 428346-2**

**Project Description:**

Acquisition of ROW and final ROW design for arterial roadway, from N. Palm Bay city limits to I-95 Ellis Rd.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
SU Federal	\$3,000,000					\$3,000,000
<b>Total</b>						<b>\$3,000,000</b>

**8. St. John's Heritage Parkway - ROW & Construction**

**Project Description:**

Construction of approximately 5.29 miles of four lane urban divided arterial roadway from Palm Bay City boundary north to Ellis Road. Future amendments to construction date may occur if additional funding sources secured.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match		\$40,832,413				\$40,832,413
<b>Total</b>		<b>\$40,832,413</b>				<b>\$40,832,413</b>

**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

**9. I-95 Interchange @ SJHP      Ref. Transportation Improvement Program Project 426904-3**

**Project Description:**

Design, ROW purchase, and construction of I-95 interchange at St. Johns Heritage Parkway and Micco Road.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Fed - Design	\$3,065,290				\$3,065,290
State & Fed - ROW		\$1,805,000			\$1,805,000
State & Fed - Construction			\$28,923,643		\$28,923,643
<b>Total</b>					<b>\$33,793,933</b>

**10. SR514 Malabar Road      Ref. Transportation Improvement Program Project 430136-1**

**Project Description:**

PD & E SR514 (Malabar Road) from Babcock Rd to US 1, length of 3.698 miles.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match	\$1,017,030				\$1,017,030
<b>Total</b>					<b>\$1,017,030</b>

**11. I-95 from SR 406 to SR 44      Ref. Transportation Improvement Program Project 406896-8**

**Project Description:**

Widening of I-95 from SR406 to 0.5 miles north of SR44, length of 29.77 miles.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match	\$78,780,666				\$78,780,666
State & Local Match		\$333,117			\$333,117
State & Local Match			\$43,992,443		\$43,992,443
<b>Total</b>					<b>\$123,108,226</b>

**12. SR507 (Babcock)      Ref. Transportation Improvement Program Project 237650-2**

**Project Description:**

Widening of roadway from Melbourne Rd to Fee Ave, length of .547 miles.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match	\$4,594,068	\$25,000			\$4,619,068
<b>Total</b>					<b>\$4,619,068</b>

**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

**13. SR507/SR514 (Malabar Road) Ref. Transportation Improvement Program Project 237650-3**

**Project Description:**

Intersection re-construction at SR507 and SR514(Malabar Road).

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match		\$64,020				\$64,020
<b>Total</b>						<b>\$64,020</b>

**14. SR507 Babcock Ref. Transportation Improvement Program Project 237650-6**

**Project Description:**

PD & E for widening of SR507 Babcock Rd from Malabar Rd to Palm Bay Rd., length of 2.528 miles.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match	\$46,694	\$400,000				\$446,694
<b>Total</b>						<b>\$446,694</b>

**15. Apollo Blvd Ref. Transportation Improvement Program Project 241241-1**

**Project Description:**

ROW acquisition and widening of Apollo Blvd from Sarno Rd to Eau Gallie Blvd, length of .865 miles.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match	\$2,278,940	\$16,113,608	\$72,896			\$18,465,444
<b>Total</b>						<b>\$18,465,444</b>

**16. SR528/SR401 Beachline/Port Canaveral - Advanced Traffic Management System (ATMS)**

**Project Description:**

Expand existing ATMS system to include SIS SR528 & SR401 and intersections.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match			\$905,512			\$905,512
<b>Total</b>						<b>\$905,512</b>

**17.a. SR3 Courtenay Parkway - Advanced Traffic Management System (ATMS)**

**Project Description:**

Expand existing ATMS system to include SR3 Courtenay Parkway from SR528 to Cone Road and intersections.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match			\$1,454,235			\$1,454,235
<b>Total</b>						<b>\$1,454,235</b>

**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

**17.b. SR3 Courtenay Parkway – Corridor Study**

**Project Description:**

The project consists of a corridor study of SR 3. This study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match	\$175,000				\$175,000
<b>Total</b>					<b>\$175,000</b>

**18. East C. Fla. Reg. Rail Trail Ref. Transportation Improvement Program Project 424040-4**

**Project Description:**

Construction of regional trail facility from Kingman Rd to Volusia County, length of 12.8 miles.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match	\$3,939,522				\$3,939,522
<b>Total</b>					<b>\$3,939,522</b>

**19. Downtown Crossover Trail Ref. Transportation Improvement Program Project 424040-6**

**Project Description:**

Construction of pedestrian overpass at SR406(Garden Street).

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
State & Local Match	\$3,631,000				\$3,631,000
<b>Total</b>					<b>\$3,631,000</b>

**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

**Transportation Improvements supported by binding Development Agreements**  
(These Improvements Are Not Shown on Transportation Improvements Map)

**20. Wickham Widening**

Project Description:

Widening of Wickham from Murrell Road to Lake Anderson. Binding DA with Viera Co.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Private Funding	\$6,000,000	\$3,400,000				\$9,400,000
<b>Total</b>						<b>\$9,400,000</b>

**21. Washingtonia Extension – PD & E**

Project Description:

PD&E for construction of new arterial roadway running parallel and west of I-95 connecting the future St. Johns Heritage Parkway to Stadium Blvd.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Private Funding		\$750,000	\$750,000			\$1,500,000
<b>Total</b>						<b>\$1,500,000</b>

**22. Washingtonia Extension – ROW & Construction**

Project Description:

Construction of new arterial roadway running parallel and west of I-95 connecting the future St. Johns Heritage Parkway to Stadium Blvd.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Private Funding				\$540,000	\$5,000,000	\$5,540,000
<b>Total</b>						<b>\$5,540,000</b>

**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

**Signalized Intersection Improvements**

(These Improvements Are Not Shown on Transportation Improvements Map)

**23. North Banana River Drive & Martin Blvd Intersection Improvements - Construction**

Project Description:

Intersection improvements including mast arm signalization, bicycle-pedestrian improvements including sidewalks, dedicated turn and stacking lanes at intersection, associated storm water.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
FDOT Crash Safety	\$553,063				\$553,063
<b>Total</b>					<b>\$553,063</b>

**24. S. Wickham Road & Stadium Parkway Intersection Improvements - Construction**

Project Description:

Intersection improvements including mast arm signalization, bicycle-pedestrian improvements including sidewalks, acceleration, dedicated turn and stacking lanes at intersection, associated storm water.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
FDOT Crash Safety Funding		\$507,635			\$507,635
<b>Total</b>					<b>\$507,635</b>

**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

**Long Term Transportation Improvements Related to Mass Transit**  
(These Improvements Are Not Shown on Transportation Improvements Map)

Due to the long term schedule of these improvements financial feasibility is not required to be demonstrated for transit projects 25. – 36.

**25. East-West Transit**

Project Description:

The project consists of east-west transit service between Lake Andrew Drive/Stadium Parkway and US 1.

Transit service may consist of increased bus frequency or premium transit on one or more of the following corridors: Viera Blvd., Wickham Rd., or Pineda Causeway.

The project is in addition to the following transit projects identified as part of the Transit Development Plan (TDP) for Space Coast Area Transit:

1. Express bus service along Wickham Road
2. Express bus service along SR 528
3. Bus circulator for Viera area

**Source**

**Total**

**26. North-South Transit**

Project Description:

The project consists of north-south transit service between SR 528 and Wickham Road/ Suntree Boulevard.

Transit service may consist of increased bus frequency or premium transit on one or more of the following corridors: US 1, Fiske Blvd./Stadium Pkwy., or Interstate 95.

The project is in addition to the following transit projects identified as part of the Transit Development Plan (TDP) for Space Coast Area Transit:

1. Increased frequencies and extended hours along Fiske Blvd. and Stadium Parkway
2. Increased frequencies and extended hours along US 1
3. Bus circulator for Viera area

**Source**

**Total**

**27. North-South Transit**

Project Description:

The project consists of north-south transit service between Wickham Road/ Suntree Boulevard and US 192.

Transit service may consist of increased bus frequency or premium transit on one or more of the following corridors: US 1, Wickham Road or Washingtonia Road Extension.

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**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

The project is in addition to to the following transit projects identified as part of the Transit Development Plan (TDP) for Space Coast Area Transit:

1. Express bus service along St. Johns Heritage Parkway
2. Express bus service along US 192
3. Bus circulator for Viera area

<b>Source</b>	<b>Total</b>
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**28. Viera Bus Circulator**

Project Description:

The project consists of bus circulator service within the Viera area. This improvement is identified in the SCAT Transit Development Plan.

<b>Source</b>	<b>Total</b>
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**29. Minton/Wickham Express Bus Service**

Project Description:

The project consists of express bus service along Wickham and Minton Roads. This improvement is identified in the SCAT Transit Development Plan.

<b>Source</b>	<b>Total</b>
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**30. Minuteman Causeway Transit Circulator**

Project Description:

The project consists of bus circulator service along Minuteman Causeway between SR A1A on the east and Fairway Drive on the West. This improvement is identified in the SCAT Transit Development Plan.

<b>Source</b>	<b>Total</b>
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**31. St. Johns Heritage Parkway Transit Service**

Project Description:

The project consists of bus service along St. Johns Heritage Parkway. This improvement is identified in the SCAT Transit Development Plan.

<b>Source</b>	<b>Total</b>
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**32. SR 528 Express Bus Service**

Project Description:

The project consists of express bus service along SR 528. This improvement is identified in the SCAT Transit Development Plan.

<b>Source</b>	<b>Total</b>
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**SCHEDULE OF  
TRANSPORTATION IMPROVEMENTS  
FY12/13 - FY17/18**

**33. US 192 Express Bus Service**

Project Description:

The project consists of express bus service along US 192. This improvement is identified in the SCAT Transit Development Plan.

Source	Total
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**34. Advanced Traffic Management System (ATMS)**

Project Description:

Expand existing ATMS system to include additional County maintained roadways and intersections and traffic management center infrastructure.

Fiscal Year Ending Sept. 30, 2016	2017	2018	2019	2020	Total
State & Local Match		\$5,000,000			\$5,000,000
Total		\$5,000,000			\$5,000,000

**35. Babcock Street**

Project Description:

Babcock Street widening and intersection improvements from Malabar Road south to the County line. The project total includes design, ROW acquisition, and construction.

Fiscal Year Ending Sept. 30, 2016	2017	2018	2019	2020	Total
State & Local Match		\$60,000,000			\$60,000,000
Total		\$60,000,000			\$60,000,000

**36. Hollywood Blvd**

Project Description:

Widening of Hollywood Blvd with intersection improvements from US 192 to Palm Bay Road. The project total includes design costs, ROW acquisition, and construction.

Fiscal Year Ending Sept. 30, 2016	2017	2018	2019	2020	Total
State & Local Match		\$25,000,000			\$25,000,000
Total		\$25,000,000			\$25,000,000

**SCHEDULE OF  
POTABLE WATER/SANITARY SEWER IMPROVEMENTS  
FY12/13 - FY17/18**

**POTABLE WATER IMPROVEMENTS**

**1. Place Holder**

**Project Description:**

There are no projects in Potable Water & Sanitary Sewer Improvements Section at this time. Data & Analysis supports the maintenance of the LOS through the planning period.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
<b>Water / Waste Water O &amp; M</b>						
<b>Total</b>						

**SANITARY SEWER/RE-USE WATER IMPROVEMENTS**

**1. Viera DRI & South Central Regional Water Reclamation Facility Expansion**

**Project Description:**

Expansion of South Central Water Reclamation Facility to meet Viera DRI and central sewer service area growth. The current capacity of 5.5 mg will be expanded to a total of 9 mg in 2015 and 12 mg in 2025 to maintain level of service.

<b>Fiscal Year Ending</b>	<b>Sept. 30, 2016</b>	<b>2017</b>	<b>Total</b>
<b>Water / Waste Water O &amp; M</b>			
<b>Total</b>	\$13,715,000	\$14,500,000	\$28,215,000

**2. Viera DRI Reclaimed Water Expansion**

**Project Description:**

Reclaimed water booster tank rehabilitation. The Viera DRI is within a Reclaimed Water Service Area. All wastewater produced in the Viera DRI is treated and returned as reclaimed water. At build-out total reclaimed water use is 6.23 mg.

<b>Fiscal Year Ending</b>	<b>Sept. 30,</b>	<b>2018</b>	<b>2025</b>	<b>Total</b>
<b>Water / Waste Water O &amp; M</b>		\$1,000,000		\$1,000,000
<b>Total</b>				\$1,000,000

**SCHEDULE OF  
SOLID WASTE & HAZARDOUS MATERIALS IMPROVEMENTS  
FY12/13 – FY17/18**

**1. North Disposal Facility**

**Titusville Transfer Station Land Acquisition Ch. 8 Solid Waste Mngt Obj. 2 Policy 2.1**

**Project Description:**

Purchase of approximately 80 acres of land located between Mockingbird Mulching Facility and the current Titusville transfer station for future expansion of the mulching facility and for future relocation of the Titusville Transfer Station. The property will be purchased when and if it becomes available.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment			\$2,055,000		\$ 2,055,000
Impact Fees					
Sale of Assets, Bonds					
<b>Total</b>					<b>\$ 2,055,000</b>

**2. Central Disposal Facility**

**Central Disposal Facility – Wetland Permitting CH 8 Solid Waste Mngt. Obj. 5 Policy 5.1**

**Project Description:**

This project is the mitigation design and wetland permitting of approximately 85 acres at the Central Disposal Facility. There have been some delays in the project due to permitting and mitigation issues that needed to be resolved with FDEP. In addition, some aspects of this project, such as borrow pits, are not needed at this time and will better serve the Department by being delayed. The project, approved by the Board in August 1998 as part of the recommended Solid Waste Master CIP Plan covering a 25 year planning period. This project is scheduled to be completed in 2017.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment	\$550,000	\$1,915,000	\$999,000	\$800,000	\$4,264,000
Impact Fees					
Sale of Assets, Bonds					
<b>Total</b>					<b>\$4,264,000</b>

**Central Disposal Facility – S. Landfill Expansion PH1 Ch. 8 Solid Waste Mngt. Obj. 5 Policy 5.1**

**Project Description:**

This project consists of the development and construction of additional Class I landfill cells (space) at the Central Disposal Facility. With the expansion of the site, the Department will be able to meet the disposal needs of the County for the next twenty-five years. The timing of this project for commencing construction will be dependent on the flow of solid waste that this facility receives. With the state of the economy, the start of construction will be dependent on the date of closure of the existing landfill. This is an eight year project, approved by the Board in August 1998 as part of the recommended Solid Waste

**SCHEDULE OF  
SOLID WASTE & HAZARDOUS MATERIALS IMPROVEMENTS  
FY12/13 – FY17/18**

Master CIP Plan covering a 25 year planning period. This project is scheduled to be completed in September 2016.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment	\$4,450,000	\$5,391,000	\$4,950,000		\$3,757,000
Impact Fees					\$ 513,000
Sale of Assets, Bonds		\$12,000,000			\$12,000,000
<b>Total</b>					<b>\$26,791,000</b>

**Central Disposal Facility – Slurry Wall Final Closure Ch. 8 Solid Waste Mngt. Obj. 5 Policy 5.1**

Project Description:

This project consists of the final closure of a slurry wall at the Central Disposal Facility.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment	\$310,000				\$310,000
Impact Fees					
Sale of Assets, Bonds	\$9,900,000	\$9,900,000		\$33,910,000	\$53,710,000
<b>Total</b>					<b>\$54,020,000</b>

**Central Disposal Facility – Scale House and Entrance Road Ch. 8 Solid Waste Mngt. Obj. 5 Policy 5.1**

Project Description:

This project consists of the development and construction of a scale house and entrance road at the Central Disposal Facility.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment	\$4,300,000	\$1,080,000			\$5,380,000
Impact Fees					
Sale of Assets, Bonds					
<b>Total</b>					<b>\$ 5,380,000</b>

**Central Disposal Facility – Property Expansion Ch. 8 Solid Waste Mngt. Obj. 5 Policy 5.1**

Project Description:

This project consists of property expansion to provide a buffer at the Central Disposal Facility.

<b>Fiscal Year Ending Sept. 30, 2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment	\$225,000	\$225,000			\$ 550,000
Impact Fees					
Sale of Assets, Bonds					
<b>Total</b>					<b>\$ 550,000</b>

**SCHEDULE OF  
SOLID WASTE & HAZARDOUS MATERIALS IMPROVEMENTS  
FY12/13 – FY17/18**

**3. Sarno Disposal Facility**

**Pretreatment System for Sarno Rd Landfill      CH 8 Solid Waste Mngt. Obj. 1 Policy 1.1**

**Project Description:**

The Solid Waste Management Department's Sarno Road Landfill Pretreatment System will remove excessive Carbon Biological Oxygen Demand (CBOD) in the leachate from the transfer station and excessive suspended solids. Not currently funded as a capital project.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment						\$0
Impact Fees						
Sale of Assets, Bonds						
<b>Total</b>						<b>\$0</b>

**4. South County Disposal Facility**

**S. County Transfer Station – Land Purchase      Ch. 8 Solid Waste Mngt. Obj. 9 Policy 9.2**

**Project Description:**

This project is to locate and purchase a site for a future south county solid waste transfer station. This is a multi-year project, approved by the Board in August 1998 as part of the recommended Solid Waste Master CIP Plan covering a 25 planning period. It was originally budgeted in Fiscal Year 2001-2002, but due to unforeseen delays it was not completed and is now scheduled to be completed by September 2014.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment		\$5,842,518				\$5,842,518
Impact Fees						
Sale of Assets, Bonds						
<b>Total</b>						<b>\$5,842,518</b>

**U.S. 192 Site - South County SWMF PH1, 40 acres, Class III Landfill      Ch. 8 Solid Waste Mngt. Obj.5 Policy 5.2 & 5.3**

**Project Description:**

This project provides for the initial permitting and master plan for the build-out of a Class I and Class III landfill with ancillary facilities located at the U.S. 192 site as identified within the master plan.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Disposal Assessment	\$1,525,000	\$775,000	\$750,000			\$3,050,000

**SCHEDULE OF  
SOLID WASTE & HAZARDOUS MATERIALS IMPROVEMENTS  
FY12/13 – FY17/18**

Impact Fees			
Sale of Assets, Bonds	\$9,900,000	\$9,900,000	\$19,800,000
Total			\$22,850,000

## **SURFACE WATER/WATER SHED IMPROVEMENTS**

### **1. Fay Lake - Phase 1**

### **Ch. 2 Surface Water Obj. 1 Policy 1.5(A)**

#### **Project Description:**

This project includes design and construction of a diversion of the West Port St. John outfalls into Fay Lake, which will serve as a regional stormwater treatment pond. This project will provide improved water quality for the St. Johns River and reduced flooding in the Port St. John area. This project was approved by the Board of County Commissioners in September 2000. Project implementation was delayed to allow for completion of the Chain of Lakes Project. In order to resume progress for the Fay Lake project staff plans to divide it into 3 phases and seek grants to leverage stormwater assessments to fund construction of Phase I in FY 14-15 and FY 15-16.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.	\$20,000	\$175,000	\$150,000			\$ 450,000
<b>Total</b>						<b>\$ 450,000</b>

### **2. Breezeway**

### **Ch2 Surface Water Obj. 4 Policy 4.6**

#### **Project Description:**

Breezeway is an older development located between US1 and the Florida East Coast Railroad north of SR528. The area has an inadequate drainage system causing flooding of roadways and private property. This project consists of upgrading the existing drainage system to reduce flooding by installing an exfiltration system. Total project cost is estimated at \$150,000. Survey design and permitting will be accomplished FY 12-13. Construction will take place early FY13-14.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.	\$150,000					\$ 150,000
<b>Total</b>						<b>\$ 150,000</b>

### **3. Hall Road Pump Station**

### **Ch. 2 Surface Water Obj. 3 Policy 3.4**

#### **Project Description:**

Staff conducted a drainage study for unincorporated area of North Merritt Island located east of State Road 3, south of Crisafulli Road, and north of State Road 528, and including property that extends across Kennedy Space Center (KSC) property. This drainage area has incurred significant flooding events on several occasions, most recently during T.S. Fay in 2008 when multiple homes experienced finished floor flooding and streets were impassable for days. The drainage study assessed the potential of reconnecting agricultural drainage ditches that drained to the Banana River prior to creation of the space program. Potential reconnections were modeled to ensure that no adverse flooding or other negative impacts would result from the proposed improvements. The most cost effective improvement identified was addition of a pump at Hall Road. Cost is estimated at \$880K. Matching funds will be sought to bully fund this project.

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**4. Fortenberry Road/Parcel                      Ch. 2 Surface Water Obj. 3 Policy 3.5**

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**Project Description:**

This project involves the construction of a 26-acre +/- regional stormwater treatment pond on Merritt Island in 3 phases. In September 2009, Brevard County purchased a 50-acre parcel from Pulte Homes to develop a regional stormwater management system in an effort to provide water quality treatment for nearly 170 commercially developed acres along the south side of SR 520. The first phase of construction began in FY 2010-11. The second phrase began in FY11-12, the third phrase will be funded with commercial paper and is anticipated to be done before the end of FY12-13.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.	\$3,000,000					\$3,000,000
<b>Total</b>						<b>\$3,000,000</b>

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**5. N. Merritt Island Improv.-Pine Island Phases 1 & 2**

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**Project Description:**

This project will improve water quality to the Indian River Lagoon and reduce the duration of flooding within the North Merritt Island drainage basin. The project is divided into two phases that include modification of two existing borrow pits on Pine Island. The land is owned by the St. Johns River Water Management District and the Brevard County Environmentally Endangered Lands program. Phase I involved the expansion and regrading of the north borrow pit, installation of the first pump, and fabrication of a diversion weir within the Pine Island Road ditch to redirect stormwater water runoff into the borrow pit for water quality treatment. A \$500,000 FDEP grant was received in 2010 and a \$377,000 grant was secured in 2011 to fund almost 50% of the Phase I construction costs, Construction was completed in FY 11-12.

The Phase II portion of the North Merritt Island Pine Island improvements will provide additional water quality improvements to the Indian River Lagoon and reduce the duration of flooding within the North Merritt Island drainage basin. Phase II includes regrading the south borrow pit and the installation of the second of two pumps to divert additional flow to the south borrow pit from the Pine Island Road drainage ditch. The storage within the south borrow pit will provide additional attenuation and pollution abatement prior to discharging to the Indian River. The County received a FDEP 319 grant to cover 50% of the estimated total construction cost, roughly \$1.6 million for Phase II construction. Without cost-sharing and/or a grant, Phase II cannot be completed prior to FY2014/2015.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.	\$1,600,000					\$1,600,000
FDEP	\$1,700,000					\$1,700,000
<b>Total</b>						<b>\$3,300,000</b>

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**6. West Cocoa Drainage Improvements Ch 2 Surface Water Obj. 3 Policy 3.5**

**Project Description:**

This project consists of multiple phases. The first was preliminary design and permitting of obvious roadway drainage system improvements along sections of Range, Cox and Pluckebaum Roads. Stormwater funds were used for this. Next, construction of the new Lake and Range intersection culverts was completed in FY 09-10 using Local Option Gas Tax [LOGT] bond proceeds. Stormwater funds were used to complete a basin-wide hydrologic and hydraulic study necessary to qualify projects for federal grant assistance. Housing & Human Services has a CDBG grant to fund \$3.7M of critical improvements along the Lake Drive ditch and the "A" Lane ditch in FY 10/11 through FY 12/13 agreement increased available funds by \$2,100,000. The County has received FEMA grants of \$807,000 for additional drainage upgrades. Construction is proceeding along 4 major drainage corridors.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.		\$400,000				\$ 400,000
Grant		\$6,200,000				\$6,200,000
<b>Total</b>						<b>\$6,600,000</b>

**7. Upper Eau Gallie – Lake Washington Cons Ch2 Surface Water Obj 1 Policy 1.8/Obj. 3 Policy 3.5**

**Project Description:**

This project completes implementation of most of the \$3.3 million Upper Eau Gallie Masterplan for drainage improvements west of Turtlemound Road. The project upgraded culverts along Post Road, Harlock Road, Parkway Drive and Lake Washington Road in 2009. It also installed a new box culvert under Lake Washington Road and one lane of Bahia Lane connecting the Lake Washington Road ditch to a canal to the south. Construction of this project was largely funded with Constitutional Gas Tax [CGT] bond proceeds. This project began in FY07-08 and was mostly completed in FY08-09. Improvements at Lake Washington Road, Washingtonia Drive intersection was delayed by utility conflicts and Department of Transportation's [FDOT] conflicting work at the adjacent I-95 overpass. Improvements of this final intersection are expected to be permitted in July, bid in August, and constructed in FY12-13.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.	\$383,000					\$ 383,000
<b>Total</b>						<b>\$ 383,000</b>

**8. Beach Outfalls – Pineda Causeway Ch. 2 Surface Water Obj. 1 Policy 1.5(A)**

**Project Description:**

The Brevard County Beach Outfalls Removal Feasibility Study completed in FY06-07 determined that it is not feasible to remove any of the 17 existing stormwater outfalls to the beach, but modifications could be made to many of the outfalls to reduce stormwater discharge. Most of these outfalls are in easements or right-of-ways of the FDOT and/or municipalities. The FY 12-13 budget anticipates cooperation with FDOT, PAFB, FDEP and/or NOAA to fund construction of exfiltration systems for Outfall No. 17, which handles drainage from Pineda Causeway and A1A. The FY 13-14 expenditure anticipates similar

cooperation to install a dry retention system near the intersection of A1A and Patrick Drive to retrofit No. 14. These projects will support beach renourishment permitting requirements. Outfalls No. 15 and 16 are privately owned, with small drainage areas, and retrofitting them is the responsibility of the property owner.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.	\$211,500	\$66,000				\$ 277,500
<b>Total</b>						<b>\$ 277,500</b>

**9. Sarno Lakes-East Ch. 2 Surface Water Obj. 1 Policy 1.8/Obj. 3 Policy 3.5**

**Project Description:**

This project addresses some water quality and quantity improvements that are recommended in the Sarno master drainage plan. During Tropical Storm Fay, the Sarno drainage basin and the adjacent Upper Eau Gallie [UEG] drainage basin were hydraulically connected via significant sheet flow over Lake Washington Road. Using a FEMA grant and Stormwater Assessments, a consultant was contracted in FY08-09 to update and revise the basin models to correct for this connection and re-prioritize the flood improvements. CGT funds, Stormwater Assessments, and a FEMA grant are funding construction of improvements in FY 12-13. This project consists of upgrading ditches and culverts in the Harlock Road, Aurora Road, White Road and Carolwood Road areas and improving flow under I-95. It will divert westward flows to the retention basin constructed in the Sarno Lakes-Phase I project and will reduce flooding in the area.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>Total</b>
Stormwater Assess.	\$1,100,000	\$150,000				\$ 1,250,000
FEMA Grant	\$40,000					\$40,000
Gas Tax [CGT]	\$ 570,000					\$ 570,000
<b>Total</b>	<b>\$ 1,710,000</b>	<b>\$150,000</b>				<b>\$ 1,860,000</b>

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.	\$280,000					\$ 280,000
FEMA Grant	\$3,240,00					\$3,240,000
Gas Tax [CGT]	\$1,700,000					\$1,700,000
<b>Total</b>						<b>\$ 5,220,000</b>

**10. Pines Industrial Pond (Barnes) Ch. 2 Surface Water Obj. 3 Policy 3.5**

**Project Description:**

This project consists of the design of a 6.5 acre retention pond between Pines Industrial Park and East Coast Railroad. Land has already been purchased for this project at a cost of \$188,000. It will provide treatment for the reconstructed Barnes Boulevard-US1 Intersection and the Pines Industrial Park. It may also help to reduce flooding in the area. Construction funds must accrue for several years during which design and permitting will proceed and grants will be sought to leverage local funds.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Stormwater Assess.	\$300,000	\$200,000				\$ 500,000

Total	\$ 500,000
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**11. Upper Eau Gallie (UEG) Culvert Improvements Ch. 2 Surface Water Obj. 3 Policy 3.5**

**Project Description:**

This project is part of the Upper Eau Gallie Masterplan approved in May 1997 and consists of culvert replacements in the Aurora Road and South Turtlemound Road area. The purpose of this project is to reduce flooding in the area. Using a FEMA grant and Stormwater Assessment revenues, a consultant was tasked in FY08-09 to update and revise the Upper Eau Gallie [UEG] and Sarno Masterplans and re-prioritize the flood improvements. Available bond proceeds from Constitutional Gas Tax and Stormwater Utility revenues were used to complete design in FY10-11. Brevard County's 25% match of a possible FEMA grant is budgeted for FY11-12 based on a construction cost estimate (without water quality treatment) of \$870,000.

Fiscal Year Ending Sept. 30,	2013	2014	2015	2016	2017	Total
Stormwater Assess.	\$220,000					\$220,000
City	\$250,000					\$250,000
Grant	\$1,200,000					\$1,200,000
Total						\$1,670,000

**12. Lamplighter/Upper Crane Creek – Phase I Ch. 2 Surface Water Obj. 1 Policy 1.5(A)**

**Project Description:**

This project is part of the multi-phase Crane Creek-Hickory Ditch Masterplan. It includes installation of three 48" culverts under I-95 to be constructed in summer-fall, 2009, associated upstream and downstream conveyance improvements and an approximately 30 acre stormwater treatment pond located east of I-95 and north of Lamplighter Village. The conveyance improvements are anticipated to reduce peak flood elevations by 24" during 100 year storm events. The pond will provide treatment of runoff from approximately 350 acres of older development in the John Rodes Boulevard, Sarno Road, Ellis Road area prior to discharge to the St. Johns River. This project was expedited to begin construction of the I-95 culverts in summer, 2009, with the remaining improvements to follow in FY 12-13. Stormwater Assessments funds have been allocated to match the anticipated FEMA construction grant covering 75% of the project costs.

Fiscal Year Ending Sept. 30,	2013	2014	2015	2016	2017	Total
Stormwater Assess.	\$ 700,000					\$ 700,000
Total	\$700,000					\$ 700,000

**RECREATION AND OPEN SPACE IMPROVEMENTS**

**1. Brevard Zoo**

**Project Description:**

This referendum project involves the development of an 8' x 10' wide bicycle/pedestrian path with trail heads from the Brevard Zoo to the Pineda Extension. This project was voter approved in November 2000 and reaffirmed by voters in November 2006. Anticipated completion date will be 2013. This

project is fully funded.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Bond Proceeds	\$2,651,448					\$2,651,448
Total	\$2,651,448					\$2,651,448

## **2. Sandpoint Park/Causeway Site Improvements**

### **Project Description:**

This referendum project involves the development of an area for relaxation and social gathering along the Max Brewer Causeway. The improvements will include five small covered picnic tables, a 40' x 30' pavilion, shoreline stabilization, landscaping, lighting, a bike path and parking improvements. This project was voter approved in November 2000 and reaffirmed by voters in November 2006. Anticipated date of completion for this project is 2013. This project is fully funded.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Bond Proceeds	\$536,829					\$536,829
Total	\$536,829					\$536,829

## **3. Chain of Lakes Development**

### **Project Description:**

This project is the development of the new entrance road into the Chain of Lakes Park. This project was voter approved in November 2000 and reaffirmed by voters in November 2006. Anticipated date of completion for this project is 2013. This project is fully funded.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Bond Proceeds	\$1,000,000					\$1,000,000
Total	\$1,000,000					\$1,000,000

## **4. Holder Park Prefab Restroom**

### **Project Description:**

This project is to replace the existing restroom that services the playground, pavilion and basketball court at Holder Park with a prefabricated concrete restroom that meets ADA requirements.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Balance Forward	\$50,000					\$50,000
Total	\$50,000					\$50,000

## **5. Kelly Park Improvements**

### **Project Description:**

This project is to replace approximately 400 linear feet of seawall and stationary dock and to construct a floating dock at Kelly Park East. This project is fully funded through the Brevard Boating Improvement Program (BBIP) and Florida Inland Navigation District (FIND) Grant funds. This project is anticipated

to be completed by early 2013.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
BBIP	\$336,053					\$336,053
FIND Grant	\$148,750					\$148,750
<b>Total</b>	<b>\$514,803</b>					<b>\$514,803</b>

#### **6. Land Acquisition - EELs**

**Project Description:**

Purchase of environmentally endangered lands is authorized by the 1990 EEL Program referendum and the 2005 EEL Program Referendum recommended by the EEL Selection and Management Committee. Funding is provided from the approved 2005 EEL referendum, and the United States Air Force cooperative agreement. The program is attempting to purchase landlocked and boundary properties within existing EEL manual areas. This project is fully funded and is anticipated to be completed by September of 2013.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Bond Proceeds	\$1,851,480					\$1,851,480
<b>Total</b>	<b>\$1,851,480</b>					<b>\$1,851,480</b>

#### **7. Manatee Hammock Roadway Repaving**

**Project Description:**

This project is to replace the existing road surface by first milling and road leveling followed by asphalt. This project will be done over several years with the work being performed during the summer, which is the campground's slow season. Once this project is completed the patrons at the campground will have a new, safer surface for bicycling, walking and driving in the campground.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Balance Forward	\$14,404	\$100,000	\$100,000	\$100,000	\$100,000	\$511,404
Charge for Services	\$60,000	\$50,000	\$50,000	\$50,000	\$50,000	\$260,000
<b>Total</b>	<b>\$171,404</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$771,404</b>

#### **8. Manatee Hammock Prefab Restroom**

**Project Description:**

This project is to install a prefabricated restroom and shower that is ADA compliant to service the swimming pool area. This will help bring the campground facilities up to ADA compliance.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Balance Forward	\$145,000					\$145,000
<b>Total</b>	<b>\$145,000</b>					<b>\$145,000</b>

#### **9. North Brevard Senior Center Expansion**

**Project Description:**

This referendum project involves a boardwalk with a gazebo and a retention area. The City of Titusville has agreed to reimburse Brevard County with \$1,464,047 for the retention area. Anticipated date of completion for this project is 2013. This project is fully funded.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Bond Proceeds	\$140,801					\$140,801
City of Titusville	\$634,024					\$634,024
District 1 MSTU	\$42,000					\$42,000
<b>Total</b>	<b>\$816,825</b>					<b>\$816,825</b>

**10. Sandpoint Park Prefab Restroom – Southeast Corner**

**Project Description:**

This project is to install a multi-user, prefab concrete, ADA accessible restroom closer to the new Max Brewer Memorial Bridge. This restroom will service the groups of people that exercise in the southern end of the park, people that walk the bridge, and patrons that will utilize three new large pavilions being installed, funded by the Florida Department of Transportation.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Balance Forward	\$145,000					\$145,000
<b>Total</b>	<b>\$145,000</b>					<b>\$145,000</b>

**11. Sandpoint Park Prefab Restroom – Northeast Corner**

**Project Description:**

This project is to replace the existing restroom that services several pavilions along the northern river edge at the point of Sand Point Park with a prefabricated concrete restroom that meets ADA requirements.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Balance Forward	\$50,000					\$50,000
<b>Total</b>	<b>\$50,000</b>					<b>\$50,000</b>

**12. Savannahs Golf Course Irrigation System**

**Project Description:**

Materials and installation of irrigation piping, sprinkler heads, and new Central Controller for the entire golf course. The project will eliminate the need for continuous repairs to the irrigation system at the golf course.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Balance Forward – User Fees	\$1,035,186					\$1,035,186
<b>Total</b>	<b>\$1,035,186</b>					<b>\$1,035,186</b>

### 13. Scottsmoor Flatwoods Sanctuary Fencing

**Project Description:**

Perimeter fencing of approximately 14,500 linear feet is required for the western portion of the Scottsmoor Sanctuary which was purchased in 2008 to provide site security.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Bond Proceeds	\$88,000					\$88,000
Total	\$88,000					\$88,000

### 14. Veterans Memorial

**Project Description:**

This referendum project involves the development of 48.53 acres to add amenities such as a trailhead, fishing pier, pavilion, extensive natural trails, non-motorized boat ramp, wildlife observation tower, extend sidewalks, horseshoe pits, educational kiosk & signage, benches, parking lot handicap accessible, saltwater and freshwater wetlands, and storm water/flood storage pond. Funding for this project is from a Florida Communities Trust grant that was accepted by the Board of County Commissioners Chairman on December 28, 2011. Anticipated completion date will be 2013. This project is fully funded.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
FCT Grant	\$800,000					\$800,000
Total	\$800,000					\$800,000

### 15. Wickham Park

**Project Description:**

This referendum project involves the development of camping areas, youth camping area, parking, a visitor center, upgrades to the main pavilion, roadway, pedway and other site improvements. This project was voter approved in November 2000 and reaffirmed by voters in November 2006. Anticipated completion date of project is 2013. This project is fully funded.

<b>Fiscal Year Ending Sept. 30,</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>Total</b>
Bond Proceeds	\$2,043,414					\$2,043,414
Total	\$2,043,414					\$2,043,414

#### Policy 1.1

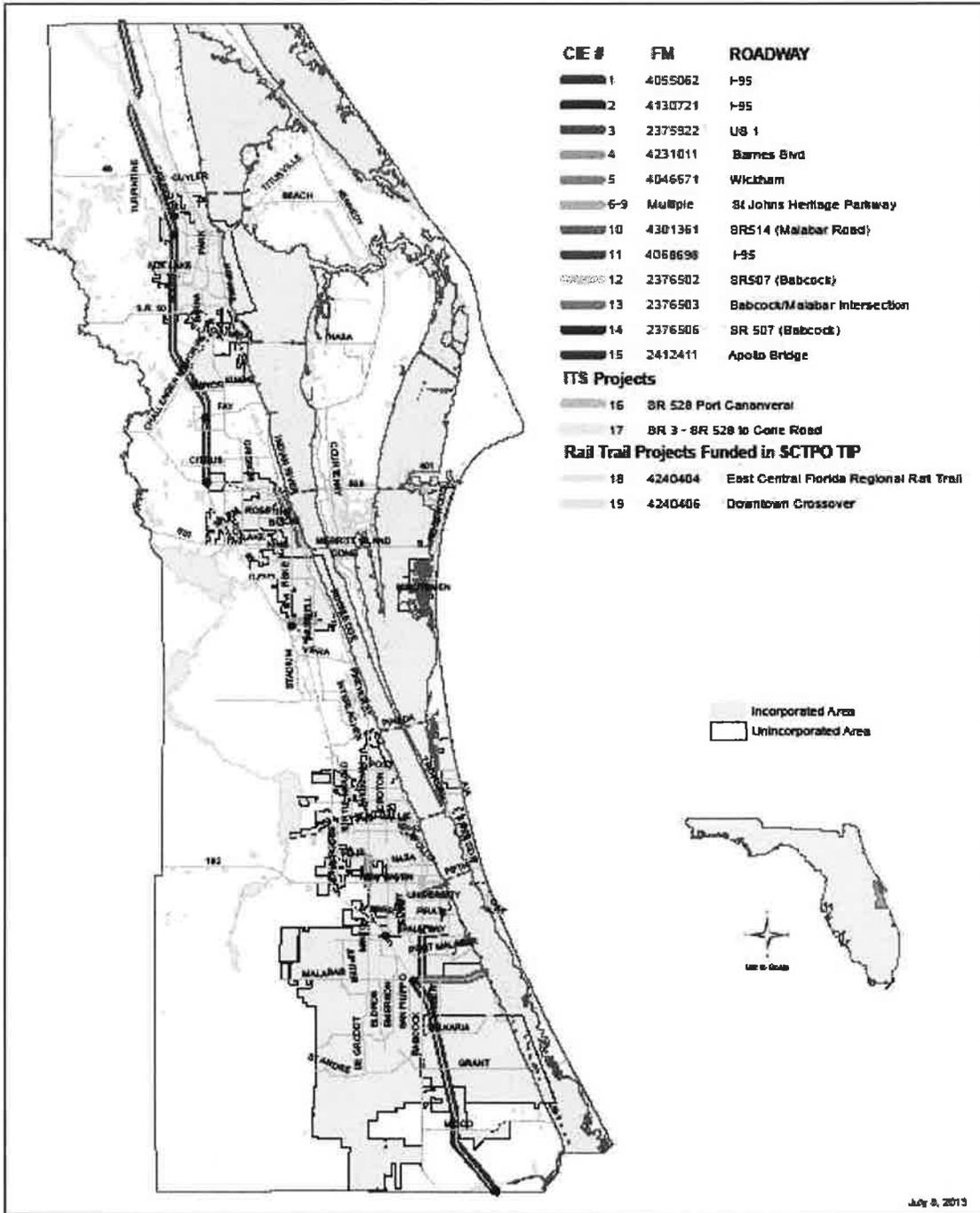
##### G. Public Schools

By December 1 of each year, Brevard County shall adopt as part of its Capital Improvement Element the School Board of Brevard County's Five Year Work Program. Brevard County hereby adopts by reference the School Board of Brevard County's Five-Year Work Program for the planning period, 2012/13 through 2016/17 the School District Program approved on September 25, 2012 as part of the School District budget, is adopted, including planned facilities and funding sources to ensure a financially feasible

capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.



# Brevard County - Comprehensive Plan

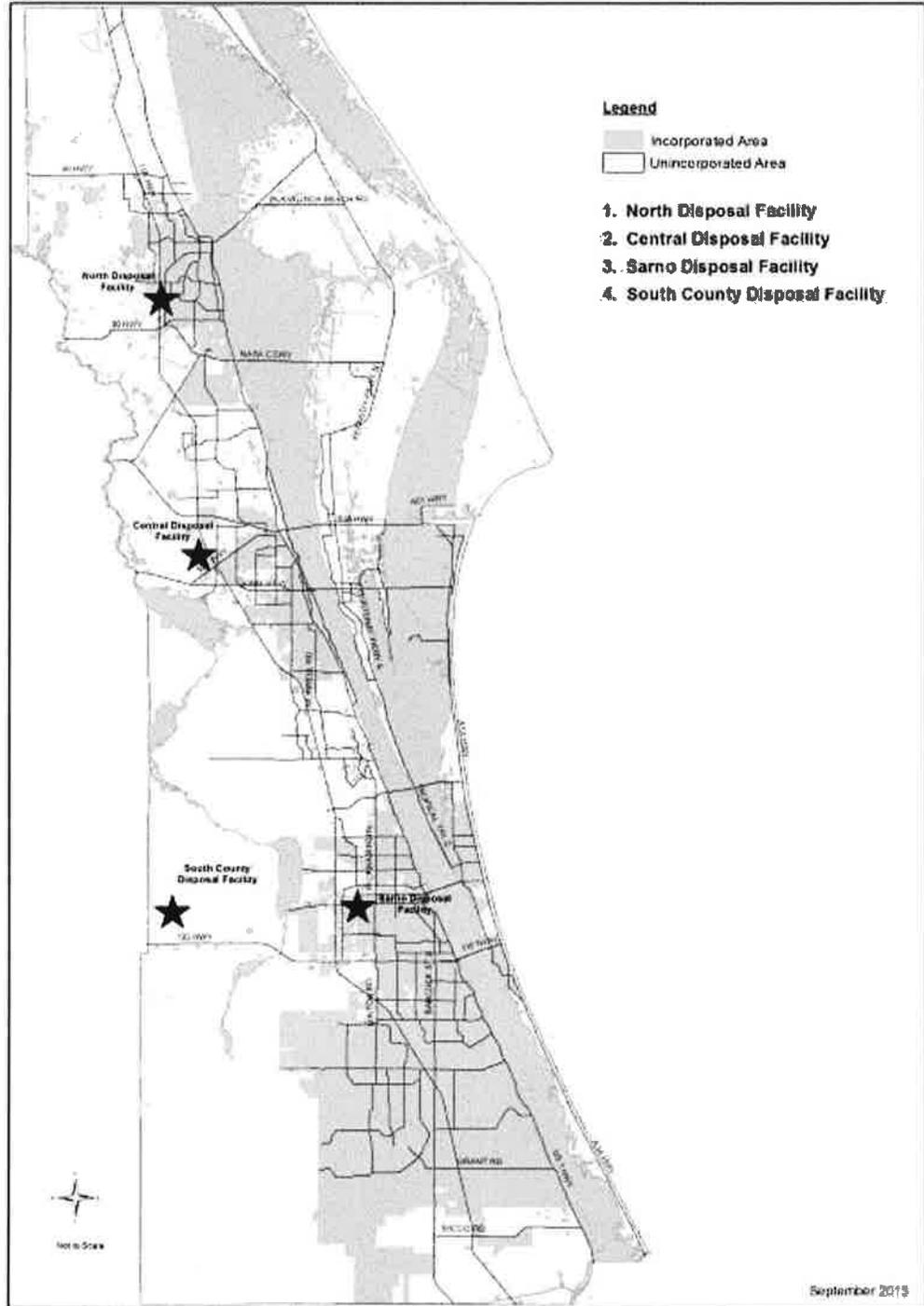


## Transportation Improvements Project Location Map

CIE Update FY12/13 - FY17/18



# Brevard County - Comprehensive Plan

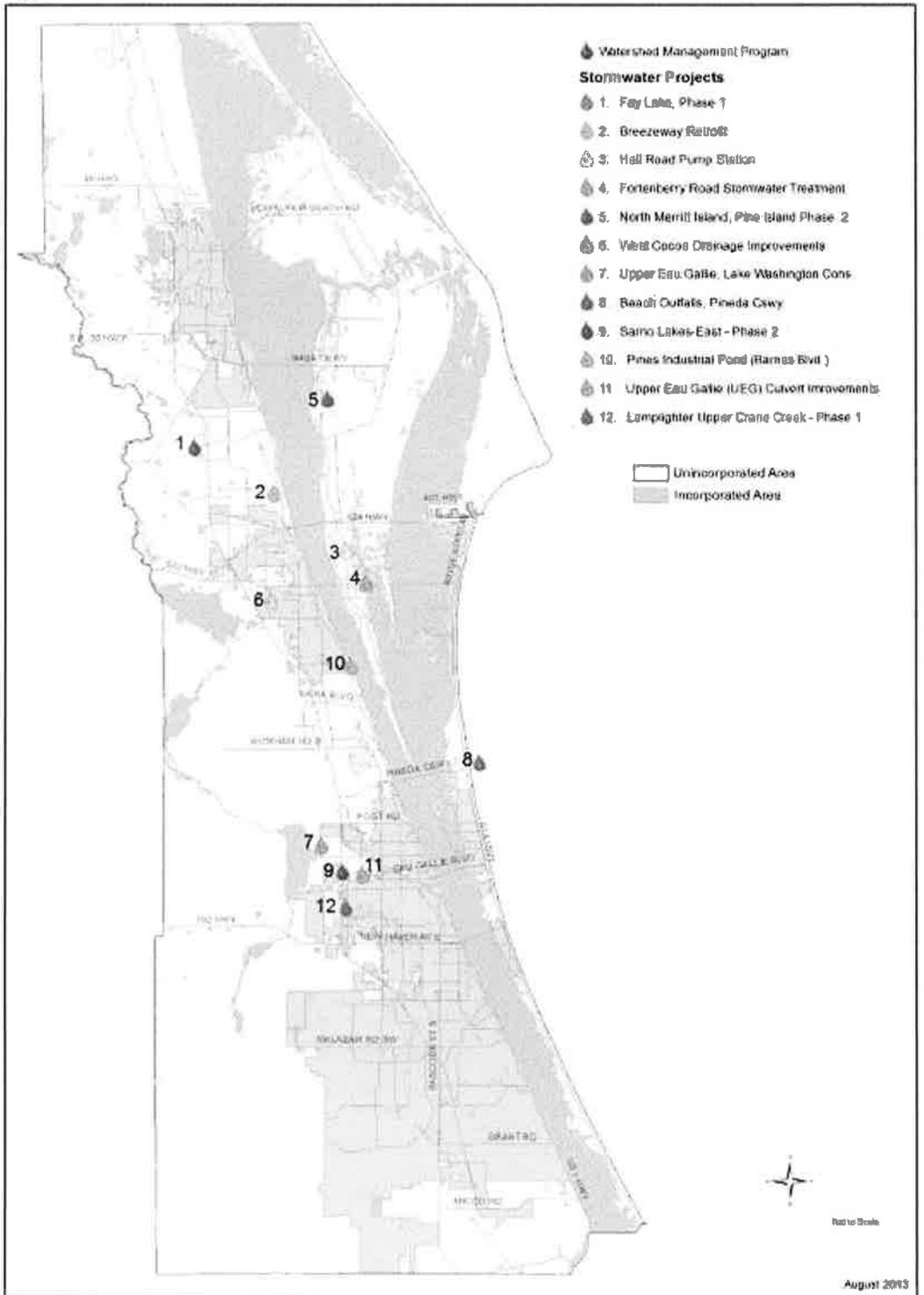


## Solid Waste & Hazardous Materials Improvements Project Location Map

CIE Update FY12/13 - FY17/18



# Brevard County - Comprehensive Plan

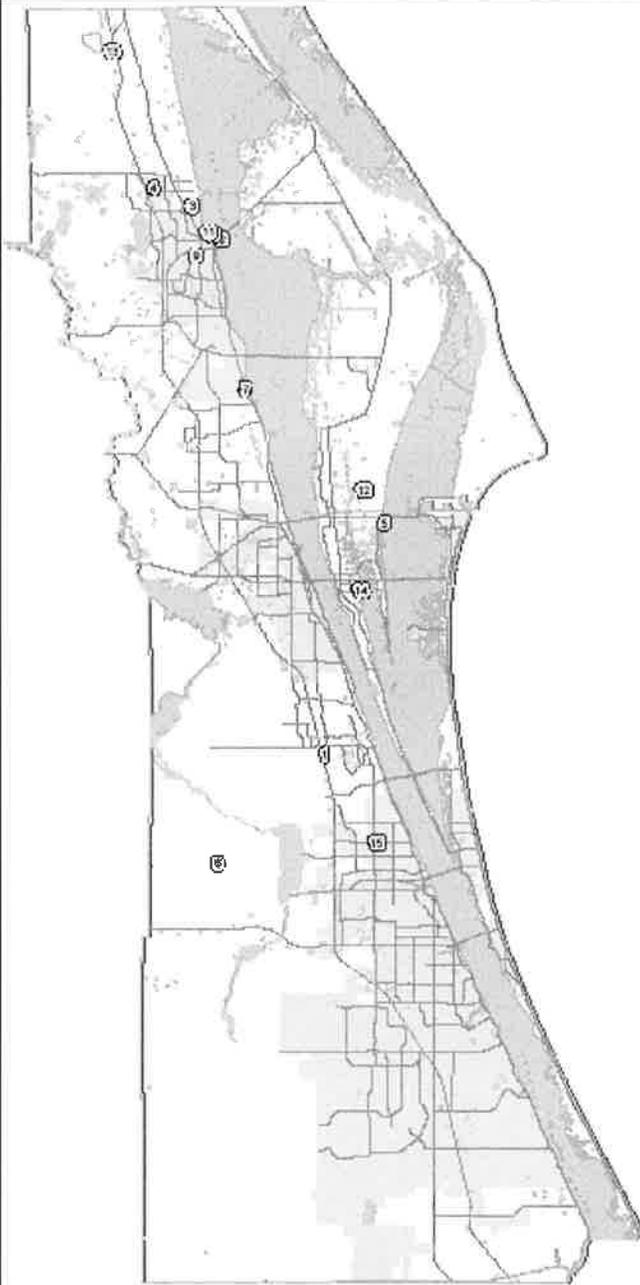


## Surface Water/Watershed Management Improvements Project Location Map

CIE Update FY12/13 - FY17/18



# Brevard County - Comprehensive Plan



## Recreation and Open Space Improvements FY2012/13 - FY2017/18

### Project Number

- 1. Brevard Zoo Linear Park
- 2. Sandpoint Park
- 3. Chain of Lakes Park Development
- 4. Holder Park
- 5. Kelly Park East Improvements
- 6. Land Acquisition
- 7. Manatee Hammock
- 8. Manatee Hammock
- 9. North Brevard Senior Center
- 10. Sandpoint Park
- 11. Sandpoint Park
- 12. Savannahs Golf Course
- 13. Scottsmoor Flatwoods Sanctuary
- 14. Veteran's Memorial Park
- 15. Wickham Park



Not to Scale

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## Recreation & Open Space Improvements Project Location Map

CIE Update FY12/13 - FY17/18

~~BREVARD COUNTY COMPREHENSIVE PLAN~~  
~~CHAPTER XIV~~

~~PUBLIC SCHOOL FACILITIES ELEMENT~~

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## GOAL, OBJECTIVES, AND POLICIES

### **GOAL**

TO PROVIDE A PUBLIC SCHOOL SYSTEM THAT OFFERS A HIGH QUALITY EDUCATIONAL ENVIRONMENT, PROVIDES ACCESSIBILITY FOR ALL OF ITS STUDENTS, AND ENSURES ADEQUATE SCHOOL CAPACITY TO ACCOMMODATE ENROLLMENT DEMAND WITHIN A FINANCIALLY FEASIBLE SCHOOL DISTRICT'S FIVE-YEAR CAPITAL FACILITIES WORK PROGRAM.

### Concurrency Management System

#### **Objective 1- Concurrency Management System**

Maintain adequate school facilities in Brevard County Schools by adopting a concurrency management system to address the need for correction of school facility deficiencies through a tiered level of service for the short and long term planning periods.

#### **Policy 1.1**

Brevard County hereby adopts the following Level of Service (LOS) standards for public schools, based upon ~~Permanent~~ Florida Inventory of School Houses (FISH) capacity.

**Table 14-1**

<u>LEVEL OF SERVICE</u>					
<u>Facility Type</u>	<u>LOS</u>				
<u>Elementary Schools</u>	<u>100%</u>				
<u>Middle Schools</u>	<u>100%</u>				
<u>Junior / Senior High Schools</u>	<u>100%</u>				
<u>High Schools</u>	<u>100%</u>				

#### **Policy 1.2**

Brevard County hereby adopts the School Board's current public school attendance boundaries, as the Concurrency Service Areas (CSA).

#### **Policy 1.3**

Concurrency shall be measured and applied using a geographic area known as a Concurrency Service Area (CSA) which shall coincide with the school attendance boundaries, as adopted by the School District. ~~Either Brevard County or the School District may propose a change to the CSA boundaries.~~ The following procedures shall be used for modifying a CSA map:

**Criteria:**

- A. The School District will transmit a proposed CSA map modification with data and analysis to support the change to the Cities, the County, and the Capital Outlay Committee (COC). Any proposed change to a CSA shall require a demonstration by the School District that the change complies with the public school LOS standard and that utilization of school capacity is maximized to the greatest extent possible.

The utilization of school capacity will be maximized to the greatest extent possible, taking into account transportation costs, court approved desegregation plans and other relevant factors.

- B. Brevard County and the COC will review the proposed modification of the CSA and send their comments to the School District within 30 days of receipt of the proposed change.
- C. The modification of a CSA shall be effective upon adoption by the School Board.

**Policy 1.4**

The Parties shall observe the following process for changes in the use of schools:

**Criteria:**

- A. At such time as the School District determines that a school change is appropriate considering the appropriate use of the school and utilization requirements, the School District shall transmit the proposed school change in use and data and analysis to support the changes to the Capital Outlay Committee and the Staff Working Group.
- B. The Capital Outlay Committee and the Staff Working Group shall review the proposed changes to the school use and send their comments to the School District within forty five (45) days of receipt.
- C. The change in school use shall become effective upon final approval by the School Board.

## School Concurrency Evaluation

### **Objective 2- School Concurrency Evaluation**

Brevard County shall ensure a school concurrency evaluation shall be performed by the Brevard County School District to review projected residential development in order to accommodate new students at the adopted level of service for adequate school facility capacity.

#### **Policy 2.1**

Brevard County shall not approve any non-exempt residential development application for a residential land use change, zoning change, or functional equivalent that increases the potential residential development rights until a School Impact Analysis (SIA) has been undertaken resulting in a Capacity Determination Letter issued by the School Board to Brevard County indicating that adequate school facilities exist.

#### **Policy 2.2**

Brevard County shall not approve any non-exempt residential development application for a new residential preliminary plat, site plan or functional equivalent until a School Impact Analysis (SIA) has been undertaken resulting in a School Capacity Availability Determination Letter (SCADL) issued by the School Board to Brevard County indicating that adequate school facilities have been reserved to accommodate the impacts of the development.

#### **Policy 2.3**

Brevard County shall consider the following criteria to exempt residential uses from the requirements of school concurrency:

**Criteria:**

- A. All single family lots of record at the time the School Concurrency implementing ordinance became effective.
- B. Any new residential development that has an unexpired preliminary plat or site plan approval or the functional equivalent for a site specific development order prior to the commencement date of the School Concurrency Program.
- C. Any amendment to any previously approved residential development, which does not increase the number of dwelling units or change the type of dwelling units (single-family to multi-family, etc.).
- D. Any age restricted community with no permanent residents under the age of eighteen (18). Exemption of an age restricted community will be subject to a restrictive covenant limiting the age of permanent

residents to 18 years and older.

- E. The replacement of an existing residential dwelling unit, including those partially or entirely damaged, destroyed or demolished, with a new unit of the same type and use provided that the existing unit has been occupied at some time during the five year period immediately preceding the construction of the new unit.
- F. De minimis Impact for School Capacity Determination (non-binding):
  - 1. Small Scale Comprehensive Plan Amendment requests which will not increase the maximum allowable residential units by 50 units or more.
  - 2. Preliminary Development Requests (not including Large Scale Comprehensive Plan Amendments) which will not increase the maximum allowable residential units by 50 units or more.
- G. De minimis Impact for Concurrency Determination (binding) - Any residential development request, which based on the Student Generation Rate (SGM) established in this Agreement will not exceed one (1) student for any type of school.

#### **Policy 2.4**

Brevard County, through its land development regulations, and in conjunction with the School District, shall establish a school concurrency review process for all residential projects that are not exempt under Policy 2.2. The minimum process requirements are described below:

**Criteria:**

- A. A residential development application including a School Impact Analysis (SIA) is submitted to Brevard County for review.
- B. Brevard County determines application is complete for processing and transmits the SIA to the School District for review.
- C. The School District reviews application for available capacity and issues a School Capacity Availability Determination Letter (SCADL) to Brevard County:
  - 1. If capacity is available within the affected CSA, the School District shall issue a SCADL verifying available capacity.

2. If capacity is not available within the affected CSA, contiguous CSAs are reviewed for available capacity.
3. If capacity is available in the contiguous CSAs, the School District shall issue a SCADL verifying available capacity in the adjacent CSAs.
4. If capacity is not available in the contiguous CSAs, the School District shall issue a SCADL indicating the development is not in compliance with the adopted LOS and offers the developer a 90-day negotiation period for mitigation.

**Policy 2.5**

Brevard County in conjunction with the School District shall review developer proposed applications for proportionate share mitigation projects to add the school capacity necessary to satisfy the impacts of a proposed residential development. Mitigation options may include, but are not limited to:

**Criteria:**

- A. Contribution of land or payment for land acquisition in conjunction with the provision of additional FISH Capacity; or
- B. Mitigation banking based on the construction of a public school facility in exchange for the right to sell FISH Capacity credits; or
- C. Provision of additional student stations through the donation of buildings for use as a primary or alternative learning facility; or
- D. Provision of additional student stations through the renovation of existing buildings for use as learning facilities; or
- E. Construction or expansion of permanent student stations; or
- F. Construction of a public school facility in advance of the time set forth in the Five Year District Facilities Work Program.
- G. Construction of a charter school designed in accordance with School Board standards, providing sufficient permanent capacity to the District's inventory of student stations. Use of a charter school for mitigation must include provisions for its continued existence, including but not limited to

the transfer of ownership of the charter school property and/or operation of the school to the School Board.

H.

**Policy 2.6**

For mitigation measures in Policy 2.4 (A) thru (F) above, the estimated cost to construct the mitigating improvement will reflect the estimated future construction costs at the time of the anticipated construction.

**Criteria:**

- A. Improvements contributed by the developer shall receive school impact fee credit.
- B. The cost difference between the developer's mitigation costs and the impact fee credit, if greater, shall be the responsibility of the developer.

**Policy 2.7**

Brevard County and the School District shall provide a 90-day negotiation period to allow for the review and negotiation of proportionate share mitigation offers proposed by a developer.

**Criteria:**

- A. If mitigation is approved, Brevard County and the School District enter into an enforceable binding agreement with the developer and the improvement(s) will be included in the School District's annually adopted Five-Year District Facilities Work Program and reflected in the next update to the Capital Improvements Element.
- B. If mitigation is denied, Brevard County must deny application based upon no available school capacity.
- C. A Local Government shall not issue any permits for a residential development until receiving confirmation of available school capacity in the form of a SCADL from the School District.

**Policy 2.8**

Brevard County shall, upon acceptance of a mitigation option identified in Policy 2.4, enter into an enforceable binding agreement with the School District and the developer.

**Policy 2.9**

Brevard County shall notify the School District when an approved residential development has paid impact fees and when the development order for the residential development expires.

## **New Facilities Coordination**

### **Objective 3-~~New Facilities Coordination~~**

~~Beginning with an effective date of 2008, a~~All new public schools built within Brevard County will be coordinated with the School District to be consistent with Brevard County's Future Land Use Map designation to ensure facilities are proximate to appropriate existing and future land uses, serve as community focal points, are co-located with other appropriate public facilities, and will have needed supporting infrastructure.

#### **Policy 3.1**

Brevard County, in conjunction with the School District, shall jointly determine the need for, and timing of, on-site and off-site improvements necessary to support a new school.

#### **Policy 3.2**

Brevard County shall enter into an agreement with the School Board identifying the timing, location, and the party or parties responsible for the planning, constructing, operating, and maintaining off-site improvements necessary to support a new school or school improvement to ensure that the necessary infrastructure is in place prior to or concurrent with construction.

#### **Policy 3.3**

Brevard County shall encourage the location of schools near residential areas by:

##### **Criteria:**

- A. Assisting the School District in the identification of funding and/or construction opportunities (including developer participation or Local Government capital budget expenditures) for sidewalks, traffic signalization, access, water, sewer, drainage and other infrastructure improvements.
- B. Reviewing and providing comments on all new school sites including the compatibility and integration of new schools with surrounding land uses.
- C. Allowing schools within all residential land use categories.

#### **Policy 3.4**

Brevard County, in conjunction with the School District, shall seek opportunities to co-locate schools with public facilities, such as parks, libraries, and community centers, as the need for these facilities is identified.

### Policy 3.5

Brevard County, in conjunction with the School District, hereby designates the Capital Outlay Committee (COC) as the monitoring group for coordinated planning and school concurrency in Brevard County.

### Policy 3.6

Brevard County shall ~~adopt~~ maintain school concurrency provisions ~~within~~ its Land Development Regulations (LDR) to implement school concurrency upon the effective date of this Public School Facilities Element.

### Policy 3.7

Brevard County, in conjunction with the School District and the municipalities within Brevard County shall identify issues relating to public school emergency preparedness, such as:

#### Criteria:

- A. The determination of evacuation zones, evacuation routes, and shelter locations.
- B. The design and use of public schools as emergency shelters.
- C. The designation of sites other than public schools as long-term shelters, to allow schools to resume normal operations following emergency events.

## Annual Updates

### Objective 4—Annual Updates

~~Beginning with an effective date of 2008 and no later than December 1<sup>st</sup> of each year thereafter,~~ Brevard County will include in its Capital Improvements Element (CIE), the School District's annually updated ~~five-year schedule of capital improvements~~ Five-Year District Facilities Work Program as adopted by the School Board, which identifies school facility capacity projects necessary to address existing deficiencies and meet future needs based upon achieving and maintaining the adopted level of service standard for schools.

### Policy 4.1

~~—(a) By December 1 of each year,~~ Brevard County shall adopt as part of its Capital Improvement Element the School Board of Brevard County's Five Year District Facilities Work Program.

~~\_\_\_\_\_ (b) Brevard County hereby adopts by reference the School Board of Brevard County's Five-Year District Facilities Work Program for the planning period 2008-09 through 2012-13, approved on September 23, 2008, as part of the School District budget, including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.~~

#### **Policy 4.2**

~~Brevard County shall annually coordinate review of school enrollment projections, in conjunction with the School District and other local governments through the Capital Outlay Committee, and provide an annual update of the process, including the Public School Facilities Element and maintain Thea Ppublic Sschool Ffacilities Mmap Sseries, which are coordinated with Brevard County's Future Land Use Map or Map Series, including shall depict the planned general location of schools and ancillary facilities for the five-year planning period and the long-range planning period and. The Map Series shall includes:~~

- ~~A. Existing Public School Facilities Maps - type and location of public school facilities and ancillary plants~~
- ~~B. Five-Year Planning Period Maps - generally planned public school facilities and ancillary plants~~
- ~~C. The Long Range Planning Period Map - generally planned areas of future public school facility needs~~

#### **Policy 4.3**

~~Brevard County, in conjunction with the School District, shall coordinate the long range public school facilities map with its comprehensive plan and future land use map. The Map shall be included in the Map Series provided in Policy 4.2.~~

- ~~A. The Long Range Planning Period Map - generally planned areas of future public school facility needs~~

## APPENDIX

### **Map Series Index**

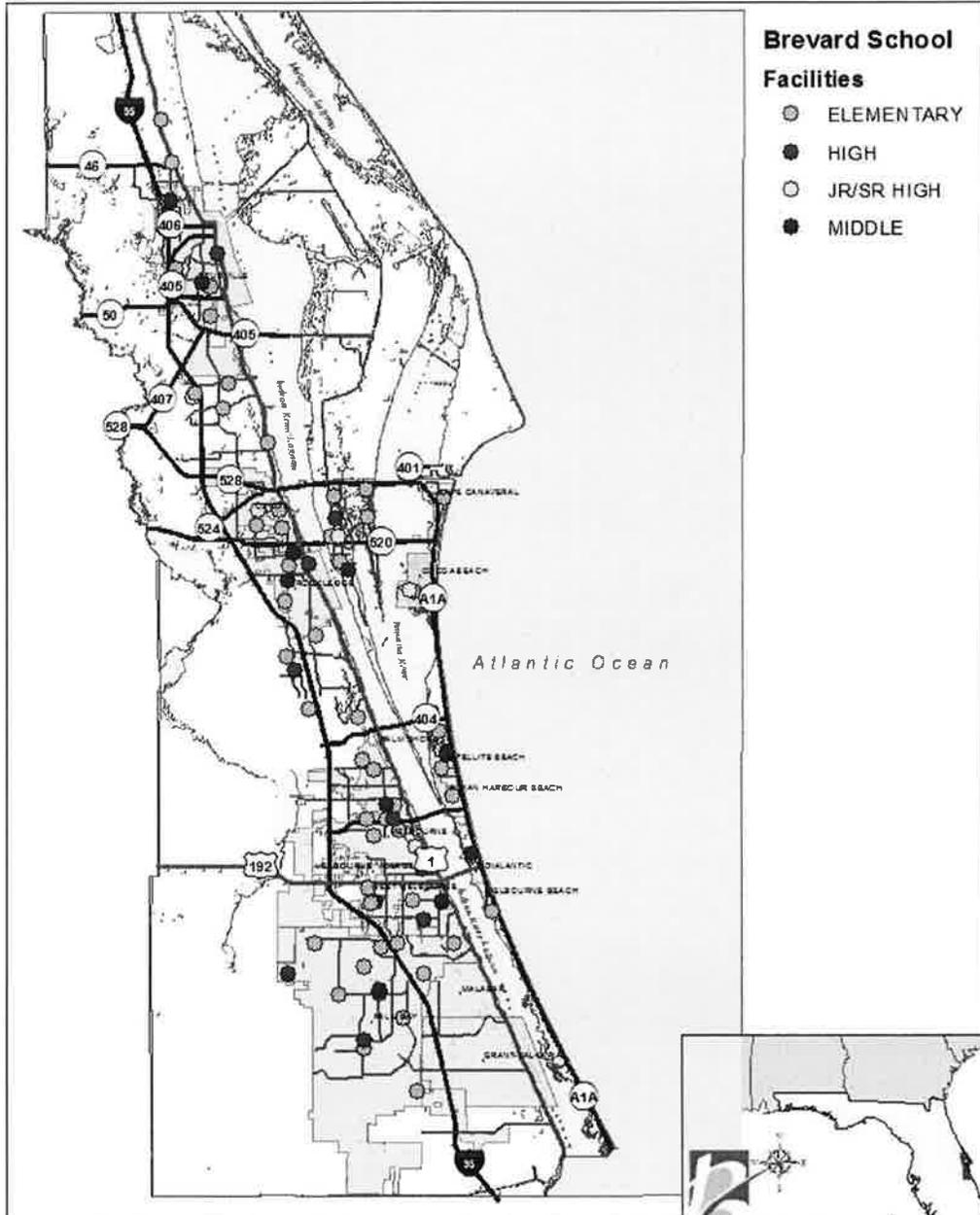
**Map 1 Public School Facilities Existing and Proposed Elementary Schools**  
??

**Map 2 Existing and Proposed Middle and Jr/Sr. High Schools**  
??

**Map 3 Existing and Proposed High and Jr/Sr. High Schools**

**Map 4 Existing and Proposed Ancillary Facilities**  
(??)

## Map 1 Public School Facilities



**Public School Facilities  
School Type and Location**



9/29/2017

PUBLIC SCHOOL FACILITIES ELEMENT

November 2017/December 2009

**CHAPTER XV**

**GLOSSARY**

## GLOSSARY

**Acceptable Level of Service** - the minimum standard adopted in this Comprehensive Plan for a service level on public facilities and services such as roadways, sanitary sewer, potable water, drainage, public schools, solid waste and parks.

**Access** - the physical attributes of a site/facility which enable a person and his attendant means of transportation, to enter a site/facility; See Public Access.

**Acquire** - to come into possession or control of.

**Acre-foot (acre-feet)** - a quantity that is equal to one acre of land covered by one foot of water.

**Active Recreation** - those recreational uses which require a greater degree of physical exertion and involvement, and which contribute to the physical and mental well-being of an individual. Active recreation facilities typically require the alteration of land, vegetation, topography, or other natural features unless developed on a previously impacted site. Includes, but is not limited to, activities such as tennis, baseball, golf, football, etc.

**Adequate** - ability to satisfy a requirement.

**Adequate Housing** - a housing unit which is suitable for human occupancy, which has working indoor plumbing, an adequate heating system, and is in safe structural condition. May have some housing code violations consisting of minor repairs and upkeep which can be corrected by relatively inexpensive means.

**Ad valorem** means a tax or fee based on the value of the item on which it is levied.

**Adjusted gross income**- means all wages, assets, regular cash or noncash contributions or gifts from persons outside the household, and such other resources and benefits as may be determined to be income by the United States Department of Housing and Urban Development, adjusted for family size, less deductions allowable under s. 62 of the Internal Revenue Code.

**Affordable Housing** - housing where monthly rents or monthly mortgage payments, including, taxes, insurance, and utilities do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the following types of households or persons: Extremely-low-income persons; Very-low incomes persons; Low-income persons; and Moderate-incomes persons.

**Agriculture** - activities within land areas which are predominantly used for the cultivation of crops and livestock including: cropland, pastureland, orchards, vineyards, nurseries,

ornamental horticulture areas, groves, confined feeding operations, specialty farms, and silviculture areas.

**Ambient (water or air) Quality** - the background quality or condition of water or air.

**Amenities** - attractive or positive natural, historical or cultural features such as the beaches, riverfronts, historic landmarks, museums, etc.

**Aquaculture** - the culturing of aquatic plants and animals for human use.

**Aquatic Preserves** - those sovereignty lands established by the state of Florida and managed under the provisions set forth in Chapters 253 and 258 of the Florida Statutes.

**Attain** - to reach an end; to arrive by effort.

**Authorized Resident** means any person owning a fee or leasehold interest in real property or a boating facility immediately adjacent to motorboats prohibited zone or a no entry zone.

**Average Weekday Volume** - average 24-hour traffic volume based upon a minimum of 48 hours of continuous counting between 12:01 a.m. Monday to 12:01 a.m. Friday.

**Backlogged Facilities** - infrastructure that is deficient and for which there are no planned or programmed improvements in the Capital Improvements Element.

**Balanced Housing Market** - a market situation where housing opportunities are equally distributed across an area according to the cost, size, type, location, and density of housing units.

**Base Flood Elevation** -- the height, expressed in feet above sea level, of the highest level of floodwaters occurring in the regulatory base flood.

**Berm** -- a mound of sand piled by wind and waves just above the ordinary limit of waves at high tide or a manmade structure used to isolate or contain surface waters. A berm can also be defined as a man-made mound of earth, in excess of two feet in vertical height, used to shield or buffer properties from adjoining uses, highways, or noise, or to control the direction of surface water flow.

**Best Evaluation Practices** - the best practices relating to procedures, processes, data and information that are feasible but dependent upon the availability of resources, personnel, professional expertise, state-of-the-art equipment, and other similar components contributing to the accuracy of analytical efforts.

**Best Management Practices** – erosion control methods such as those described in "Stormwater Management Manual" (1981), the "Florida Development Manual: A Guide to Good Land and



**BrevCEMP** - Brevard County Emergency Management Plan; mandated by Chapter 252, Florida Statutes (State Emergency Management Act), serves to integrate and coordinate comprehensive emergency management plans and programs of the state and federal governments. This document establishes a framework through which Brevard County may prepare for, respond to, recover from, and mitigate impacts resulting from a wide variety of disasters and emergency events that could adversely affect the health, safety and/or general welfare of the visitors and citizens located in Brevard County.

**Buffer** -- open spaces, landscaped areas, fences, walls, berms, or any combination thereof used to physically separate or screen one use of property from another so as to visually separate, ameliorate, reduce, mitigate, shield, or block the adverse impacts of noise, lights, or other nuisances.

**Bulkhead** -- a retaining wall built along a body of water behind which fill is placed.

**Building** - any structure that encloses a space used for sheltering any occupancy, such as residential, business, industry, or other private or public services.

**CCL** - Brevard County Coastal Construction Control Line; the FDEP's old Coastal Control Line (CCCL) which was recorded by the State of Florida in 1975 and adopted by Brevard County Ordinance (Ord. 85-17). This line was adopted by Brevard County so that the Brevard County Coastal Setback Line (CSL) could be established.

**CCCL** - FDEP's old Coastal Construction Control Line as recorded by the State of Florida on March 21, 1975. This line is also referred to as the 1981 FDEP CCCL.

**CSL** - the Brevard County Coastal Construction Setback Line; a line 25 foot landward of the established Brevard County Coastal Control Line (CCL or CCCL).

**Canaveral Port Authority** - a distinct entity established by a state enabling act whose governing body of five elected Commissioners is responsible for the administration, development, and operation of the seaport and its supporting uplands. The Port Authority also may issue bonds and levy property taxes; they also publish their own tariffs, building regulations, and land use controls.

**Capital Budget, Annual** - the first year of the Capital Improvements Program serves as the current year's capital budget.

**Capital Improvement** - any construction, land acquisition, equipment purchase, or rental proposal that costs \$25,000 or more and has a five (5) year or longer expected service life. Projects which may cost less than \$25,000 which are considered necessary for the implementation of any long-term improvement, including implementation of the adopted Comprehensive Plan, shall also be considered a capital improvement.

**Capital Improvements Program** - a five (5) year program for the construction and financing of new public facilities. The Brevard County Capital Improvements Program shall be consistent with the Schedule of Improvements and Funding in the Capital Improvements and Programs Element of the Brevard County Comprehensive Plan. A Capital Improvement Program may also be the capital improvement program of a governing body that provides either roadway, solid waste, potable water, sanitary sewer, parks and stormwater management services to the unincorporated area of Brevard County, such as the Metropolitan Planning Organizations Transportation Improvement Program.

**Caution Zone** means an area where manatees frequently inhabit on a somewhat regular basis and motorboat operators are advised to use caution so as not to strike a manatee.

**Centralized Sewer System** - any collection, treatment and disposal sewer system that is not a septic tank (i.e. package plants and public sewer systems), and requires FDEP permits as opposed to HRS permits.

**Channel** means a marked navigation channel, unless otherwise described or designated, and is not intended to mean an access or side channel unless otherwise designated for the purpose of regulation.

**Class I Waters** - waters utilized as a source of potable water supply as determined by the Florida Department of Environmental Protection and defined within Chapter 62-302, F.A.C., as amended.

**Class II Waters** - waters utilized for shellfish propagation and harvesting as determined by the Florida Department of Environmental Protection and defined within Chapter 62-302, F.A.C., as amended.

**Class III Waters** - all waters within Brevard County except those designated by the Florida Department of Environmental Protection as Class I, Class II, Class III shellfish areas, Outstanding Florida Waters, or Aquatic Preserves; those which are part of a designated stormwater management system; or those that are man-made waterbodies that do not have a direct surface water connection to open water.

**Coastal Floodplain** - the area susceptible to being inundated by waters from the Atlantic Ocean from a given storm event.

**Coastal High Hazard Area (Zone)** - the area defined by Florida Statute 163.3178(2)(h). Please refer to Coastal Management Element, Map 3.

**Coastal Zone** - the area within the watershed of the Atlantic Ocean and the Indian River Lagoon system. It also includes the barrier islands, Merritt Island (a remnant barrier island) and that portion of the mainland which drains into the lagoon.

**Commercial Development Node** - terminology for a Neighborhood Commercial (NC) activity area (see Commercial Land Use Designations). A commercial development node should not exceed one acre at each corner of an intersection of collector/arterial or collector/collector roadways

**Commercial Land Use Designations** - Land use designations which permit commercial development activities of varying intensity and service radii. These are based upon factors which consider locational standards, accessibility, potential service areas for activities, compatibility with surrounding land uses, the availability of public facilities and services, and environmental constraints. These land use designations include:

**Community Commercial (CC)** - a classification providing for commercial development activities which are intended to serve several neighborhoods and sub-regional areas. These activities include an array of retail, personal services and professional uses and are appropriately located at intersections of principal/minor arterial intersections. Collector/arterial intersections are acceptable locations provided that the said roadways serve multiple residential areas.

**Community Commercial Cluster** - an agglomeration of Community Commercial (CC) development activities of up to 10 acres in size.

**Community Park** - a large natural and/or landscaped area preferably with a minimum of two (2) acres provided per one thousand (1,000) individuals in a planning area.

**Concurrency** - means the necessary public facilities and services to maintain the adopted level of service standards are available when development impacts occur.

**Conservation Area** - an area characterized by the protection, preservation, management, or restoration of wildlife and of natural resources such as forests, soil, and water.

**Conserve** - to keep in a safe or sound state, to avoid wasteful or destructive use of.

**Consistent** - compatible with; not in conflict with.

**Continuing Florida Aviation System Planning Process (CFASPP)** - updates the Florida Aviation System Plan, inventories existing facilities, provides an area aviation system plan describing short- medium- and long-term aviation system needs for nine statewide regions.

**Coordinate** - to work together in a common action or effort; to meet talk, and discuss in pursuit of a shared goal.

**Covenant** - a contractual agreement between private parties that runs with the land, thereby restricting uses that may be made of the property.

**Criteria** - principles, guidelines, or standards which further describe the intent of an objective or a policy.

**Critical Areas** means portions of waters of the State of Florida as defined by subsections 370.12(2)(f), (g), (h), (I), (j), (k), (n), and (o), F.S.

**Critical Habitat** - Designated by the U.S. Fish and Wildlife Service as an area where management is required to protect endangered and threatened species, or to prevent long-term damage to their habitat.

**Crucial Habitat** - Habitat that is essential to ensure long-term conservation and survival of a viable population of species. Crucial habitat may include sites for breeding, foraging, and roosting; sites that provide appropriate cover and shelter; and enough surrounding suitable habitat to allow for normal behavior and to maintain the population dynamics of a listed species. Crucial habitat may be one or more geographic areas or one distinct area depending upon the distribution, home range, size and dispersal abilities of a species.

**Cultural Resources** - are those resources which are expressive forms that reflect the living dimensions of an area's heritage. May be of historical or contemporary nature and would include folk crafts or skills, dance, music, visual arts, etc.

**Current Weekday Volume** - determined by the Brevard County Office of Traffic Management and adjusted for seasonal fluctuations prior to April, 1990.

**Data and Analysis** - information accumulated and evaluated to form the basis of conclusions regarding all subjects of the comprehensive plan. It shall be considered best available, unless new research using acceptable research methodology was conducted during the planning period to generate more current information. Data and analysis do not represent goals, objectives, policies, or criteria, and unless stated otherwise, represent best available data only.

**Defer** - to postpone; to not grant a development order or permit until a public facility or service is available at its established minimum acceptable level of service to support the impact of the development order or permits.

**Deficiency** - the measured impact of a development proposal which will quantitatively exceed the existing established minimum acceptable level of service for a public facility or service.

**Deficient Facilities** - infrastructure operating below the adopted acceptable level of service.

**Demonstrated Good Cause** - good cause shall be demonstrated by the existence of special conditions and circumstances preventing timely performance by the applicant, where such special conditions and circumstances occurred during a required review and comment procedure involving a governing body or agency with jurisdiction, but were not the result of any action or inaction by the applicant. The determination of whether good cause has been demonstrated shall be by the applicable permitting official or authority.

**Desirable Level of Service** - the preferred level of service for public facilities and services that may or may not be attainable even though pursued.

**Develop** - to set forth, to evolve the possibilities of.

**Development** - the term "development" means the carrying out of any construction activity, the renovation, rehabilitation or remodeling of any structure, the alteration of land, the dividing of land into three or more parcels, or the establishment of flag lots or access easements. The following activities or uses are considered development for purposes of this Plan:

1. A reconstruction or alteration of the size of a structure on the land.
2. A change in the intensity of use of land, such as the increase in the number of dwelling units in a structure or on land, or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.
3. Alteration of a shore or bank of a seacoast, river, stream, lake, pond, wetland, or canal, including any "coastal construction" as defined in S.161.021, Florida Statutes.
4. Commencement of drilling, except to obtain soil samples; mining; or excavating on a parcel of land.
5. Demolition of a structure
6. Clearing of land as an adjunct of construction.
7. Deposit of refuse, solid or liquid waste, or fill on a parcel of land.

**Development Deferral Zone** - includes those areas in which the issuance of development orders impacts the level of service on a deficient roadway.

**Development of Regional Impact (DRI) Land Use Designation** - future land use designation required for projects which meet or exceed the threshold requirements established by Chapter 380, Florida Statutes and Chapter 28-24, Florida Administrative Code.

**Development Order** - means any order granting, denying, granting with conditions or deferring, an application for a development permit.

**Development Permit** - includes any building permit, zoning permit, subdivision approval, rezoning, site development plan approval, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

**Development Permit, Conditional** - the following constitute conditional development permits. For conditional development permits, Brevard County retains authority to initiate the appropriate administrative action, such as an administrative rezoning or permit denial or deferral, considered necessary by the Board of County Commissioners, or its designee, to alleviate or prevent deficiencies on roadway, solid waste, drainage, potable water, sanitary sewer, or park facilities or services.

1. Existing zoning or a rezoning.
2. Any development permit, whose measured impacts would cause a deficiency to occur to a roadway, solid waste, drainage, potable water, sanitary sewer, or park facility or service.
3. Any development permit where specific conditions, standards or criteria are required by the Comprehensive Plan or element thereof, or the Land Development Regulations.

**Development Permit, Final** - *see Land Development Regulations.*

**Development, Cultural** - cultural development shall mean any activity or development which improves or enhances the social, educational or cultural goals of Brevard County.

**Development, Economic** - economic development shall mean any activity or development which furthers or enhances the economic goals of Brevard County.

**Direct** - to regulate the activities of, to dominate and determine the course of.

**Directives** - principals or guidelines that provide the general philosophical outlook of Brevard County with regard to the respective elements of the Comprehensive Plan. Directives do not necessarily require specific actions for implementation. However, the level of significance given to directives is commensurate with that for the goals, objectives and policies of the Comprehensive Plan.

**Distressed Roadway** - a roadway segment which is operating at or above 85 percent of the maximum acceptable volume of the acceptable level of service, but which has not exceeded the acceptable level of service.

**Ditch** means a man-made trench that was not built for navigational purposes.

**Diversify** - to give variety; to balance; to engage in a variety of operations.

**Dock** means a fixed or floating structure, including moorings, used for the purpose of berthing buoyant vessels either temporarily or indefinitely.

**Dredging** means mechanical or other methods used to remove sovereign submerged land.

**Easement** - an acquired interest in property owned by another, and may be for overall conservation, exterior or facade, or interior preservation.

**Effective** - producing the desired result.

**Efficient** - cost effective and not wasteful of resources.

**Encourage** - to stimulate, spur on, inspire, advocate, give help or patronage.

**Endangered Species** - Species of animals and plants federally listed under the jurisdiction of the U.S. Fish and Wildlife Service, Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*), or the Florida Fish and Wildlife Conservation Commission, Chapter 39 and 46, Florida Administrative Code (F.A.C), or the Florida Department of Agricultural and Consumer Services, Preservation of Native Flora of Florida Act (s. 581.185-187, Florida Statutes). These are generally any species, subspecies, or isolated population, which is in danger of extinction or extirpation from the State of Florida, throughout all or a significant portion of its range.

**Enhance** - to improve, to make better (in value, desirability, attractiveness).

**Ensure** - to make sure, certain; to guarantee.

**Environmentally Sound** - not contrary to the continued viability of the natural environment or detrimental to public health, safety, and welfare.

**Erosion** means the gradual and imperceptible wearing away of riparian or littoral land due to natural causes. Artificial erosion refers to erosion caused by man-made projects and operations.

**Estuarine Floodplain** - the area susceptible to being inundated by waters from the Indian River Lagoon System from a given storm event.

**Evaluate** - to determine the significance or worth of by careful appraisal and study.

**Existing Boating Facilities** - For the purpose of the Brevard County Manatee Protection Policies as found in the Coastal Element, existing boating facilities shall be defined as those facilities which have all active and required permits or those facilities that were in operation up to ten (10) years prior to the date of the final adoption of the Plan (01/16/03). All existing boating facilities shall be allowed to continue with the existing use and may renovate

according to permitting guidelines, provided there is no change in facility size, including no increase in the number of wet or dry slips, unless the facility meets the expansion criteria as provided in the Brevard County Manatee Protection Plan. Boating facilities are generally defined as those structures or operations where boats are moored or launched, such as a dock (excluding single-family), pier, marina, dry storage facility with launching capability, or a boat ramp, which is contiguous to the waters of the state of Florida. For the purpose of this plan, boating facility shall be synonymous with "marina facility".

**Existing Linear Shoreline** for the purpose of the Brevard County Manatee Protection Plan, means the high water line in tidally influenced areas and the ordinary high water line along waterways that are not tidally influenced. This definition shall not apply to shoreline artificially created through dredge or fill activities (such as boat basins or canals) after January 01, 1996. Such artificially created shoreline created after January 01, 1996 shall not be considered in the calculation of linear shoreline. Artificially created shoreline that was created prior to January 01, 1996 must have received the proper permitting authorization required at the time of construction. Man-made drainage ditches (such as mosquito control, flood control ditches or any non-navigable waterway) shall not qualify as linear shoreline, regardless of their date of construction. Linear shoreline shall be calculated using survey quality aerial photographs or by accurate field survey. The calculation of linear shoreline is based upon contiguous shoreline that is owned or legally controlled by the applicant. Exception to include non-contiguous shoreline within the sphere of influence of the proposed project will be considered if the federal, state, and local permitting agencies agree that inclusion of that shoreline will not result in significant adverse impacts to manatee or manatee habitat.

**Extremely-low-income persons-** means one or more natural persons or a family whose total annual household income does not exceed 30 percent of the median annual adjusted gross income for households within the state. The Florida Housing Finance Corporation may adjust this amount annually by rule to provide that in lower income counties, extremely low income may exceed 30 percent of area median income and that in higher income counties, extremely low income may be less than 30 percent of area median income.

**Fair Housing Market** - a market situation where there is no housing discrimination based on race, sex, marital status, religion, national origin, age, or physical handicap.

**Farm** - is defined in Florida Statute 823.14 i.e. the land, buildings, support facilities, machinery, and other appurtenances used in the production of plants and animals useful to humans or aquaculture products

**Finding** - a conclusion based upon analyses of the best available data and information regarding the relationship between the use intensity of a development order or permit proposal and the availability of public facilities or services having established minimum acceptable levels of service, to support the proposed use intensity.

**Fishery Industry** - an industry which produces, harvests, processes, or markets food and other products from ocean or brackish waters.

**Floodplains** - any area susceptible to being inundated by water from any source; including areas which may or may not have a direct hydrological connection to a surface water body.

**Forestry** - the art, application, and practice of controlling forest establishment, composition, and growth through sound management techniques, based on the owners management objectives. *See Silviculture.*

**G1** - Critically imperiled globally because of extreme rarity (5 or fewer occurrences or very little remaining area, i.e., <2,000 acres) or because of some factor(s) making it especially vulnerable to extinction.

**G2** - Imperiled globally because of rarity (6-20 occurrences or very little remaining area, i.e., <10,000 acres) or because of some factor(s) making it very vulnerable to extinction throughout its range.

**General Aviation Facilities** - associated airport activities, which includes terminal space, based and itinerant aircraft parking and automobile parking spaces.

**General Contour of the Shoreline** means a line defined as the most waterward of the outside edge of emergent aquatic vegetation, if present, or a line of Mean Low Water as defined in Chapter 177, Part II, Florida Statutes, as approximated on NOAA nautical charts. Waters lying landward of this line are to be included up to the shoreline, as defined under paragraph (14), above. Emergent aquatic vegetation shall include plants rooted in the ground that extend above the surface of the water.

**Goal** - a general statement of a desired long term end toward which programs or activities are ultimately directed; may be unmeasurable or unattainable.

**Growth Management** - the control of the location, type, intensity and rate of growth or development, in order to maximize the efficient use of public facilities and services while protecting the values and functions of the natural systems.

**Hazardous Material** - any material which, because of its physical, chemical, or infectious characteristics, can pose a substantial or potential hazard to human health or safety or the environment when improperly used, treated, stored, transported, or disposed of. A hazardous material generally exhibits one of four characteristics: toxic, ignitable, corrosive, or reactive. Reactive means a material may react violently and/or produce hazardous vapors or gases when exposed to water. A hazardous material can be a liquid, a solid, or a gas, or can exist in different forms dependent on the temperature and pressure of its surroundings.

**Hazardous Material Incineration Unit** - an incineration unit designed for the reduction or disposal of any material listed on the EPA Hazardous Substance List.

**Hazardous Materials Management System** - a coordinated set of programs and policies, governmental or non-governmental, whose purpose is to encourage and ensure that hazardous materials in the community are used, transported, stored, and disposed of in a manner which protects the health and safety of citizens and the environment.

**Hazardous Substance** - can be used interchangeably with hazardous material.

**Hazardous Waste** - hazardous materials which have outlived their originally intended purpose, and are ready to be disposed of, recycled, regenerated, or otherwise treated or altered.

**Heavy Industrial Land Use** - land uses which involve the manufacturing of products directly from raw materials. These uses may include indoor and outdoor activities such as cement and concrete production, chemicals and fertilizer processing, lumber mills, foundries and forge works, or paint and plastics production.

**High Functioning Wetlands** - wetlands that score 0.66 or above as determined by the Wetlands Assessment Method established in the Countywide Wetlands Study, prepared BKI, Inc. Consulting Ecologists (September 30, 2013), adopted by the Board and incorporated herein by this reference.

**Highly Permeable Soils** - soils listed in the Brevard County Soil Survey that have a permeability rate greater than twenty inches per hour. These soils are: Astatula (As, At), Basinger (Ba), Canaveral (Ca, Cc), Galveston (Ga), Orsino (Or), Palm Beach (Pb), Paola (Pfb, Pfd, Ph), Pomello (Ps, Pu), Pompano (Pw), Satellite (Sa), St. Johns (Sb, Sc), St. Lucie (Sfb, Sfd), Tavares (Ta), Valkaria (Va), Welaka (We).

**High Risk Vulnerability Zones** - those areas predicted to receive sufficient flooding to require evacuation during a Category 1-2, or Category 3-5 storm, as determined by the East Central Florida Regional Planning Council. Please refer to Map 7.

**Historic Context** - an organizational framework that groups information about related historic properties based on a theme, geographical area and period of time.

**Historic District** - a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

**Historic Property** - a district, site, building, structure, or object significant in American history, architecture, engineering, archaeology, and culture. It may be of value to the Nation as a whole or important only to the community in which it is located.

**Historic Resource** - any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places; such term includes artifacts, records, and remains which are related to such a district, site, building, structure, or object.

**Historic Site** - a location of a significant event, a pre-historic or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historical, cultural, or archaeological value regardless of the value of any existing structure.

**HOME** - the Home Investment Partnership that is a partnership among federal, state and local government and the for-profit and non-profit sectors who build, own, manage, finance, and support low-income housing.

**Household** - one or more persons related by blood, adoption, or marriage, living and cooking together as a single housekeeping unit, exclusive of servants, and may include up to two unrelated persons. Also one or more persons, not exceeding four, living and cooking together a single housekeeping unit though not related by blood, adoption or marriage.

**Households with Special Needs** - Households which have incomes not exceeding moderate-income and, because of particular social, economic, or health related circumstances, may have greater difficulty acquiring or maintaining affordable housing. Such households may have, for example, encountered resistance to their residing in particular communities, and may have suffered increased housing costs resulting from their unique needs and high risk of institutionalization. Persons within such households may include, but are not limited to, persons with Acquired Immune Deficiency Syndrome (AIDS) and Human Immunodeficiency Virus (HIV) disease; runaway and abandoned youth; public assistance recipients; migrant and seasonal farm workers; refugees and entrants; the elderly; and disabled adults.

**Housing** - buildings or other structures in which people live that provide shelter, a link to the neighborhood and community, a sense of belonging, a sense of social status, and that constitutes an investment.

**Housing Stock** - refers to housing supply, the housing which is available for sale or rent.

**Housing Unit** - a house, apartment, group of rooms, or a single room occupied or intended for occupancy as separate living quarters.

**Hydrologic Basin** -- the region or area that supplies a particular body of water or aquifer.

**Hydroperiod** -- a means of expressing the average timing of water retention or flows through a specified area.

**Identify** - to establish the identity of, location or existence of.

**Idle Speed** means the minimum speed that will maintain the steerageway of a motorboat.

**Idle Speed Zone** means an area where vessels may not be operated at greater than Idle Speed, as defined in 62N-22.002(2), F.A.C.

**Impervious Surface Area** - the aerial extent of any impervious surface material that prevents or resists penetration by fluids and absorption of stormwater into the ground.

**Implement** - to carry out, to give practical effect to and ensure of actual fulfillment by concrete measures.

**Implementation Strategy** - the translation of management policies into operational programs.

**Improve** - to make more acceptable or bring nearer to some standard.

**Indigenous** - occurring or living naturally in an area (native).

**Indian River Lagoon** - the system including the Indian River, Mosquito Lagoon, the Banana River, Sykes Creek, and Newfound Harbor. Unless specifically excluded, the Indian River Lagoon shall also include the tributaries of these waters. The terms Indian River Lagoon system and Indian River Lagoon may be used interchangeably.

**Indian River Lagoon Program** - refers to the combined Indian River Lagoon Surface Water Improvements and Management Plan (SWIM) and National Estuary Programs.

**Indian River Lagoon System** - see Indian River Lagoon.

**Industrial Land Use Designations** - areas in which industrial land uses of varying intensities are permitted. They are designated utilizing factors which include demonstrated future need, existing industrial development and zoning trends, land use compatibility, availability of public facilities and services and environmental constraints. Industrial land use designations include the following:

**Heavy/Light Industrial** - future land use designation that permits light industrial activities (such as manufacturing, assembling, fabricating and warehousing which are generally conducted indoors); heavy industrial activities (which involve the manufacturing of products directly from raw materials and include both indoor and outdoor activities); and water-related/water-dependent industrial activities.

**Planned Industrial** - future land use designation that permits industrial development activities possessing Planned Industrial Park (PIP) and Planned Business Park (PBP) zoning classifications. Activities occur within enclosed buildings and may include manufacturing, assembling, fabricating, warehousing and retailing as well as hotel and motel accommodations that serve the travel needs of employees or clients associated

with firms within this land use designation. Marinas are also permitted within this land use designation.

**Intensive Historic Resource survey** - systematic, detailed inventory designed to identify precisely and completely.

**Interbasin Diversion** -- the transport or redirection of surface water from its natural hydrologic basin to a different one.

**Invasive Exotic** - A nonindigenous species of plants or animals that out-compete native species in a specific habitat.

**Isolated Floodplain** - the area susceptible to being inundated by waters which are not riverine, estuarine, or coastal from a given storm event.

**Isolated Wetlands** - wetlands which are not directly connected to open water

**Joint-Use Agreement** - a cooperative arrangement between two or more jurisdictions to provide for the combined use of a particular facility or service.

**Land - Water Interface:** a line, determined and approved by the County, clearly identifying the separation between the terrestrial and aquatic environments using among other features, vegetation and biota. This line is determined through visual observation by trained personnel as approved by the County.

**Landfill** - a facility for the disposal of solid wastes; the facility does not does not accept liquid or hazardous waste.

**Landscape Level Wetlands** - wetlands that are EITHER 1) five (5) acres or larger; OR 2) located within the Landscape Level Polygon depicted on Map 9 AND the U.S. Army Corps of Engineers determines the wetland is hydrologically connected to the St. Johns River or Indian River Lagoon System.

**Level of Service Management Plan** - a plan providing strategies to maintain or improve the level of service on roadways while accommodating the impacts of development.

**Light Industrial Land Use** - land uses involving manufacturing, assembling, fabricating and warehousing activities which are generally conducted indoors, such as that found in machine shops, bottling and canning works, boat building, and freight or trucking terminals.

**Linear Shoreline** means the mean high water line in tidally influenced areas and the ordinary high water line along waterways that are not tidally influenced. This definition shall not apply to shorelines artificially created through dredge and fill activities (such as boat basins or canals) after October 24, 1989. Such artificially created shorelines created after October 24,

1989 must have received the proper permitting authorization required at that time. Man-made drainage ditches (such as mosquito control ditched) shall not qualify as linear shoreline regardless of their date of creation. Linear shoreline shall be calculated using survey quality aerial photographs or by field survey.

**Listed Species** – Species of animals and plants legally protected as endangered, threatened, or as species of special concern by federal and state laws.

**Low Income Household** - are those households whose incomes are between 50 to 80 percent of the area's median income.

**Low-income persons**- means one or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 80 percent of the median annual adjusted gross income for households within the state, or 80 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

**Main Access Dock** means that walkway which connects a riparian owner's property to a terminal platform.

**Maintain** - to keep in an existing state; to support or provide for; to bear the expense of.

**Maintenance Dredging** means mechanical or other methods used to remove sovereign submerged land in existing channels where navigation by vessels presently occurs. For the purpose of this rule, requests to dredge previously dredged areas that have regained natural characteristics due to lack of use, lack of upkeep, or other factors or requests to change the design specification of previously dredged areas shall not be considered as maintenance dredging but shall be considered new dredging.

**Manatee Habitat Features** The following manatee habitat features are to be applied in Boat Facility Planning Zone D and shall be determined using the map series and data update schedule identified in Appendix 10.

*A. Each of the following increases the number of habitat features by 1.*

1. Seagrass - 5% or more seagrass present on the proposed project site is considered significant.
2. Manatee Abundance - Level 1 = 10 or more manatees observed/overflight within a 5 mile radius equals 1 point. Level 2 = 25 or more manatees observed/overflight within 5 mile radius equals 2 points. If more than one survey falls within the 5 mile radius, the number of manatees observed will be counted for each survey, divided by the number of overflights and then the normalized values will be summed.
3. Significant Manatee Mortality - Level 1 = the number of watercraft mortality within a 5 mile radius, divided by the total number of watercraft mortalities in

Brevard County. A value greater than 0.05 is considered significant and is equal to 1 point. Level 2 = the number of watercraft mortalities within a 5 mile radius, divided by the total watercraft mortalities in Brevard in the last 5 years. A value greater than 0.10 is significant and is equal to 2 points.

4. The proposed site is in a Class II Waterbody, Outstanding Florida Waterway (OFW), or an Aquatic Preserve

**B. Each of the following reduces the number of habitat features by 1.**

1. The proposed site is presently located in a year-round "Slow Speed" or "Idle speed" manatee zone as authorized by the Florida Manatee Sanctuary Act Chapter 62N-22 F.A.C., other Federal designation or local ordinance.
2. The proposed site is within 3 miles of Sebastian Inlet.

**Manatee Protection Plan** means a comprehensive plan developed adopted and implemented by a county, local government, or port authority (pursuant to Chapter 315 F.S.), and approved by the Department of Environmental protection for the purpose of reducing manatee mortalities, protecting manatee habitat, promoting boating safety, and increasing public awareness.

**Marina (general)** means all boating facilities with  $\geq 3$  wet and/or dry slips (consistent with current County definition). A marina is a facility or structure, which provides mooring, docking, anchorage, fueling repairs, launching, or other related services for watercraft. Private boat docks associated with single family lots are exempt from this category.

1. **Residential Marina** - Community docks exclusively serving subdivisions, condominiums, duplexes, or other multi-family developments. No fueling, or repair facilities shall be associated with these marinas.
2. **Commercial/Recreational Marina** - Public or private facilities which provide dockage and other related amenities not exclusively associated with a subdivision, condominium, duplex or other multi-family development.
3. **Commercial/Industrial Marina** - Facilities serving largely commercial interests, including commercial boat building, ship repairs or construction, and commercial seafood harvesting and processing

**Market** - includes local, state, regional, national, and international buyers.

**Maximize** - to increase to the greatest quantity or extent possible.

**Maximum Acceptable Volume** - the greatest number of vehicles a roadway segment can carry given the level of service standard established for that segment. The traffic volume equivalent

to a specific level of service standard is influenced by several roadway design and operation factors that effect average travel speed, such as traffic signal spacing, number of lanes, area type, peak hour traffic levels and roadway type.

**Maximum 25MPH Speed Zone** means a controlled area within which a boat's speed made good over the bottom measured in statute miles, shall not exceed 25 miles per hour. Although it is the intention of the Department to allow those vessels capable of attaining a planing configuration at 25 MPH to do so, this speed limit shall not be construed as authorizing any vessel to travel an unsafe speed, in violation of 33 U.S.C. s. 2006, as adopted pursuant to subsection 327.33(3), F.S., by reason of:

- a) An elevated bow which restricts visibility, and/or
- b) An excessive wake which unreasonably or unnecessarily endangers other vessels or natural resources of the state.

**Maximum 30 MPH Speed Zone** means a controlled area within which a boat's speed made good over the bottom measured in statute miles, shall not exceed 30 miles per hour. Although it is the intention of the Department to allow those vessels capable of attaining a planing configuration at 30 MPH to do so, this speed limit shall not be construed as authorizing any vessel to travel an unsafe speed, in violation of 33 U.S.C. s. 2006, as adopted pursuant to subsection 327.33(3), F.S., by reason of:

- a) An elevated bow which restricts visibility, and/or
- b) An excessive wake which unreasonably or unnecessarily endangers other vessels or natural resources of the state.

**Maximum 35 MPH Speed Zone** means a controlled area within which a boat's speed made good over the bottom measured in statute miles, shall not exceed 35 miles per hour.

**May**— To have the permission to.

**Mean High Water Line** means the plane or local elevation of mean high water or high tides with the shore. Mean high water is the average height of the high waters over an approximate 19 year period (Ch. 177.27, F.S.)

**Merritt Island Redevelopment District** - means the area on Merritt Island bounded by Merritt Avenue to the north, Newfound Harbor to the east, Fortenberry Avenue to the south, and the Indian River Lagoon to the west. Needs updating

**Miles** means statute miles.

**Mini-Parks** - small areas intended primarily for the use of children up to the early elementary grades in high-density areas.

**Minimize** – To reduce to the least quantity possible.

**Mining** - the act or process of removing minerals or other resources from the land including mining and smelting operations, borrow pits, and commercial borrow pits as defined within the Code of Brevard County.

**Mitigation** -- methods used to alleviate or lessen the impact of development.

**Mobile Source Emissions** -- a moving source of pollution such as an automobile.

**Moderate Income Household** - are those households whose incomes are no greater than 120 percent and no less than 80 percent of the area's median income.

**Moderate-income persons**- means one or more natural persons or a family, the total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

**Mooring** a place or structure to which a vessel or aircraft can be moored.

**Morphological** - associated with the study of form and its development, including the study of cell structure, tissue structure, and external anatomy.

**Mosquito Impoundment** -- a body of water confined by a dam, dike, floodgate or other barrier for the purpose of controlling the reproduction of salt marsh mosquitoes.

**Motorboats Prohibited Zone** means an area in which it is posted or it is apparent that because of the density of manatees or the condition of the area, motorboat activity shall be hazardous to the manatees and shall be prohibited.

**Multi-Modal Transportation System:** A network of transportation infrastructure that supports multiple modes of travel, including automobiles, trucks, transit, walking, and biking.

**Native Vegetation** -- plant species that naturally occur in and are indigenous to a specified geographic area.

**Natural Resources** - Materials that occur in nature and are essential or useful to humans, such as water, air, land, forests, fish and wildlife, topsoil, and minerals..

**Natural System** - the complex network of natural resources in which no resource is capable of functioning independently of the other resources in the network.

**Natural Water Body** - occurring normally; a water system occurring in conformity with the ordinary course of nature; not originally created through man's activities, not artificial. May include those normally occurring water bodies which have been dredged or channelized.

**Neighborhood Commercial (NC)** - a future land use designation providing for low impact commercial development nodes serving the needs of the immediate residential area. These activities include convenience stores and personal service establishments and are appropriately located at intersections of collector/arterial or collector/collector roadways.

**Neighborhood Parks** - designed to serve both active and passive short-term activities. Typically these parks average five (5) to fifteen (15) acres in size, with a minimum of two (2) acres of park land for every one thousand (1,000) people served in a planning area.

**New Town Overlay** - development standards set forth in the Comprehensive Plan for large scale mixed use projects which are at least 1,500 acres in size.

**No Entry Zone** means a limited area of critical importance as a safe haven for manatees to rest, feed, reproduce, give birth, nurse, or otherwise habituate undisturbed by human activity. No vessel of any kind, whether power-driven or non-motorized, as referenced in Section 1(b), Article VII, of the Florida Constitution, including every description of watercraft, barge, and airboat, shall be permitted within the designated area. No other vessel or floatation device, including but not limited to a seaplane, sailboard, surfboard, raft, or any other water toy or other like object intended for or capable of use as a means of transportation of the water, shall be permitted within the designated area, nor shall other human activities including but not limited to diving, snorkeling, swimming, fishing (except by pole from an adjacent bank or bridge), and the introduction by persons of food or other objects, that involves disturbance of these waters or the manatees so inhabiting them, be permitted within such a designated area, except as provided under 62N-22.003(5), F.A.C.

**Nonfunctional Wetland** - a nonfunctional wetland is a wetland which has a water regime that has been permanently altered, either artificially or naturally, in a manner to preclude the area from maintaining surface water or hydroperiodicity necessary to sustain wetland function. This does not apply to wetlands that have had their water regime illegally altered.

**Non-point Source** - stormwater runoff which is not discharged through a pipe or other identified, specific conveyance mechanism.

**Noxious Species** - undesirable plant species, including, but not limited to, *Schinus terebinthifolius* (Brazilian Pepper); *Malaleuca quinquenervia* (Malaleuca, Cajeput Tree); *Casuarina spp.* (Australian Pine); *Eucalyptus spp.* (Eucalyptus); and *Enterolobium contortisiliquum* (Ear tree).

**Object** - a construction that is primarily artistic in nature or is relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment, such as statuary in a designed landscape.

**Objective** - a statement that is more specific than a goal and identifies the steps necessary for the satisfactory pursuit of a goal; normally measurable and attainable.

**Obtain** - to gain or attain usually by planned action or effort.

**Offshore Emergent Vegetation** -- aquatic or marine plants whose canopy continuously or frequently extends above water level.

**One to One Hundred (1:100)** means one powerboat slip for every one hundred feet of contiguous linear shoreline that is owned or controlled by the applicant. Exceptions include non-contiguous shoreline within the sphere of influence of the proposed project will be considered by the Department if it can be demonstrated that inclusion of that shoreline will not result in significant adverse impacts to manatees or manatee habitat. For the purpose of calculating powerboat slips, linear shoreline footage will be rounded up to the nearest increment of 100.

**Onsite Sewage Disposal System:** any domestic sewage treatment and disposal facility, as defined by Florida Administrative Code Section 10D-6.42(29), including standard subsurface systems, gray-water systems, laundry wastewater systems, alternative systems or experimental systems, installed or proposed to be installed on land of the owner or on the land to which the owner of owners have the legal right to install a system.

**Open Space** - lands and water not covered by structures including agriculture, which are suitable for passive recreation or conservation use.

**Open Space System** - a continuous or near-continuous network of open space areas within the pattern of development, including both public and private lands, which provide for passive recreation, conservation, and visual relief from expanses of development.

**Ordinary High Water Line** means the boundary between uplands and submerged lands beneath non-tidal navigable natural water bodies (Section 18-2.003, F.A.C.).

**Outstanding Florida Waters** - those water bodies afforded special protection and described within Chapter 62-303, F.A.C., as amended.

**Overcrowded Housing** - are those housing units which contain more than 1.00 person per room.

**Package Treatment Plant** - a sewage treatment facility that is prefabricated off-site and assembled on-site.

**Parallel Roadways** - a roadway or group of roadways of a lower classification that provide alternate routes for a primary roadway, and which serve similar origin and destination points.

**Passive Recreation** - recreation uses where very minimum alteration of vegetation, topography or other native feature is necessary, for the enjoyment of the site amenities. Activities which are considered passive include, but are not limited to, hiking, bicycling, nature observation, camping, non-motorized boating, rowing, swimming, picnicking, archaeological or historic preservation.

**Pedestrian Way** - a transportation facility designed for use by pedestrians which may be used by other forms of non-motorized transportation.

**Percent (%) Seagrass Coverage** Seagrass coverage shall be determined on a project site during the months of May through October. The percent coverage of seagrass is determined by counting short shoots in a one square meter (1m<sup>2</sup>) plot frame that has been evenly subdivided into one hundred square cells. The plot is placed every five meters (5m) along a minimum of three (3) transect lines perpendicular to the shoreline and extending to the end of the project site. The transect lines are to be evenly spaced along the project site shoreline with one transect located at the middle of the site and one at each end of the project site. Transects shall be no greater than fifty meters (50m) apart. If the project site is greater than one hundred meters (100m) in width, additional transects shall be added at a rate of one for every fifty meters (50m) of shoreline. If ten of the sample plot frames contain ten percent (10%) or more seagrass, then the final coverage for the site is greater than or equal to ten percent (10%). The project site is defined as that area within which boats will be docked. If the project site and the shoreline are not contiguous then the first plot frame shall be placed at the intersection of the project site and the transect line.

**Person** - any corporation, individual, partnership, association, or other entity.

**Planing** means riding on or near the water's surface as a result of the hydrodynamic forces on a vessel's hull, sponsons, foils or other surfaces. A vessel is considered "on plane" when it is being operated at or above the speed necessary to keep the vessel planing.

**Planned Industrial Park Land Use Designation** - future land use designation intended for the location of light, clean industrial land uses in "clusters". These uses may include indoor activities such as manufacturing, assembling, fabricating, warehousing and retailing. Hotel and motel accommodations that serve the travel needs of employees for clients associated with firms within the planned industrial parks would also be appropriate. Marinas could also be considered for location within this land use designation.

**Planned Unit Development** - a development, usually phased and of a large scale, which provides a mixture of land uses and densities, incorporates open space through the clustering of land uses, and permits flexibility in the development design.

**Point Source** - a source, such as a pipe, from which stormwater or wastewater is discharged.

**Policy** - a statement that is more detailed than an objective and provides guidelines for specific actions which will satisfy particular objectives.

**Population** - The total number of people inhabiting a specified area or the total number of inhabitants of a particular race, class, or group in a specified area. For biological purposes, the definition of population is a collection of individuals belonging to the same species and living in the same area.

**Powerboat** Any vessel which is primarily propelled or powered by an internal combustion engine and which is used or is capable of being used as a means of navigation or transportation on water. Sailboats with auxiliary engines are not considered powerboats for the purpose of this plan. For the purpose of this plan powerboat and motorboat are synonymous.

**Private Residential Single-family Dock** means a dock, which is used for private, recreational or leisure purposes for a single family residence, cottage or other such single dwelling unit.

**Preserve** - to keep intact.

**Prime Farmlands** - those lands which, due to the combination of physical and chemical conditions, consistently produce a high level of output with minimal fertilizer, labor and energy requirements.

**Private Wastewater Treatment Plant** - a wastewater treatment plant of small capacity, usually between five thousand and one million gallons per day. Private treatment plants are those facilities that provide wastewater services to a localized community because of the absence of a publicly owned facility. These may be purchased as a package from a vendor and assembled from prefabricated components on the site. Private wastewater treatment plants with capacities of fewer than one hundred thousand gallons per day may be purchased pre-assembled.

**Privatization** - the transfer of public sector services and responsibilities to the private sector.

**Promote** - to contribute to the growth or prosperity of; to help bring into being; to present for public acceptance.

**Protect** - to shield from injury or destruction.

**Provide** - to supply what is needed for sustenance or support; to supply for use.

**Public Access** - the ability of the public to physically reach, enter or use public sites, facilities and activities and shores.

**Public Conservation** – a future land use designation intended to accommodate conservation areas and facilities that are managed by federal, state and local governments. Residential uses to accommodate park rangers or other authorized personnel to manage or protect conservation lands are permitted at a maximum density not to exceed 1 dwelling unit per 50 acres.

**Public Facilities** - transportation, sewer, solid waste, drainage, potable water, fire and police protection, emergency medical, educational, parks and recreation, and public health systems and facilities.

**Public Facilities Land Use Designation** – future land use designation which permits activities and improvements which 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.

**Public Interest** means demonstrable environmental, social, and economic benefits which would accrue to the public at large as a result of a proposed action, and which would clearly exceed all demonstrable environmental, social, and economic costs of the proposed action. In determining the public interest in a request for use, sale, lease, or transfer of interest in sovereignty lands or severance of materials from sovereignty lands, the board shall consider the ultimate project and purpose to be served by said use, sale, lease, or transfer of lands or materials.

**Public Navigation Project** means a project primarily for the purpose of navigation which is authorized and funded, by the United States Congress or by port authorities as defined in Section 315.02(2), F.S.

**Public Services** - the programs and employees determined necessary by local government to provide adequate operation and maintenance of public systems and facilities.

**Public Utilities** means those services, provided by persons requested by the Public Service Commission, or which are provided by rural cooperatives, municipalities, or other governmental agencies, including electricity, telephone, public water and wastewater services, and structures necessary for the provision of these, services.

**Pursue** - to find or employ measures to obtain or accomplish.

**Reconnaissance Survey** - a cursory inspection of an area, most useful for characterizing its historic or other resources in general and for developing a basis for deciding how to organize and orient more detailed historic or other resource survey efforts.

**Recreation** - the pursuit of leisure time activities occurring in an indoor or outdoor setting.

**Recreational Land Use Designation** - land use designation which permits public recreation activities.

**Recreational Vehicle Parks** - activities intended to serve the needs of tourists and seasonal (up to six months) residents and provide lodging for visitors with recreational vehicles, travel trailers and camping equipment as well as supportive facilities such as laundries, bathing facilities, and recreation areas. Activities are located in Community Commercial (CC) land use designations. Densities for Recreational Vehicle Parks shall not exceed 10 units per acre.

**Recycling** - the reuse of materials and/or wastes.

**Redevelopment** - activities or projects in an area to eliminate and prevent the development or spread of slums and blight, or to provide affordable housing, whether for rent or sale, to low and moderate income households; or to generate renewed economic activity and development.

**Regional Park** - ideally, there should be a minimum of twenty (20) acres per one thousand (1,000) individuals or a minimum of one park per County wide area. The regional park is usually the largest of all parks, and typically serves an area encompassing one county or region of adjacent counties, depending on population concentrations of the counties, size, and location generally resource-oriented and designed to blend highly specialized recreational facilities with the natural environment.

**Regulatory Discharge** - discharges of water from canals in order to regulate the water level of lands within the drainage basin of the canal.

**Rehabilitation** - the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural and cultural values.

**Reliever Aviation Facilities** - general aviation airports designated by the Federal Aviation Administration as alternatives to busy commercial service airports for business and cargo aircraft traffic.

**Relocation Housing** - those dwellings made available to households displaced by public programs, provided that such dwellings are sound, safe and sanitary and within the financial means of the households displaced.

**Resident** - a person who makes his/her home in a particular place, may be of permanent or temporary status and would include both existing and future residents and special populations.

**Residential Land Use Designations** - areas designated on the Future Land Use Map for use in providing housing including single-family, multi-family, and mobile home dwelling units. Residential land use designations stipulate varying density allowances which are based upon various factors, including the availability of public facilities and services, compatibility with surrounding land uses, and environmental constraints. These land use classifications are defined as follows:

**Residential 30 Directive** - a classification providing for a maximum residential density of thirty (30) dwelling units per acre, unless otherwise established by the Comprehensive Plan

**Residential 15** - a classification providing for a maximum residential density of fifteen (15) dwelling units per acre, unless otherwise established by the Comprehensive Plan.

**Residential 6** - a classification providing for a maximum residential density of six (6) dwelling units per acre, unless otherwise established by the Comprehensive Plan.

**Residential 4** - a classification providing for a maximum residential density of four (4) dwelling units per acre, unless otherwise established by the Comprehensive Plan.

**Residential 2** - a classification providing for a maximum residential density of two (2) dwelling units per acre, unless otherwise established by the Comprehensive Plan.

**Residential 1** - a classification providing for a maximum residential density of one (1) dwelling unit per acre, unless otherwise established by the Comprehensive Plan.

**Residential 1:2.5** - a classification providing for a maximum residential density of one (1) dwelling unit per two and one-half (2.5) acres, unless otherwise established by the Comprehensive Plan.

**Resource Recovery** - the process of obtaining materials or energy from wastes; recycling.

**Retention (surface water)** -- a drainage technique that retards or detains runoff or discharge to enhance groundwater recharge and reduce erosion and surface water pollution, such as a retention basin, parking lot storage, porous pavement, dry well, or any combination thereof.

**Reverter Clause** - a clause in a deed which stipulates that unless certain conditions are followed, ownership of the property involved will return to the conveyor or to a designated third party.

**Rights of Boaters, Fishermen, and Waterskiers (as they apply under 370.12(2)(jk), F.S.)** means that boaters, fisherpersons and waterskiers have the right to use the waters of the State of Florida for recreational or commercial purposes in a manner consistent with all applicable federal, state and local laws and regulations. Such laws and regulations include, but are not limited to, those governing the operation and safety of vessels on the water to promote public

safety, environmental/natural resource protection, and/or responsible use of the waters of the State.

**Riverine Floodplain** - the area susceptible to being inundated by waters from the St. Johns River, freshwater Lakes, and freshwater tributaries to the Indian River Lagoon System from a given storm event.

**Roadway Network** - the vehicular and pedestrian traffic circulation system including roads, bicycle paths and lanes, sidewalks, and traffic control devices.

**Runoff** -- (aka surface runoff) the portion of precipitation or irrigation on an area that flows across the ground surface as sheet or stream flow to natural or manmade catchment basins without returning to the atmosphere nor infiltrating the soil to recharge groundwater.

**S1** - Critically imperiled in state because of extreme rarity (5 or fewer occurrences or very little remaining area) or because of some factor(s) making it especially vulnerable to extinction.

**S2** - Imperiled in state because of rarity (6-20 occurrences or little remaining area) or because of some factor(s) making it very vulnerable to extinction throughout its range.

**Schedule of Improvements and Funding** - that schedule prioritizing capital facilities and services adopted as part of the Capital Improvements and Programs element of the Brevard County Comprehensive Plan.

**Seagrass Coverage (%)** - Seagrass coverage shall be determined on a project site during the months of May through October. The percent coverage of seagrass is determined by counting short shoots in a one square meter (1m<sup>2</sup>) plot frame that has been evenly subdivided into one hundred square cells. The plot is placed every five meters (5m) along a minimum of three (3) transect lines perpendicular to the shoreline and extending to the end of the project site. The transect lines are to be evenly spaced along the project site shoreline with one transect located at the middle of the site and one at each end of the project site. Transects shall be no greater than fifty meters (50m) apart. If the project site is greater than one hundred meters (100m) in width, additional transects shall be added at a rate of one for every fifty meters (50m) of shoreline. If ten of the sample plot frames contain ten percent (10%) or more seagrass, then the final coverage for the site is greater than or equal to ten percent (10%). The project site is defined as that area within which boats will be docked. If the project site and the shoreline are not contiguous then the first plot frame shall be placed at the intersection of the project site and the transect line.

**Seawall** means a vertical structure built along a portion of a coast, retaining earth against its landward face and designed to prevent erosion and other damage by wave action.

**Setback** -- the distance between a structure and any lot line.

**Shall** - expresses a command, must express what is mandatory, to be done at all times without deviation.

**Shelter Space** - facilities usable for the purpose of providing safe sheltering for "at risk" population. Pubic shelters must be able to provide protection from *surge inundation, flooding* and *high winds*. Shelter space is considered to be both public and private facilities. Public shelters are identified by two categories; *general population* and *special needs*. Private shelters consist of structures privately owned.

**Shoreline** means the point where the water meets the land at any point in time.

**Shoreline Protection Buffer** - a setback established from the mean or ordinary high water line or safe upland line whichever the applicant chooses. Within the shoreline protection buffer, passive recreation, hunting, fish and wildlife management open space, nature trails and limited amounts and types of shoreline access facilities shall be allowed. The amounts and types of development allowed within the shoreline protection buffer and other development restrictions are found in Conservation Element Policies 3.3, 3.4, and 3.5.

**Short Shoot** - The area between the rhizome (root) and the blade of a seagrass.

**Should** - expresses obligation; mandatory action necessary unless it can be clearly demonstrated that:

- a. Strict application will be contrary to the public interest;
- b. The public values being protected are insignificant and strict application will result in an excessive hardship to the project;
- c. Strict application will place an excessive hardship on the project, and an alternative action is available which is equal to or superior than the original requirements in reaching the policy's objective, and;
- d. The activity is not financially feasible for the local government.

**Significant Adverse Impacts** means that within the sphere of influence of a proposed boating facility, death or injury to manatees or destruction of manatee habitat can be reasonably expected to occur as a result of the construction, expansion, or increase in powerboat densities and activities associated with boating facility.

**Significant Manatee Habitat Features** - each of the following five habitat features is considered significant as described.

1. Seagrass - 5% or more seagrass present on the proposed project site is considered significant.
2. Manatee Abundance - five (5) or more observations/overflight within a 5 mile radius of the site. If more than one survey falls within the 5-mile radius, the number of manatees observed will be counted for each survey, divided by the number of overflights and then the normalized values will be summed.

3. Significant Manatee Mortality - the number of watercraft mortality within a 5 mile radius, divided by the total number of watercraft mortalities in Brevard County, A value of 0.03 or larger is considered significant.
4. Manatee Freshwater Source/Calving/Cavorting/Feeding/Resting Area is within a 1/2 mile of the proposed site.
5. The proposed site is in a Class II Waterbody, Outstanding Florida Waterway (OFW), or an Aquatic Preserve.

**Silviculture** - the art, application, and practice of controlling forest establishment, composition, and growth through sound management techniques, based on the owners management objectives. *See Forestry.*

**Slip, Wet Slip, or Dry Slip** means an area within a boating facility which is intended for the mooring storage of a vessel.

**Slow Speed** means the speed at which a vessel proceeds when it is fully off plane and completely settled into the water. Vessels shall not be operated a speed that creates an excessive wake or other hazardous condition, which is unreasonably or unnecessarily, endangers other vessels under the existing circumstances. This requiring level of protection for the safety of vessels and vessel operators is also intended to provide adequate protection for manatees and is therefore adopted because of its familiarity to vessel operators. Due to the different speeds at which vessels of different sizes and configurations may travel while in compliance with this definition, there is no specific numerical speed assigned to Slow Speed.

A vessel is not proceeding at Slow Speed if it is:

1. On a plane;
2. in the process of coming off plane and settling into the water or coming up onto plane;
3. creating an excessive wake or other hazardous condition which unreasonably or unnecessarily endangers other vessels.

A vessel is proceeding at Slow Speed if it is fully off plane and completely settled into the water and not creating an excessive wake or other hazardous condition which unreasonably or unnecessarily endangers other vessels

**Slow Speed Zone** means an area where vessels may not be operated at greater than Slow Speed, as defined above and in 62N-22.002(7), F.A.C.

**Solid Waste** - sludge from a waste treatment works, water supply treatment plant, or air pollution control facility; or, garbage, rubbish, refuse, derelict vessels, junk vehicles, and other discarded material, including solid, liquid, semisolid, and contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations.

**Source Reduction** - the practice of reducing the generation of waste at the source of production. Potential source reduction methods include redesign of processes to minimize waste production and the use of safer substitute materials in manufacturing process.

**Sovereignty Lands** means those lands including, but not limited to: tidal lands, islands, sandbars, shallow banks, and lands waterward of the ordinary or mean high water line, to which the State of Florida acquired title on March 3, 1845, by virtue of statehood, and of which it has not since divested its title interest. For the purposes of this rule sovereignty lands shall include all submerged lands within the boundaries of the preserve, title to which is held by the Board.

**Special Populations** - a subset of the resident population which includes those persons with special housing needs such as the elderly, single parent families, handicapped, transients and family-deprived.

**Special Use Parks** - there are parks and recreational facilities which do not conform to existent standards and have special uses including recreational vehicle parks, nature trails, golf courses, conservation areas, airport parks and wildlife sanctuaries.

**Specialized Incineration Unit** - an incineration unit designed for the reduction or disposal of material that poses a threat to the environment when it is left untreated (e.g., bio-hazardous material).

**Species** - a group of individuals that potentially breed among themselves and do not breed with other groups (biological definition) or a group of individuals that are morphologically, physiologically, or biochemically distinct from other groups in some important characteristic (morphological definition of species).

**Species of Special Concern** - Species of animals listed under the jurisdiction of the Florida Fish, Game and Wildlife Conservation Commission, Chapters 39 and 46 F.A.C. These are generally any species, subspecies, or isolated population that is likely to become a threatened species, or a species that meets certain criteria for threatened status but where conclusive data is limited or lacking.

**Sphere of Influence** means those waters where powerboats from a boating facility are reasonably expected to operate.

**Spoil Islands** -- dirt, rock, or waste material that has been removed from its prior location, often the bottoms of waterways, and deposited as emergent mounds.

**Standard** - a rule set up and established by authority for the measure of quantity, weight, extent, value or quality; a criterion on which a judgment or decision may be based.

**Strive** - to endeavor; to devote serious effort or energy.

**Structure** - anything constructed or erected, the use of which requires rigid location on the ground or attachment to something having a permanent location on the ground.

**Substandard Housing Suitable for Rehabilitation** - a housing unit which is suitable for human occupancy but which has some degree of hazardous conditions to the health or safety of the occupants. Also, a housing unit which is structurally sound but has visible degrees of deterioration and several housing code violations but all of which are economically feasible to correct.

**Substandard Housing not Suitable for Rehabilitation** - a housing unit which is structurally unsound and which possesses a serious and immediate threat to the health and safety of the occupants. Also, a housing unit which is not suitable for occupancy and the conditions or code violations are not economically feasible to correct. Would include units damaged by fire, storm, or other natural causes.

**Substantially Surrounded** - when a parcel of land is bordered on two sides by land developed as commercial or industrial. Such commercial or industrial development should abut the subject land.

**Suitability** - Means the degree to which the existing characteristics and limitations of land and water are compatible with a proposed use or development. (~~Form 9J-5.003(134)~~).

**Support** - to promote the interests or causes of; to uphold or defend as valid or right, advocate; to argue or vote for; to pay the costs of; to favor actively in the face of opposition.

**Surface Water** -- water on the earth's surface exposed to the atmosphere as rivers, lakes, streams, and oceans.

**Surface Water Protection Buffer** - a setback established from the mean or ordinary high water line or safe upland line whichever the applicant chooses. Within the surface water protection buffer, passive recreation, hunting, fish and wildlife management open space, nature trails and limited amounts and types of shoreline access facilities shall be allowed. The amounts and types of development allowed within the surface water protection buffer and other development restrictions are found in Conservation Element Objective 3.

**Terminal Platform** means that part of a dock or pier, including finger piers that are connected to the access walkway, is located at the terminus of the facility, and is designed, to secure and load or unload a vessel or conduct other water dependent activities.

**Threatened Species** - Species of animals and plants federally listed the jurisdiction of the U.S. Fish and Wildlife Service, Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*), or the Florida Fish and Wildlife Conservation Commission, Chapters 39 and 46, Florida Administrative Code (F.A.C.), or the Florida Department of Agricultural and Consumer Services, Preservation of Native Flora of Florida Act (s. 581.185-187, Florida Statutes). These

are generally any species, subspecies, or isolated population, which are likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

**Tourist Commercial Development Activities** - activities intended to serve the needs of tourists and seasonal residents and include hotels, motels and support activities such as restaurants, gas stations and souvenir shops. Varying densities for hotel/motel activities are set forth within the Comprehensive Plan. Such activities are located in Community Commercial (CC) land use designations, unless otherwise provided in the Comprehensive Plan.

**Toxic Material** - a type of hazardous waste that causes harm to humans or other organisms by entering the organism and interfering with normal life functions, as opposed to corrosive, ignitable, or reactive materials which cause damage by physical proximity or contact.

**Transfer Station** - a facility for the temporary collection of solid waste prior to transport to the processing facility.

**Transient Commercial Development Activities** - activities intended to serve the needs of the overnight visitor and are located in Community Commercial (CC) land use designations.

**Transitional Level of Service** - a temporary acceptable level of service for a specific facility or service not to exceed 12 years, but which shall realistically reflect the minimum timeframe necessary to establish a funding source and/or remove affecting obstacles, and proceed with an appropriate improvement effort.

**Tributary** - a natural stream or other natural water body that flows, falls or empties into another water body. This definition is not to include non-point sources.

**Turbidity** -- a thick, hazy condition of air or water due to the presence of suspended particulates or other pollutants.

**Turning Basin** means the area of sovereign submerged land which is required to maneuver a vessel into or out of a facility.

**Type 1 Aquifer Recharge Areas** - those areas which are within the City of Titusville's Area of Critical Concern, or are within five hundred (500) feet of a public water supply well or within the boundaries of a development that proposes a public water supply well provided that this area serves to recharge the aquifer from which the well draws and which have highly permeable soils.

**Type 2 Aquifer Recharge Areas** - those areas which are not classified as Type 1 aquifer recharge areas and are above 30 feet mean sea level and have highly permeable soils.

**Type 3 Aquifer Recharge Areas** - those areas which have highly permeable soils and are below 30 feet mean sea level.

**Unique Farmlands** - those lands which possess a special complement of location, soil characteristics, growing season and moisture supply that result in high productivity for specialty crops such as fruits, vegetables and vineyards.

**Units Per Acre** - the number of residential units allowed as a maximum per acre. This term may describe an aggregate density over a large tract or a building lot size.

**Urban Sprawl** - a land development pattern characterized by the location of development in areas where public facilities and services cannot be provided efficiently.

**Urban-District Park** - generally contain 100 to 499 acres and serve several communities in the metropolitan area.

**Utility Corridor** - an inter-county corridor established for rail transportation of persons and/or cargo and one or more of the following: the location of lines for the transmission of water, electricity, communications, petroleum products, products of a public utility (including new technologies of a public utility nature), or materials.

**Very Low Income Household** - a household which possesses a household income of less than 50 percent of the median income.

**Very-low-income persons**- means one or more natural persons or a family, not including students, the total annual adjusted gross household income of which does not exceed 50 percent of the median annual adjusted gross income for households within the state, or 50 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

**Wake** means all change in the vertical height of the water's surface caused by the passage of a vessel including, but not limited to, a vessel's bow wave, stern wave, and propeller wash.

**Water Dependent Uses** - activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports and marinas; recreation; electrical generating facilities; or water supply.

**Water Enhanced Uses** - activities which are not water dependent but whose value is increased due to location along the water. This increased value is not related to the increased property values of water-front property. Water enhanced uses include restaurants, some upland recreational areas and tourist attractions.

**Water Quality** -- a measure of the levels of pollutants occurring within a specified area of a waterbody.

**Water Related Uses** - activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses. These land uses include bait and tackle shops, and boat sales and rentals.

**Watershed** -- the region or area of land that drains water, sediment, and dissolved materials to a common outlet or body of water.

**Water's Edge Wetlands** - wetlands which are a transitional area between dry land and open water.

**Wetland Functionality** - is determined by the ability of the wetland to provide a diversity of habitat and food sources for aquatic and wetland-dependent species, and for threatened and endangered species and species of special concern; to provide flood storage capacity; to provide for the protection of downstream and offshore water resources from siltation and pollution; or to provide for the stabilization of the water table. (from Chapter 62-3691, Brevard County Code of Ordinances). In considering the functional value of wetlands, the degree of alteration, uniqueness, landscape diversity, and proximity to water bodies should be considered.

**Wetlands** - as defined in Florida Statute 373.019(25).

**Wildlife and Open Space Corridor** - a widespread, continuous or near-continuous system of wildlife habitat that is established by linking wildlife preserves, sanctuaries, refuges, parks or open space areas to provide a pathway for wildlife movement.

**Wildlife Habitat** - An area that provides an animal with food, water, and shelter and that also provides the spatial requirements that facilitate breeding, foraging, roosting, and resting.

#### **Acronyms**

BCC	Brevard County Board of County Commissioners
CCL	Brevard County Coastal Control Line (Ord. 85-17).
CCCL	FDEP's old Coastal Construction Control Line (1975).
CSL	Brevard County Coastal Setback Line
CCMP	Coastal Conservation and Management Plan
<del>DCA</del>	<del>Department of Community Affairs</del>
<del>DEO</del>	<del>Department of Economic Opportunity</del>
DRI	Development of Regional Impact
ECFRPC	East Central Florida Regional Planning Council
EPA	Environmental Protection Agency

FDEP	Florida Department of Environmental Protection
IRL	Indian River Lagoon
LPA	Local Planning Agency
NEP	National Estuary Program
NRCS	Natural Resources and Conservation Service (previously the Soil and Water Conservation District)
PLRG	Pollution Load Reduction Goals
SAV	Submerged Aquatic Vegetation
SJRWMD	St. Johns River Water Management District
SWIM	Surface Water Improvement and Management
SACOE	United States Army Corps of Engineers