

Baratta, Angel

From: Trina Gilliam <tgilliam@cityofrockledge.org>
Sent: Friday, June 14, 2019 11:58 AM
To: Baratta, Angel
Cc: Jason Evans; Tara McCue; Alix Bernard; Alex Clark; Claire Knox; Emily Dolatowski
Subject: R1811 Grant Agreement Deliverables

Angel,

The City authorized the ECFRPC to submit deliverables 1 – 5 per the DEP grant agreement R1811, and recognizes those deliverables as being sent.

Best regards,

Trina Gilliam

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Contract #: R1811 Task #: 5
Date Received: 6/14/19 Received by: AB
Date Approved: 6/17/19 Approved by: DGraham
Amount: _____ Invoice #: _____
Covering Period for 6/14/19
Start Date: _____ End Date: _____

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From: Emily Dolatowski [mailto:EmilyDolatowski@ecfrpc.org]
Sent: Friday, June 14, 2019 11:32 AM
To: Angel.Baratta@FloridaDEP.gov
Cc: Trina Gilliam <tgilliam@cityofrockledge.org>; Jason Evans <jevans1@stetson.edu>; Tara McCue <tara@ecfrpc.org>; Alix Bernard <abernard@cityofrockledge.org>; Alex Clark <aclark@clearviewgeographic.com>; Claire Knox <Claire.Knox@ucf.edu>
Subject: Rockledge Final Deliverables

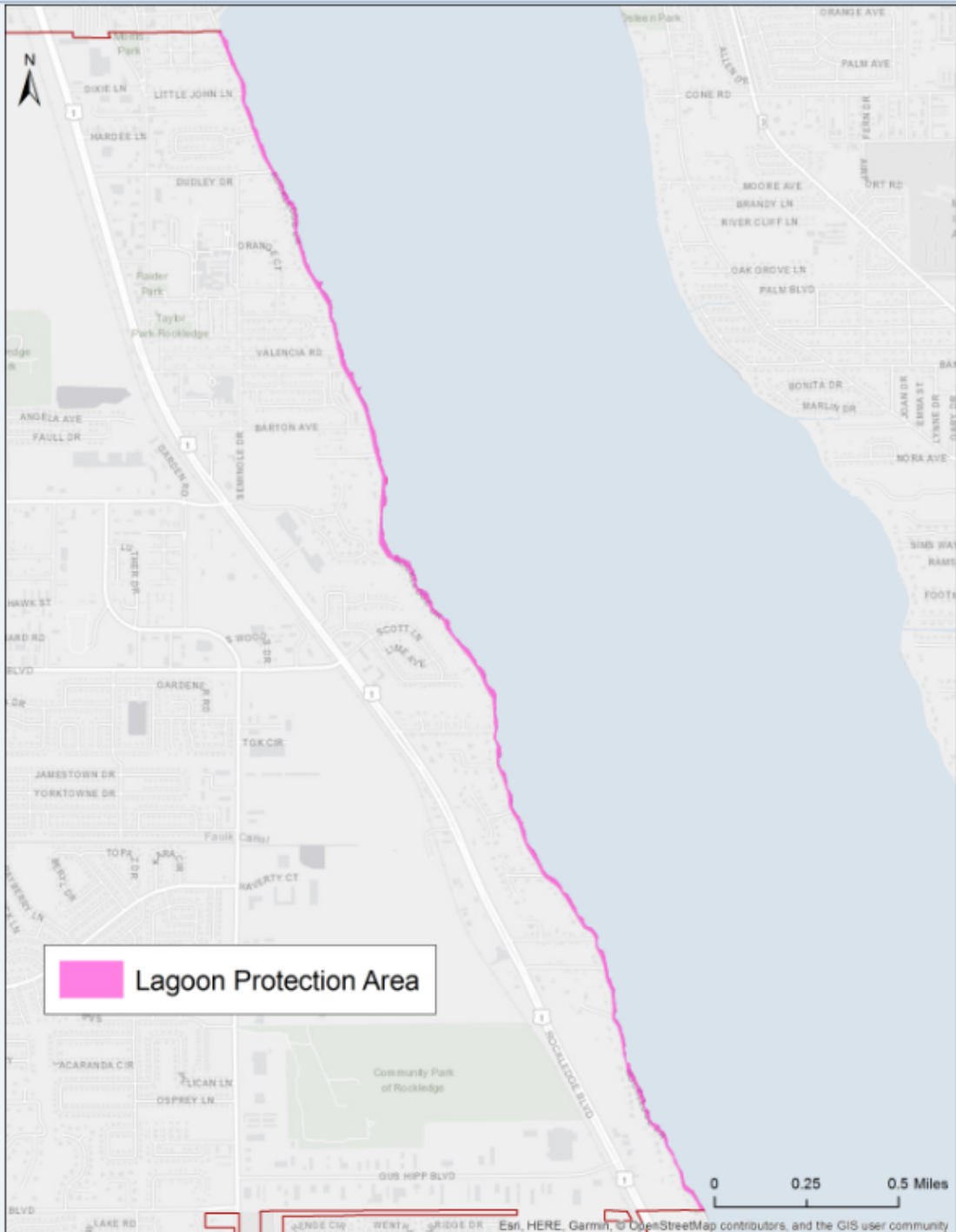
Angel,

On behalf of the City of Rockledge, please see below for a link to the deliverables.

<http://owncloud.cfgis.org/index.php/apps/files?dir=//Rockledge>

username: ECFRPC
password: Changeme123

Emily Dolatowski
East Central Florida Regional Planning Council



**COMPREHENSIVE PLAN
CITY OF
ROCKLEDGE, FLORIDA**

Prepared By:
Rockledge City Council
Rockledge Planning Commission
Citizens Advisory Committee

INTRODUCTION

The City of Rockledge Comprehensive Plan is adopted under the authority and requirements of the Local Government Comprehensive Planning and Land Development Regulation Act of 1985, as amended, Chapter 163, Florida Statutes and Chapter 9J-5, F.A.C., Minimum Criteria for Review of Local Government Comprehensive Plans and Determination of Compliance. The plan is designed to provide policy direction for the City in managing their growth and development over the next ten-year period.

The process of reviewing the previous Comprehensive plan (which was originally adopted by the Rockledge City Council on October 5, 1988) for revision started two years prior to this adoption, with the Evaluation and Appraisal Report (EAR). The EAR process examined extensive analysis of existing and future conditions of the City in each of the elements contained within the Comprehensive plan to determine the goals, policies and objectives which were in need of creation or reevaluation to meet the needs of the City over the next ten years. The current required elements which are included herein are: Future Land Use, Transportation, Housing, Infrastructure, Coastal Management, Conservation, Recreation and Open Space, Intergovernmental Coordination, Capital Improvements and School Facilities.

The Comprehensive Plan includes Goals, Objectives and Policies for each of the required elements, as well as procedures for the future monitoring and evaluation of the plan and documentation of plan consistency with the State Comprehensive Plan. Accompanying map series describing Future Land Use, the potential for Storm Surge, Transportation and Open Space have also been included. This Plan was adopted by the Rockledge City Council on February 2, 2011 in fulfillment of the requirements of Chapter 163.3184(7).

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Chapter 1

FUTURE LAND USE ELEMENT

GOALS, OBJECTIVES AND POLICIES

Objective 1.1.

Future development and redevelopment activities shall be directed toward appropriate areas as depicted on the future land use map, coordinated with the topography, soil conditions and availability of facilities and services, and consistent with the goals, objectives, and policies of the comprehensive plan.

Policy 1.1.1. The City's land development regulations shall regulate the use of land based upon and consistent with the development guidelines established for each of the City's planning districts. These guidelines have been included and adopted as appendix A of the future land use element.

Policy 1.1.2. The City shall undertake efforts to amend where necessary the existing ordinance and regulations to bring them into consistency with the adopted comprehensive plan within one (1) year of plan submittal or as required by Florida State Statute, whichever is greater. At a minimum this will include the following:

1. Subdivision of land within the City.
2. Signage.
3. Areas subject to seasonal and periodic flooding.

Policy 1.1.3. No development shall be approved unless sufficient public facilities are available to serve the development consistent with the level of service standards adopted as part of the comprehensive plan and identified in the capital improvements element.

Objective 1.2.

The City shall continue to work to eliminate inconsistencies between the zoning regulations and adopted land use plan as a means of encouraging the reduction of uses inconsistent with the comprehensive plan.

Policy 1.2.1. The City shall amend its zoning ordinance consistent with the permitted land uses established through the planning district guidelines (appendix A) and the future land use map.

Policy 1.2.2. The compatibility criteria established in the planning district guidelines (appendix A) shall be applied in the review of new development to insure its compatibility with existing land uses.

Policy 1.2.3. The following land use definitions will be used:

Commercial. Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services. Commercial uses will be at a relatively low to moderate intensity, consistent with existing uses.

Industrial. Activities within land areas which are predominantly connected with manufacturing, assembly, processing, or storage of products. Industrial uses will be at a relatively low to moderate intensity, consistent with existing uses.

Low density residential. Low density residential land uses shall be at a density not exceeding three (3) dwelling units per acre.

Medium density residential. Medium density residential land uses shall be at a density greater than three (3) dwelling units per acre and not exceeding fourteen (14) dwelling units per acre.

Institutional. Activities within land areas which are predominantly connected with governmental facilities (federal, state and local) schools, hospitals, and medically related facilities. Institutional land uses will be at a relatively low to moderate intensity, consistent with existing uses.

Hospital campus district (HCD). Activities within this land use offers medical care more intensive than personal care services and offers facilities and beds for use beyond twenty-four (24) hours for individuals requiring diagnosis, treatment or cure for illness, injury, deformity, infirmity, abnormality, disease, or pregnancy and which regularly makes available at least clinical laboratory services, diagnostic x-ray services, and treatment facilities for surgery or obstetrical care, or other definitive medical treatment of similar extent. The term hospital shall include the buildings themselves and any accessory uses such as hospital maintenance and storage facilities, helistops for hospital emergency services, parking and parking garages, emergency facilities, related teaching and training activities, accessory indoor auditoriums/conference rooms, accessory indoor minor retail, miscellaneous service, and personal service uses, and incidental publishing and printing of hospital related information. The term "Hospital" does not include congregate living facilities; nursing, skilled nursing, convalescent, and extended care facilities; or professional residential facilities. The outside boundaries of this district shall be defined as Longwood Avenue, Seminole Drive, Rockledge Boulevard and Orange Avenue, comprising twelve and twelve hundredths (12.12) acres.

Recreational, public passive (RPP). Activities within this land area are predominantly connected land areas being preserved which contain areas of wetlands and or habitats which serve to protect valuable threatened and endangered species. These areas may also be used to enhance the passive recreational needs of the population (i.e., hiking and bicycle trails, information centers, scenic vistas, canoeing, fishing, and the use of fishing/mooring docks). These areas may be designated passive park areas. Whenever possible the City will work with permitting agencies to combine functional uses of all properties.

Recreational, public active (RPA). Activities within this land area are predominantly connected to land areas being used for active recreational purposes which include the following uses (i.e., field sports, basketball, soccer, tennis courts, community centers, recreation centers, water recreation (if determined environmentally safe), horseshoes pits, volleyball, skateboarding areas, shuffleboard, in-line skating, and other activities deemed appropriate by the City. Whenever possible the City will work with permitting agencies to combine functional uses of all properties.

Recreational, public mixed use (RPMU). Activities within this land use area shall be predominantly connected to areas which serve a mix of functions (i.e., master storm water lakes, wetland areas, conservation areas) but also should serve the residents of the area, (i.e., canoeing, freshwater fishing, hiking, picnic areas and water skiing if allowed by ordinance). These areas will often be in the process of transitioning from a public works project to public use project and may be transformed into open space parks.

Mixed use planning district 5. The allowed land uses in this district include those identified in appendix A. This area is made up of a total of 925.58 acres, of which 549.62 acres are developed. Residential land use areas make up sixteen (16) percent, commercial makes up twenty-four (24) percent, industrial makes up fifty-eight (58) percent and two (2) percent is identified as miscellaneous roadways, drainage and retention areas. All properties identified as mixed use shall follow existing zoning designations and may be modified within the following acceptable ranges.

- Medium density residential land uses currently involve sixteen (16) percent of the total area of district 5. Zoning changes may reflect a range of fifteen (15) percent to twenty (20) percent of the total area.
- Commercial land uses currently involve twenty-four (24) percent of the total area of district 5. Zoning changes may reflect a range of between twenty-four (24) percent and forth-two (42) percent of the total area.
- Industrial land uses currently involve fifty-eight (58) percent of the total area of district 5. Zoning changes may reflect a range of between forty (40) percent and fifty-eight (58) percent.
- Redevelopment area: The City adopted a community redevelopment area, which contains four (4) sub-districts. Sub-district 2, Barton Boulevard Redevelopment Area is contained within planning district 5 (four hundred sixty-six (466) acres). Land uses within the redevelopment area are intended to be highly intensive and contain a mix of uses as follows: Residential: Forty (40) to sixty (60) percent; Commercial: Forty (40) to sixty (60) percent. Light Manufacturing: Fifteen (15) percent. Public and recreational uses

are also contained and encouraged within this district.

Mixed use planning district 6. The allowed land uses in this district include those identified in appendix A. Mixed use areas are limited to those areas west of Murrell which can be developed as follows: commercial retail or residential at a density of fourteen (14) units an acre for the first three hundred (300) feet; the next three hundred thirty (330) feet must be developed as residential with a density of eight (8) units or less per acre.

Mixed use planning district 7. The allowed land uses in this district include those identified in appendix A. Mixed use property consists of three hundred forty-four (344) acres of which six (6) percent or twenty (20) acres have a residential zoning designation; thirty-five (35) percent or one hundred twenty-two (122) acres comprise an existing golf course; fifty-nine (59) percent or two hundred (200) acres have a commercial zoning designation.

- Medium density residential land uses currently involve six (6) percent of the total mixed use area in planning district 7. Zoning changes may reflect a range of six (6) percent to twenty-four (24) percent of the total area.
- Commercial land uses currently involve fifty-nine (59) percent of the total mixed use area in planning district 7. Zoning changes may reflect a range of between forty-one (41) percent and fifty-nine (59) percent of the total area.
- The golf course should remain unchanged at thirty-five (35) percent of the total mixed use area in planning district 7.

Redevelopment mixed use district (RMU). Activities within this land use area shall allow for the redevelopment of existing buildings and promote new projects to foster economic development. A variety of land use types may be permitted within the RMU, either in single use or multi-use structures. Performance standards and incentives/bonuses will be used to promote quality design, including such items as architectural and site design criteria, use of colors and materials, signage, landscaping, lighting, and building orientation. Projects shall be reviewed for compatibility with surrounding structures, in order to create an attractive physical environment for the users and public. Total density limits shall not exceed the densities allowed currently (fourteen (14) dwelling units per acre), except through the incentive program where a project may earn a maximum density of twenty-five (25) dwelling units per acre. Intensity limits shall not exceed the existing .3 floor area ratios, unless additional design features are incorporated. A maximum limit of 1.0 floor area ratio may be reached, with Intensity bonuses. Each development shall include a minimum of four (4) of the twelve (12) standards design features to promote diversity and aesthetics. If a proposed development incorporates eight (8) or more design elements into the proposed development, a minimum of five (5) and maximum of an additional eight (8) units per acre may be approved by the city council at the time of site plan approval; however, in no case shall the maximum allowable density exceed twenty-five (25) dwelling units per acre. Streets shall contain sidewalks, streetlights, street signs and other site amenities provided by the developer; such amenities shall be of a design acceptable to the City and approved by the city council. If all twelve (12) features are incorporated, the council, at the recommendation of the planning commission, may award up to four (4) more units. The Rockledge Land Development Regulations shall describe and contain the design elements, which must be met for increased bonuses. If eight (8) of the twelve (12) basic design features are integrated to commercial structure and site, the floor area ratio may be increased to (1) by approval of the city council.

Development projects implementing Transit Oriented Development (TOD) strategies will receive a density bonus of 1 dwelling unit per acre (DUA). Development projects implementing Workforce Housing strategies will receive a density bonus of up to 1 DUA, provided those extra units are dedicated to Workforce Housing, only. In no case will more than 25 units per acre be allowed on any one project in the RMU district.

Industrial uses within the RMU land use area will be limited when properties are expanded, enlarged, or existing industrial uses are replaced within the district or to any new industrial project. Performance standards as adopted within the City's land development regulations shall govern physical development and site design. All shall be subject to the following conditions:

- A minimum of eight (8) architectural and site design features must be used.
- There shall be no outside storage of any materials, vehicles, or products.

- All activities must be contained within an enclosed structure.
- Solid, opaque visual screens shall separate industrial uses from commercial and residential uses for the full perimeter of the property.
- New industrial uses shall be limited to light industrial uses only; all activities shall be within enclosed structures.
- No new automotive service and repair shops shall be permitted.
- Lot and yard dimensions for new industrial uses:

One (1) acre minimum lot size

Twenty (20) feet perimeter setbacks

(Ord. No. 1348-2004, §§ 1, 2, 9-8-04; Ord. No. 1361-2004, § 1, 12-15-04)

Policy 1.2.4 The City will research the use of mother-in-law quarters as accessory structures in single-family zoning districts as affordable dwelling units.

Objective 1.3.

All development activities undertaken in the City will continue to be consistent with and supportive of the comprehensive plan's policies for protecting natural and historic resources.

Policy 1.3.1. The City shall develop and adopt an historic preservation ordinance to provide appropriate protection for significant historic resources. This ordinance shall include at a minimum the following:

- A. Protection of resources listed on the National Register of Historic Places, the Florida Master Site, locally identified resources.
- B. Develop standards for the identification and evaluation of historic resources.
- C. Consider the establishment of a review board responsible for reviewing and evaluating development proposals for their impact upon the City's historic resources.
- D. Establishment of procedures for the review of all development and redevelopment proposals.
- E. Establishment of procedures and criteria for the designation of historic districts.

Policy 1.3.2. The City will continue to maintain the current historic district that consists of portions of Rockledge Dr, Barton Ave, Orange Ave, and Valencia Rd.

Objective 1.4.

Over the course of the ten (10) year planning period the City shall provide for adequate lands to meet the public facility and service needs as identified through the capital improvements element.

Policy 1.4.1. The City shall work with the Florida Department of Transportation and Brevard County in defining right-of-way needs for proposed roadway improvement and establish techniques for right-of-way acquisition and protection.

Policy 1.4.2. The City shall amend where necessary its land development regulations to ensure new development reserves sufficient transportation, recreation, utility and community facilities right-of-way to meet its projected needs.

Policy 1.4.3 The City will coordinate with the Florida Inland Navigation District (FIND) to find available land to be earmarked for dredging disposal sites.

Policy 1.4.4 The City shall ensure that the comprehensive plan is in alignment with the district water supply plan (DWSP).

Policy 1.4.5 Design of Public Facilities and Utilities. Public facilities and utilities shall be located and designed to:

1. maximize the efficiency of services provided;
2. minimize related costs;
3. minimize adverse impacts on natural systems; and
4. maximize energy efficiency, promote alternative sources of energy, and minimize greenhouse gas emissions.

Objective 1.5.

Assist the private sector in meeting the goals, objectives and policies of the comprehensive plan through the incorporation of flexible and innovative development practices into the land development regulations.

Policy 1.5.1. The City shall provide for mixed land uses within the City consistent with the planning district guidelines and future land use map.

Objective 1.6.

The Brevard County School Board shall meet educational facility and growth management related activities involving coordination and cooperation with the City per:

- (1) Provisions of F.S. chapters 235 and 163, and their associated rules, and
- (2) As provided in the guiding and implementation language in the local government comprehensive plan and land development regulations where said language has met the consent of the school board.

Policy 1.6.1. The City shall coordinate and cooperate with the school board to facilitate the adequate and efficient provision of public schools.

- (A) *New school sites:* The City and school board will coordinate and cooperate to not seek new public schools in the following locations:
 - (a) Contiguous to major overhead high-voltage transmission lines;
 - (b) Contiguous to major gas transmission lines;
 - (c) Contiguous to water and wastewater treatment plants;
 - (d) Within one-half (1/2) mile of known landfills;
 - (e) Within the 100-year flood plain unless compensating storage is provided on site;
 - (f) Within five hundred (500) feet of high congestion or impact areas such as an expressway interchange, active railway crossing or heavy industry;
 - (g) Within one-half (1/2) mile of any "large quantity" hazardous waste generator;
 - (h) For any site prohibited for a public school in F.S. chapter 235, and F.A.C. § 6A-2;
 - (i) That where public water and sewer facilities are not available or accessible, these sites should be avoided;
 - (j) Wetlands within environmentally protected areas, e.g., wetlands, scrub habitat, etc.; and
 - (k) Nursery, farms where herbicides are routinely used.

Objective 1.7.

The City of Rockledge currently has no wellfields or wellheads within its jurisdictional limits. The City will ensure that any future wellfields and wellheads developed within the City will be located in areas where they will have the least impact. The City will provide 150-foot buffer areas around any future wellheads.

Objective 1.8.

Intensity of non-residential developments and density limits for residential developments for the City of Rockledge shall be in accordance with the Exhibit titled "Floor Area Ratio Intensity/Density Limits, City of Rockledge." Those mixed developments allowed to have residential and non-residential uses the respective densities and F.A.R. may be calculated separately as percentage of the development requirement then considered as a sum of the percentage, which shall equal one hundred (100) percent.

**FLOOR AREA RATIO
INTENSITY/DENSITY LIMITS
CITY OF ROCKLEDGE**

Zoning Category	Min. lot size sq. ft.	Floor area ratio	Density d.u.a.	Coverage allowed %	Maximum height F.T.
RMU	0	.6 to 1 with bonus**	Up to 25 with bonus	80 to 100 with bonus	110 (with bonuses)
HCD	7,000	1.5	N.A.	90	75, with additional buffering from residential
RCE	43,560	N.A.	1	30	25
R-1	12,000	N.A.	3	30	25
R-2	7,500/10,000	N.A.	5	35	25
R-2A	7,500/10,000	N.A.	8	50	25
R-3	10,000	N.A.	14	50	40
T.H.	2,400	N.A.	10	50	25
M.H.	6,600	N.A.	6	35	20
RVP	435,600	N.A.	15	35	25
P.U.D.	435,600	N.A.	12	35	40
C-1	7,500	0.3	N.A.	80	45
C-1A	174,240	0.3	N.A.	80	75
C-2*	7,000	0.3	14	80	75
P-1	7,000	0.3	N.A.	80	35, 45 in Plan Dist. 3
M-1*	7,000	0.3	14	80	40
M-2*	7,000	0.3	14	80	40
IP	20,000	0.3	N.A.	80	35

*Property can be developed using FAR, coverage and height or density d.u.a. Floor Area Ratio is used to determine the total structure area of the proposed development (not including retention, parking, or green space) example = A C-2 zoned property having 10,000 s.f. would be allowed a 3,000 s.f. building plus associated retention, parking, and green space, coverage of the entire site would be limited to eighty (80) percent, as the height increases more green space can be added to the overall project.

**Light Manufacturing uses limited to .30 FAR
(Ord. No. 1224-2000, § 1, 7-19-00; Ord. No. 1348-2004, § 3, 9-8-04; Ord. No. 1361-2004, § 2, 12-15-04)

Objective 1.9

Within 18 months of adoption of the amended comprehensive plan the City will help to promote commercial redevelopment as a method to revitalize areas, which are not as heavily utilized as when they were originally developed. These areas, generally fall into four sub-districts; they are sub-area one, Florida Ave., sub-area two, Barton Blvd., sub-area three, US 1, and sub-area four, Barnes Blvd.

Policy 1.9.1 The City shall have a Community Redevelopment Committee to oversee all redevelopment in sub-areas.

Policy 1.9.2 The City will when financially feasible conduct a market study for the community redevelopment sub-areas of Florida Ave., Barton Blvd., U.S. #1 and Barnes Blvd. corridors.

Policy 1.9.3 The Redevelopment Agency shall on an annual basis evaluate professional and networking memberships to measure their effectiveness in redevelopment efforts.

Policy 1.9.4 The Redevelopment Agency shall create a report every year to track the effectiveness of the development efforts. The report shall include a sub-section for each of the four different redevelopment areas, showing new development, sustained development and partnerships, both existing and new.

Policy 1.9.5 The Redevelopment Agency shall work with the chamber of commerce to promote new business development within the City Limits.

Objective 1.10

The City shall consider application of innovative land and water resource management and energy conservation concepts. The City's Land Development Regulation shall incorporate land and water resource management techniques that have been demonstrated to be successful and cost effective in resolving development conservation issues. These techniques address issues such as surface water management, soil erosion and sedimentation control, land clearing and excessive tree removal, loss of mature plants and wildlife habitat, alternative energy use, resource recovery, and conservation of water supply.

Policy 1.10.1 Energy related, certified "Green" industries, research and development, and associated bio-fuel, renewable, or other related energy institutional projects using natural, agricultural, organic, or similar resources or materials; or new technologies shall be permitted using the FAR standards set forth above for non-residential uses.

1. The City may set forth an energy efficient land use pattern by encouraging clustered, compact development patterns that will aid the City in minimizing the carbon footprint and greenhouse gasses.
2. The City may requires consideration of sustainable, "Green" building and neighborhood design, and low impact site planning practices.

Policy 1.10.2 The Use of Energy. The City will consider adopting site-planning standards, which require and/or provide incentives to developers to incorporate passive or active energy conservation measures in site layout and design within the City's energy conservation areas as identified in the Future Land Use Map Series. Developments which include green building standards (such as LEED), passive or active energy systems or design standards, low impact development measures, may be awarded incentives and density bonuses upon criteria set forth in the RMU zoning definition of policy 1.2.3. The City recognizes that the energy services provided by natural features of the environment including landscape, sun and wind, and promote site development and resource management that complements or substitutes for energy-intensive technologies.

Policy 1.10.3 Energy Efficient Land Development. Encourage land use patterns that by location, scale, and design minimize long-term energy commitments to construction, operation, maintenance, and replacement. Natural resource conservation/utilization shall be consistent with sound energy management principles.

Policy 1.10.4 Coordination of Energy Management. The City shall participate in regional, State, or local initiatives directed at coordinating energy management within the public and private sectors. These tasks may include joint formulation of energy related decisions with concerned federal, state, regional, and county agencies as well as with concerned private entities. Such activities shall be directed toward maximizing awareness of energy related problems, issues, alternative techniques for resolving energy related problems and issues, and to identify future areas where joint efforts may enhance mutual goals and objectives.

Policy 1.10.5 Energy Efficiency in Plans. The City shall promote a systematic approach to the development of pedestrian and bicycle path networks by the public and private sectors in order to improve energy efficient transportation links between major activity areas such as residential neighborhoods, employment centers, shopping areas, parks, and schools.

Policy 1.10.6 Energy Efficient Design. The City's Land Development Regulation shall include criteria which requires and/or provides incentives for design techniques which reduce demand for artificial heating, cooling, ventilation and lighting; minimize greenhouse gas emissions by capturing or reducing trips; result in resource recovery or conservation; and use neighborhood development standards formed from USGB/FGBD or LEED-ND criteria. Design factors may include building design, siting and orientation that effectively utilize natural solar resources, wind conditions, tree canopy, and plant material to reduce the effects of exposure to extreme weather conditions. Energy efficient construction shall be promoted through enforcement of the building and energy codes, through application of new and proven energy-efficient technology and through cooperative efforts with building trades, design professionals, building officials, and county, regional and state agencies concerned with energy conservation.

Policy 1.10.7 Energy Conservation in Building and Construction. The City shall enforce energy efficient building codes and promote efficient energy conservation in building heating and cooling systems. The City shall promote attendance at regional training workshops in energy efficiency in construction and continue to foster cooperative

relationships between building trades, architects, engineers, and building officials. Incentives may be developed to foster energy conservation and alternatives through the development review process.

APPENDIX A

PLANNING DISTRICT GUIDELINES

Dist. 1. Rockledge Drive Area

Dist. 2. Florida Avenue Area

Dist. 3. Hospital Area

Dist. 4. North/West Fiske Area

Dist. 5. Barton Boulevard Area

Dist. 6. Murrell Road Area

Dist. 7. Barnes Boulevard Area

Dist. 8. Central Rockledge Area

Goal.

Ensure a development pattern which recognizes land as a natural resource and promotes its most efficient and effective use in order to provide adequate space for all land use activities.

PLANNING DISTRICT 1. ROCKLEDGE DRIVE AREA

Area Objective.

To maintain and improve this area primarily for low and medium density residential development and insure that future development will not substantially alter or depreciate the existing character of the area and encourage the establishment of historic districts to protect historically significant buildings in the area.

Type of Land Use.

1. New development in this area will be primarily limited to single family dwellings and directly related land uses such as parks, schools, utilities, streets, and other non-commercial activities whose primary purpose is to serve and improve the quality of the residential districts.
2. Zoning districts that may be appropriate for this area after due consideration by the City include R1, R2 or historic zoning districts. Other zoning districts shall be limited to existing uses that may be changed and approved only if consistent with, and compatible to the intent or criteria of this district. Low density residential land use shall extend from the normal water level of the Indian River and extend to the uplands westward two hundred (200) feet, except on those properties noted in paragraph 3. below.
3. To prohibit commercial and multi-family residential development in this area except the block bordered by Rockledge Drive on the east, Shares Drive on the west, Barton Avenue on the south and Orange Avenue on the north. Commercial uses, including marinas, piers, and docks, shall not be allowed on the property located between the east right-of-way line of Rockledge Drive and the east boundary of the city limit (channel of the Indian River).
4. Encourage the establishment of historic districts to protect and enhance the historically significant sites and structures in the area.
(Ord. No. 1348-2004, § 4, 9-8-04)

Density.

5. The density of new residential development will be limited to that established by the applicable zoning district. The

maximum residential density shall not exceed four (4) units per acre.

Compatibility.

6. Scale, materials, building orientation, signing, landscaping, detailing, and other physical features that are compatible with the intent to maintain the residential character of this district shall be incorporated in any new development.
7. Adequate vegetation and/or constructed (fences, walls, berms, etc.) buffers and/or open space will be used between different land uses.

Special features to accomplish appropriate compatibility of new development with existing development shall be required through the land development regulations when the need has been identified in the site plan review process.

Transportation.

8. The transportation system will be maintained in accordance with the policies contained in the traffic circulation element.
9. Strategies will be developed and coordinated with Cocoa to minimize the amount of non-residential traffic on Rockledge Drive.
10. Provisions for pedestrian and bicycle improvements as addressed in the traffic circulation element will be incorporated into any new development.
11. Adequate access for sanitation, police, fire and rescue vehicles will be provided by all new development.

Conservation.

12. One inch of storm water shall be detained in all new developed or redeveloped areas.
13. Areas east of Rockledge Drive which are within the 100-year floodplain and the coastal high hazard area shall only be used for recreational purposes with construction limited to docks or piers appurtenant to upland residential properties on the Indian River or recreational facilities identified in the recreation and open space element.

Recreation and open space.

14. Development of recreational amenities within this area to take advantage of the Indian River should proceed in accordance with the policies and strategies outlined in the recreation and open space element, but shall not have an adverse effect on adjoining or historic properties.

**PLANNING DISTRICT 2.
FLORIDA AVENUE AREA**

Area objective.

To maintain and improve this area primarily for commercial and business development while upgrading the overall existing character and appearance of the area.

Type of Land Use.

1. Development in this district will be primarily wholesale trade, retail trade, business and professional offices, public and semi-public services and such other uses, which support and are compatible with the intent of this district. zoning districts that may be appropriate for this area after due consideration by the City include RMU, C1, C1A, or C2. Other zoning districts shall be limited to existing uses, which may be changed and approved only if consistent with, and compatible to, the intent or criteria of this district.
2. Existing residential development shall be retained on Florida Avenue. New residential development will be allowed in the redevelopment mixed-use (RMU) area as defined as follows: (North city limits to the north; Dixie Lane to the South; U.S. #1 to the West; and Florida Avenue to the East; comprising of 16.2 acres).
3. Development in this district may be neighborhood, community, or large-scale in nature, but may not attract such significant volumes of traffic as to create conditions on roads or intersections within or immediately adjacent to this district that result in a level of service below "E".

4. All new development proposals for this area shall be coordinated with the City of Cocoa and the City's redevelopment agency to insure that it is compatible with and supportive of that city's downtown redevelopment efforts.
(Ord. No. 1348-2004, § 5, 9-8-04)

Density.

5. Residential development will be limited to existing densities, except for the 16.2 acres identified in Policy 2, which may be increased from the existing fourteen (14) units per acre to twenty-five (25) units per acre provided urban design standards are met and the property has an RMU zoning designation and project is approved by city council.
(Ord. No. 1348-2004, § 5, 9-8-04)

Compatibility.

6. Scale, materials, building orientation, signing, landscaping, detailing, and other physical features that are compatible with the intent of this district shall be incorporated in all new development plans.
7. Vegetative, constructed buffers (fences, walls, berms, etc.) and/or open space will be used between different land uses, particularly between residential and non-residential land uses, except within redevelopment mixed-use residential and commercial projects.
8. Efforts will be undertaken to coordinate with the Brevard County School Board to insure compatibility of their property with neighboring land uses.
(Ord. No. 1348-2004, § 5, 9-8-04)

Transportation.

9. Access from property fronting on U.S. 1 should, where feasible and appropriate, be strictly limited by use of shared access by different land uses or access to the property from existing side streets. The redevelopment mixed use area shall be restricted to generate no more than 8,276 AADT unless traffic impact analysis and concurrency evaluation indicate the level of service standards on U.S. 1 and/or other surrounding local roadways will not be diminished.
10. An annual monitoring program for Florida Avenue should be initiated as part of an effort to insure adequate traffic flow on the road.
11. Strict limitation of access from property fronting Florida Avenue should be encouraged through the use of shared access points by different land uses or any other available means.
12. Where feasible, provisions for pedestrian and bicycle improvements will be made as new development occurs.
13. A corridor study shall be undertaken and draft development guidelines prepared which will define the potential of Florida Avenue as a major north-south arterial.
(Ord. No. 1348-2004, § 5, 9-8-04)

Conservation.

14. One (1) inch of storm water shall be retained in all newly developed or redeveloped areas.

Recreation and Open Space.

15. Land dedicated for recreation and open space or fees in lieu of shall be in conformance with the provisions of the recreation and open space element.

**PLANNING DISTRICT 3.
HOSPITAL AREA**

Area Objective.

To guide and control this area as primarily a high intensity center for medical services while insuring compatibility of future development with regional thoroughfares, local roads, and adjacent residential development.

Type of Land Use.

1. Development in this district will be limited to the hospital and related medical facilities and offices.
2. Wuesthoff Hospital shall prepare a comprehensive Hospital Campus master plan, incorporating urban design guidelines to assist in transitioning the Hospital Campus Area with that of surrounding residential uses and additional parking issues. Zoning districts that may be appropriate after due consideration by the City include, P1, C1, C2 and HCD. Other zoning districts shall be limited to existing uses, which may be changed and approved only if consistent with, and compatible to the intent or criteria of the district.

(Ord. No. 1361-2004, § 3, 12-15-04)

Density.

3. Intensity will be limited to the maximum building height, floor area ratio and lot coverage as prescribed in the existing zoning for this area. The hospital campus district (twelve and twelve hundredths (12.12) acres) shall be allowed to develop at a one and one-half (1.5) F.A.R., and impervious coverage will be limited to ninety (90) percent.

(Ord. No. 1361-2004, § 3, 12-15-04)

Compatibility.

4. New development will incorporate scale, materials, building, orientation, signing, landscaping, detailing, and other physical features that are compatible with the intent of this district.
5. Adequate vegetation or constructed buffers (fences, walls, berms, etc.) and/or open space will be used to define and separate different land uses. Increases in height above thirty-five (35) feet and to a limit of seventy-five (75) feet will incorporate a mixture of enhanced urban design features and/or additional horizontal setbacks.

(Ord. No. 1361-2004, § 3, 12-15-04)

Transportation.

6. A long-range program will be established for the purpose of removing all on-street parking from the area. No new development will be permitted without adequate off-street parking.
7. Access from property fronting U.S. 1 should, where feasible and appropriate, be strictly limited through the use of shared access by different land uses or access to the property from existing side streets.
8. Where feasible, provisions for pedestrian and bicycle improvements will be made by new development.
9. Adequate access for sanitation, police, fire, and rescue agencies shall be provided by all new development.
10. Efforts to beautify the U.S. 1 corridor shall be undertaken with emphasis given to landscaping and irrigating the medians.

Conservation.

11. One (1) inch of storm water shall be retained in all newly developed or redeveloped areas.

Recreation and Open Space.

12. No lands are anticipated to be dedicated to the provision of parks within this district.

**PLANNING DISTRICT 4.
NORTH/WEST FISKE AREA**

Area Objective.

To maintain and improve this area as a low and medium density residential area and insure that future development will not substantially alter or depreciate the existing character of the area.

Type of Land Use.

1. Development within the district will be limited primarily to single-family detached dwellings and directly related land uses such as parks, schools, utilities, streets and other such activities whose primary purpose is to serve the residents of the district. Zoning districts that may be appropriate for this area after due consideration by the City

include: PUD, RCE, R1, and R2.

2. Limited commercial, professional, and multi-family residential uses will be considered in appropriate locations based on severe compatibility and consistency tests. After due consideration by the City other zoning district shall be limited to existing use which range from R2A, R-3, P1, C1, C1A, and C2, which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district.
3. The City shall undertake steps to develop through an interlocal agreement with Brevard County an urban reserve area which encompasses unincorporated areas adjacent to this district.

Density.

4. Maximum density allowed shall not exceed five (5) dwelling units per acre; current multi-family zoning districts shall be limited to existing densities. Any proposed zoning district changes shall be limited to a maximum of five (5) dwelling units per acre. Undeveloped areas west of Fiske Boulevard will be encouraged to be developed with a maximum of three (3) dwelling units per acre in order to protect the natural character of the land, except that the maximum allowable density shall be fourteen (14) multi-family dwelling units per acre for the following described property located in planning district 4:

Parcel A: A parcel of land lying in Section 5, Township 25 South, Range 36 East, Brevard County, Florida, being more particularly described as follows: Commence at the Southwest corner of said Section 5, and run North 00°21'30" East, along the West line of said Section, a distance of 315.07 feet to the Northwest corner of ROCKLEDGE COUNTRY CLUB ESTATES, SECTION TWO, as recorded in Plant Book 25, Page 101, of the public records of Brevard County, Florida; thence North 89°21'44" East, along the North line of said subdivision, a distance of 115.02 feet; thence North 00°32'30" East, parallel with said West line of Section 5, a distance of 778.78 feet; then North 89°30'28" East, a distance of 13.37 feet; thence North 20°29'32" West, a distance of 92.95 feet; then South 89°30'28" West, a distance of 130.85 feet; thence North 00°29'32" West, a distance 92.95 feet; thence South 89°30'28" West, a distance of 159.77 feet to a point on the aforesaid East right-of-way line of Clearlake Road; thence South 00°32'32" West, along said right-of-way line, a distance of 1261.41 feet to the Point of Beginning.

Parcel B: A parcel of land lying in Section 5, Township 25 South, Range 36 East, Brevard County, Florida, more fully described as follows: Commence at the Southwest corner of said Section 5; thence North 00°32'30" East, along the West line of said Section 5, a distance of 1379.53 feet to a point on the North line of the Southwest 1/4 of the Southwest 1/4 of said Section 5; thence North 89°30'28" East, along said North line of the Southwest 1/4 of the Southwest 1/4, a distance of 219.56 feet to the Point of Beginning of this description; thence North 00°29'32" West, a distance of 197.27 feet; thence North 89°30'20" East, parallel with said North line of the Southwest 1/4 of the Southwest 1/4, a distance of 224.00 feet; thence South 00°29'32" West, parallel with said North line of the Southwest 1/4 of the Southwest 1/4, a distance of 110.00 feet; thence South 00°29'32" East, a distance of 85.27 feet to an intersection with said North line of the Southwest 1/4 of the Southwest 1/4 of Section 5; thence South 89°30'28" West, along said North line of the Southwest 1/4 of the Southwest 1/4 of said Section 5, a distance of 114.00 feet to the Point of Beginning of this description.

Compatibility.

5. Scale, materials, building orientation, signing, landscaping, detailing, and other physical features that are compatible with the intent to maintain the residential character of this district shall be incorporated in any new development.
6. Adequate vegetation constructed (fences, walls, berms, etc.) buffers and/or open space will be used between different land uses. Special features to accomplish appropriate compatibility of new development with existing development shall be required through the land development regulations when the need has been identified through the site plan review process.
7. Encourage neighborhood commercial development on the lots fronting on Poinsett Drive between Fiske Boulevard and Howard Street.

Transportation.

8. The transportation system will be maintained in accordance with the policies contained in the traffic circulation element.

9. Provisions for pedestrian and bicycle improvements as addressed in the traffic circulation element will be incorporated into any new development.
10. Adequate access for sanitation, police, fire, and rescue vehicles will be provided by all new development.

Conservation.

11. The City shall undertake efforts to work with Brevard County, Department of Environmental Protection, Army Corp. of Engineers and St. Johns River Water Management District in preserving those wetland areas west of Fiske Boulevard.

Recreation and Open Space.

12. Consistent with policies of the open space and recreation element, the City shall make all efforts to combine all projects to incorporate passive or active recreational activities, whenever possible.

PLANNING DISTRICT 5. BARTON BOULEVARD AREA

Area Objective.

To guide development in this area toward the establishment of a mixed-use area. In the heart of planning district 5 is the Barton Boulevard Redevelopment District, comprising of four hundred sixty-six (466) acres, which will make up the central commercial core of the community. This planning area consisting of highly intensive mixed uses, including a range of residential, commercial and limited industrial development opportunities, while maintaining compatibility with regional thoroughfares, local roads, municipal infrastructure systems, and adjacent land uses.

Projects shall contain a mix of residential and commercial land uses within one project area, either in individual buildings or within the same building, pursuant to the land development regulations.

Commercial portions of mixed use structures should be on the ground floor, (unless underground parking is provided), with residential units above.

Where underground parking is provided, the exterior of the building shall be made to appear as an office or retail structure, and the building area along Barton Boulevard shall contain leasable retail or office space.

Projects shall integrate quality architectural and site design features as adopted by the City.

The City shall create incentives to promote innovative structures and uses of the land, per the land development regulations. (Ord. No. 1348-2004, § 6, 9-8-04)

Type of Land Use.

1. There are a variety of zoning districts that may be appropriate for this planning district after due consideration by the City. Within, the redevelopment mixed use (RMU) land use district, there will be a RMU zoning designation that will be adopted within the City's land development regulations. In addition, the following zoning districts may be allowed in the remainder of planning district; MH, R2A, R3, C1, C1A, C2, P1, TH and M1. M2 may be allowed in areas south of north city limits to the mid section line of Section 4, Township 25, Range 36, and areas south of Barton Boulevard and within three hundred (300) feet of the Florida East Coast Railroad. IP zoning may be allowed in areas south of Eyster Boulevard and east of Murrell Road. Other zoning districts shall be limited to existing uses, which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district.
2. Reserved.
3. Development east of U.S. 1 will be limited to commercial uses. Zoning districts that may be appropriate for this area after due consideration by the City include, C1, C1A, C2, or P1. Other zoning districts shall be limited to existing uses which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district.
4. Development in the area south of Eyster Blvd. and east of Murrell Road shall consist primarily of light manufacturing and warehousing uses, commercial retail and professional or business offices uses. Zoning districts that may be

appropriate for this area after due consideration by the City include, C1, C2, M1, or IP. Other zoning districts shall be limited to existing uses which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district.

5. New development between U.S. 1 and the Florida East Coast Railroad should be limited to commercial uses. Zoning districts that may be appropriate for this area after due consideration by the City include, C1, C2, or C1A. Other zoning districts shall be limited to existing uses which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district. Existing industrial uses currently located within this area shall be discouraged from expanding.
 - a. Those areas located on the west side of Huntington Lane and south of Eyster Boulevard and north of the Florida Power and Light substation, may develop residential at a maximum of thirteen (13) dwelling units per acre (appropriate zoning districts include R2A, R3, TH). No principal structure shall be constructed within two hundred twenty-five (225) feet of the right-of-way of Huntington to a distance of four hundred twenty-five (425) feet from the south boundary of the described property, and not closer than fifty (50) feet to Huntington Lane beyond the four hundred twenty-five (425) feet. Other conditions include the submittal of a binding site plan, building height limited to a maximum of thirty-eight (38) feet; deceleration lane to any point of ingress and egress, traffic calming techniques will be used at entrances, and sidewalk along Huntington Lane for the entire length of the property.

(Ord. No. 1266-2002, § 1, 2-6-2002; Ord. No. 1300-2003, § 6(A), 2-5-2003; Ord. No. 1348-2004, § 6, 9-8-04)

Density.

6. Residential development.
 - (a) The density of new residential development in this planning district is limited to a maximum of fourteen (14.0) dwelling units per acre, except when density bonuses are obtained within the redevelopment mixed use area. In no case shall a development be authorized to exceed twenty-five (25) dwelling units per acre.

(Ord. No. 1348-2004, § 6, 9-8-04)

Urban Design.

7. Urban design guidelines, including architectural and site design criteria, shall address appropriate scale, materials, building orientation, signing, landscaping, detailing, and other physical features within the district as defined in the City's land development regulations.
8. New single-family residential subdivisions, single-family attached, and town home developments shall utilize neo-traditional development patterns, which may include, but not be limited to, the following standards: grid streets, front porches, side face garages, alleyways and other criteria found in the land development regulations.
9. Specific additional criteria:
 - (a) Light manufacturing, shall include assembly, warehousing (not mini-storage), distribution centers within completely enclosed structures.
 - (b) In addition there shall be:
 - i. No metal exterior metal building;
 - ii. No outside storage;
 - iii. No nuisance or toxic materials;
 - iv. A maximum FAR of .30;
 - v. Lot size must accommodate safe movement and flow of semi-tractor trucks without rear entry into the property;
 - vi. Buffering shall be prescribed in the land development regulations.
 - (c) Residential and commercial criteria will be delineated in the land development regulations.

(Ord. No. 1348-2004, § 6, 9-8-04)

Compatibility.

10. Adherence to the design guidelines shall be required to insure orderly development of the area and compatibility of uses within and adjacent to the district.
11. Adequate vegetation, constructed buffers (fences, walls, berms, etc.) and/or open space will be utilized or required when necessary to assure compatibility.

(Ord. No. 1348-2004, § 6, 9-8-04)

Transportation.

12. Where possible, dues access, frontage or "rear-age" roads shall be utilized in order to minimize direct ingress and egress by new development on regional thoroughfares.
13. A corridor improvement study for Barton Boulevard will be undertaken in conjunction with the appropriate transportation agencies to insure a continued acceptable level of serve and an aesthetically pleasing design supportive of the intent of the district. The four-laning of Eyster Boulevard should be given a high priority.
14. Where feasible, in order to promote walkability and connectivity, provisions for pedestrian and bicycle improvements will be made to all new developments and paid by the developer and/or by the City and/or the community redevelopment agency as appropriate.

(Ord. No. 1348-2004, § 6, 9-8-04)

Conservation.

15. New development will provide adequate treatment of storm water prior to discharge. Redevelopment areas shall provide treatment of storm water pursuant to the minimum standards of the SJRWMD regulations.

(Ord. No. 1348-2004, § 6, 9-8-04)

Recreation and Open Space.

16. New multi-family development will provide adequate open space and/or recreational facilities for occupants of the development.

(Ord. No. 1348-2004, § 6, 9-8-04)

**PLANNING DISTRICT 6.
MURRELL ROAD AREA**

Area Objective.

To establish this area as a high quality office/industrial park, with varying peripheral land uses, which is compatible with and incorporates within its design the area's natural systems.

Type of Land Use.

1. Development in this area shall consist primarily of light industrial uses and professional or business offices. Zoning districts that may be appropriate for this area after due consideration by the City include IP and M1. Other zoning districts shall be limited to existing uses which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district.
2. Residential uses may be allowed to locate on the west side of Murrell Road to a depth of six hundred thirty (630) feet. Commercial uses may also be allowed to a depth of three hundred (300) feet.
3. New development between U.S. 1 and the Florida East Coast Railroad should be limited to commercial uses. Zoning districts that may be appropriate for this area after due consideration by the City include, C1, C2, or C1A. Other zoning districts shall be limited to existing uses which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district. Existing industrial uses currently located within this area shall be discouraged from expanding.
4. Development east of U.S. 1 will be limited to commercial uses and compatible residential uses which enhance

allowable uses in Planning District 1 (maximum single-family residential density shall not exceed three (3) dwelling units per acre). Zoning districts that may be appropriate for this area after due consideration by the City include C1, C2, P1, or C1A. Other zoning districts shall be limited to existing uses which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district.

(Ord. No. 1348-2004, § 7, 9-8-04)

Density.

5. Those areas located on the west side of Murrell Road may have new residential development which shall be developed at a maximum of fourteen (14.0) dwelling units per acre on the west side of Murrell Road to a depth of three hundred (300) feet (appropriate zoning districts in this area include RCE, R1, R2, R3, TH, P1, C1 or C2) and eight (8.0) dwelling units per acre to a depth of three hundred thirty (330) feet beyond the front three hundred (300) feet (appropriate zoning districts include PUD, RCE, R1, R2, R2A, R3 or TH). Commercial uses may also be allowed to a depth of three hundred (300) feet. The west three hundred thirty (330) feet of the six hundred thirty (630) feet may be developed as a modified P1 district, if the east three hundred (300) feet has and maintains the same designation. The allowed uses for this entire area are as follows: Offices for professional services, nonprofessional and any other type of office where the service of the office does not involve the transfer of a commercial product at the office site, such as, but not limited to the following (i.e.: attorney, doctor, accountant, engineer, real estate, etc.)
- (Ord. No. 1300-2003, § 6(B), 2-5-2003)

Compatibility.

6. Scale, materials building orientation, signing, landscaping, detailing, and other physical features that are compatible with the intent to maintain the residential character of this district shall be incorporated in any new development.
7. Adequate vegetation constructed (fences, walls, berms, etc.) buffers and/or open space will be used between different land uses.

Special features to accomplish appropriate compatibility of new development with existing development shall be required through the land development regulations when the need has been identified through the site plan review process.

8. County lands on Murrell Road should be encouraged to develop consistent with the policies of this planning area and when appropriate, annexed into the City.

Transportation.

9. An internal circulation and access plan for the district shall be prepared by city staff and approved by the governing body.
10. As part of the internal circulation and access plan, consideration shall be given to strictly limiting direct ingress and egress by new development onto the major thoroughfares within the district.
11. Where appropriate, provisions for pedestrian and bicycle improvements shall be made by new development.
12. Efforts to beautify the U.S. 1 corridor shall be undertaken with emphasis given to landscaping and irrigating the medians.

Conservation.

13. All development in the district shall adhere to the floodplain policies and requirements addressed in the conservation element.

Recreation and Open Space.

14. New multi-family residential development will provide the necessary open space and/or recreational facilities to serve their occupants.

PLANNING DISTRICT 7. BARNES BOULEVARD AREA

Area Objective.

To create a mixed use district having a mixture of commercial, recreational and residential land uses.

Type of Land Use.

1. Development in this district will consist of a balanced mix of commercial, recreational, single-family and multi-family residential uses and directly related land uses such as parks, schools, utilities, streets, and other activities to service both the permanent and tourist populations. Recreational uses will focus around a golf course community. Multi-family will not exceed fourteen (14) dwelling units per acre. No single use will predominate, but all uses will be functionally related. Commercial uses will be at an intensity level to serve this planning area primarily. Zoning districts that may be appropriate for this planning district after due consideration by the City include, PUD, RCE, R1, R2, R2A, R3, TH, RVP, C1, C1A, C2, or P1. Other zoning districts shall be limited to existing uses which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district. IP and/or M1 may be used when county property is annexed into the City having an IU zoning designation.
2. Commercial development may be allowed along Barnes Boulevard consistent with traffic design requirements for protecting the capacity of roadway based upon an established need for commercial development within the district and unincorporated areas adjacent to the district.
3. Through a joint planning agreement with Brevard County, determine appropriate land uses and guidelines for future development around the I-95/Fiske Boulevard Interchange.
4. The City shall undertake steps to execute an interlocal agreement with Brevard County which identifies as an urban reserve area land adjacent to this district.
5. The 141.82 acres of property annexed into the City of Rockledge by the passage of Ordinance No. 1065-93 shall be developed as a combination of:
 - (a) Low density residential, with a gross density cap of three (3) dwelling units per acre or less, over 133.25 acres; and
 - (b) Mixed use classification, over the remaining 8.57 acres located in the southwestern portion of the property, of which no more 5.37 acres can be used for commercial purposes in the future.

To ensure adequate buffering between the City's low density residential uses and the county's industrial land uses, directly south of the defined property, there shall be placed a 75-foot wide open space area, which shall also include the construction of a six-foot masonry wall and tree planting area, between the two (2) uses, located immediately north and east of the area designated "mixed" use. This area shall be controlled by a homeowners association, when developed, and be used for the express purpose of providing buffering, open space and recreational opportunities for future residents.

Viera Density.

- 5a. The following described property makes up all property involved with Viera's approved DRI and shall have a maximum density cap of five (5) gross dwelling units per acre:

A parcel of land situated in Section 28, Township 25 South, Range 36 East, Brevard County, Florida, more particularly described as follows:

Commence at the Southeast corner of said Section 28; thence North 00°52'30" West, along the East line of said Section 28, a distance of 2,689.25 feet to the Northeast corner of the Southeast 1/4 of said Section 28; thence South 89°33'30" West, along the North line of the Southeast 1/4 of said Section 28, a distance of 75.00 feet to the Point of Beginning.

From the POINT OF BEGINNING, thence continue South 89°33'30" West, along the North line of the Southeast 1/4 of said Section 28, a distance of 304.86 feet; thence North 01°14'17" West, a distance of 84.49 feet; thence South 79°54'15" West, a distance of 143.40 feet to the beginning of a curve concave Northeasterly having a radius of 75.06 feet and subtending a central angle of 71°38'52" thence Northwesterly along the arc of said curve a distance of 93.87 feet; thence radial to said curve South 61°33'06" West, a distance of 211.23 feet to the North line of the Southeast 1/4 of said Section 28; thence South 89°33'30" West, a distance of 373.85 feet; thence South 01°09'39" East, a distance of 85.74 feet; thence South 88°50'21" West, a distance of 296.04 feet to the beginning of a curve concave Northerly having a radius of 407.17 feet, and subtending a central angle of 39°26'11"; thence Northwesterly

along the arc of said curve, a distance of 280.25 feet; thence South 89°33'30" West along the North line of said Southeast 1/4, a distance of 372.80 feet to the beginning of a non-tangent curve concave Southwesterly having a radius of 335.00 feet; a chord bearing of South 19°46'36" East and subtending a central angle of 03°04'30"; thence Southeasterly along the arc of said curve a distance of 17.98 feet; thence South 18°14'21" East, a distance of 634.87 feet to the beginning of a curve concave Northwesterly having a radius of 50.00 feet and subtending a central angle of 65°10'20"; thence Southwesterly along the arc of said curve, a distance of 56.87 feet to the point of tangency; thence South 46°55'59" West, a distance of 360.24 feet to the beginning of a curve concave Northerly, having a radius of 50.00 feet and subtending a central angle of 63°22'16"; thence Westerly along the arc of said curve, a distance of 55.30 feet to the point of tangency; thence North 69°41'45" West, a distance of 425.30 feet to the beginning of a curve concave Northeasterly, having a radius of 458.10 feet and subtending a central angle of 56°01'11"; thence Northwesterly along the arc of a said curve, a distance of 447.90 feet to the point of tangency; thence North 13°40'34" West, a distance of 303.04 feet to the beginning of a curve concave Easterly, having a radius of 305.96 feet, a chord bearing North 01°19'19" East and subtending a central angle of 29°59'46"; thence Northerly along the arc of said curve a distance of 160.18 feet to the North line of the Southwest quarter of Section 28; thence South 89°33'30" West along said North line, a distance of 472.15 feet to the East Right-of-Way line of Interstate 95; thence North 14°30'59" West along said East Right-of-Way line a distance of 480.55 feet to the beginning of a curve concave Southwesterly, having a radius of 5879.65 feet and subtending a central angle of 24°23'54"; thence Northwesterly along the arc of said curve and said East Right-of-Way line, a distance of 2,503.73 feet to the North line of the Northwest 1/4 of said Section 28; thence North 89°37'03" East, along said North line, a distance of 2011.78 feet to the North 1/4 corner of said Section 28; thence North 89°37'25" East along the North line of the Northeast 1/4 of said Section 28, a distance of 2574.50 feet to a point on the West Right-of-Way line of Murrell Road; thence South 01°17'41" West, along said West Right-of-Way line of Murrell Road, a distance of 2689.27 feet to the POINT OF BEGINNING. Containing 255.37 acres more or less.

Compatibility.

6. Scale, materials, building orientation, signing, landscaping, detailing, and other physical features that are compatible with the intent to maintain the residential character of this district shall be incorporated in any new development.
7. Adequate vegetation constructed (fences, walls, berms, etc.) Buffers and/or open space will be used has between different land uses.

Special features to accomplish appropriate compatibility of new development with existing development shall be required through the land development regulations when the need has been identified through the site plan review process.

Transportation.

8. (Reserved space)
9. Direct ingress and egress by new development on major roadways will be severely limited.
10. Where appropriate provisions for pedestrian and bicycle improvements will be made.
11. The City shall encourage and support improvements to Barnes Boulevard as a priority item of Brevard County's.

Conservation.

12. All development within the district will occur in a manner consistent with the policies contained in the conservation element.
13. New development will provide adequate treatment of storm water.

Recreation and Open Space.

14. Consistent with the policies of the recreation and open space element, a community or larger park should be established.

PLANNING DISTRICT 8. CENTRAL ROCKLEDGE AREA

Area Objective.

To maintain and improve this area as a low and medium density residential area and insure that future development will not substantially alter or depreciate the existing character of the area.

Type of Land Use.

1. Development within the district will be limited primarily to single-family detached dwellings and directly related land uses such as parks, schools, utilities, streets and other such activities whose primary purpose is to serve the residents of the district. Zoning districts that may be appropriate for this area after due consideration by the City include: PUD, RCE, R1, and R2.
2. Limited commercial, professional, and multi-family residential uses will be considered in appropriate locations based on severe compatibility and consistency tests. After due consideration by the City other zoning district shall be limited to existing use which range from R2A, R-3, TH, P1, C1, to C2, which may be changed and approved only if consistent with, and compatible to the intent or criteria of this district.
3. The City shall undertake steps to develop through an interlocal agreement with Brevard County an urban reserve area which encompasses unincorporated areas adjacent to this district.

Density.

4. Maximum density allowed shall not exceed five (5) dwelling units per acre, current multi-family zoning districts shall be limited to existing densities. Any proposed zoning district changes shall be limited to a maximum of five (5) dwelling units per acre. Undeveloped areas west of Fiske Boulevard will be encouraged to be developed with a maximum of three (3) dwelling units per acre in order to protect the natural character of the land.

Compatibility.

5. Scale, materials, building orientation, signing, landscaping, detailing, and other physical features that are compatible with the intent to maintain the residential character of this district shall be incorporated in any new development.
6. Adequate vegetation constructed (fences, walls, berms, etc.) buffers and/or open space will be used between different land uses. Special features to accomplish appropriate compatibility of new development with existing development shall be required through the land development regulations when the need has been identified through the site plan review process.
7. Encourage the development of the land lying south of Levitt Park, east of Fiske Boulevard, and 630 feet or more west of Murrell Road as low and medium density residential areas utilizing the PUD provisions of the Zoning Code.

Transportation.

8. The transportation system will be maintained in accordance with the policies contained in the traffic circulation element.
9. Provisions for pedestrian and bicycle improvements as addressed in the traffic circulation element will be incorporated into any new development.
10. Adequate access for sanitation, police, fire, and rescue vehicles will be provided by all new development.

Conservation.

11. The City shall undertake efforts to work with Brevard County, Department of Environmental Protection, Army Corp. of Engineers and St. Johns River Water Management District in preserving those functional and viable wetland areas west of Fiske Boulevard.

Recreation and Open Space.

12. Consistent with policies of the open space and recreation element, the City shall make all efforts to combine all projects to incorporate passive or active recreational activities, whenever possible.

13. Consistent with policies of the open space and recreation element, a community park or larger sized park should be established and developed on properties adjacent to service this district and district 7.

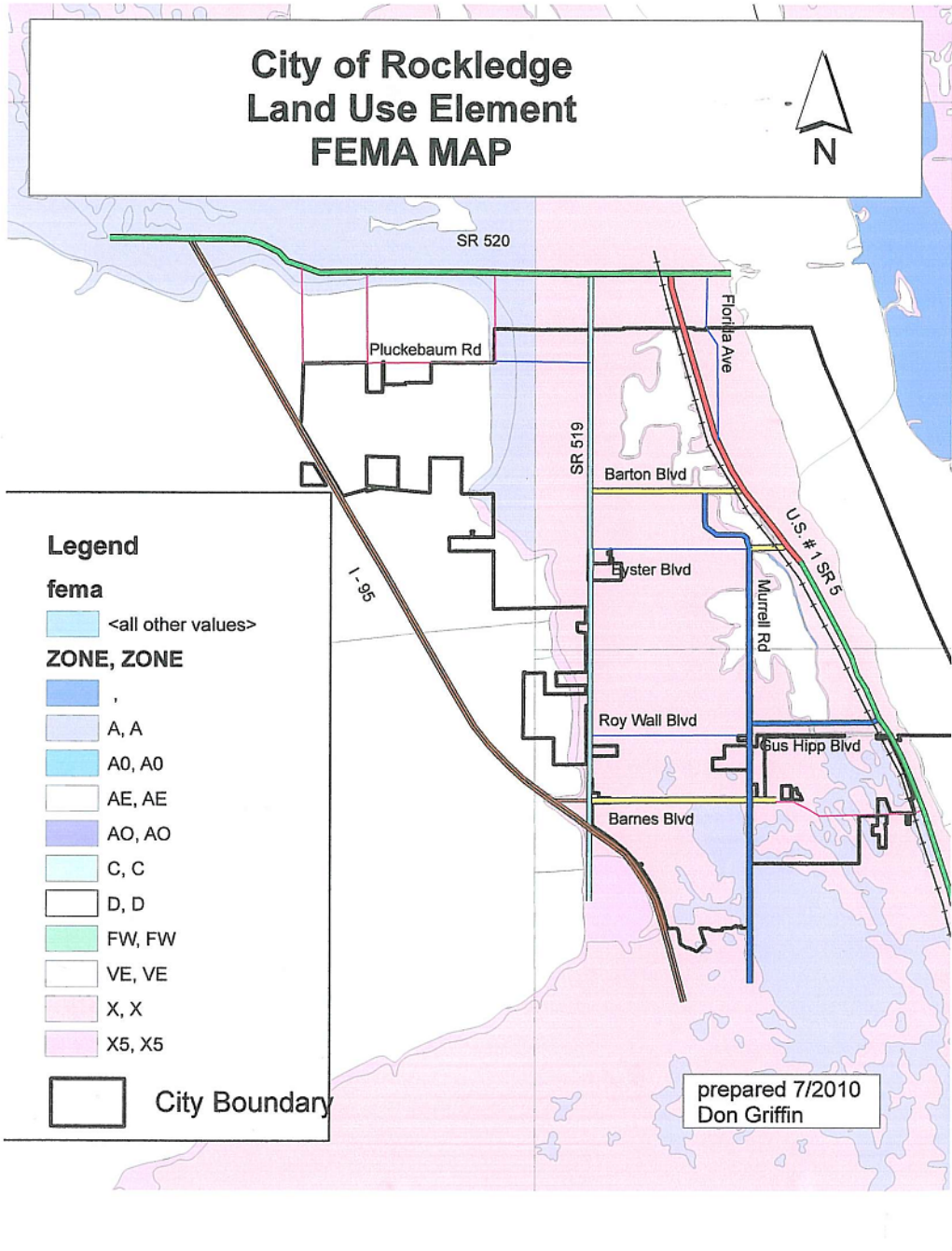
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Future Land Use

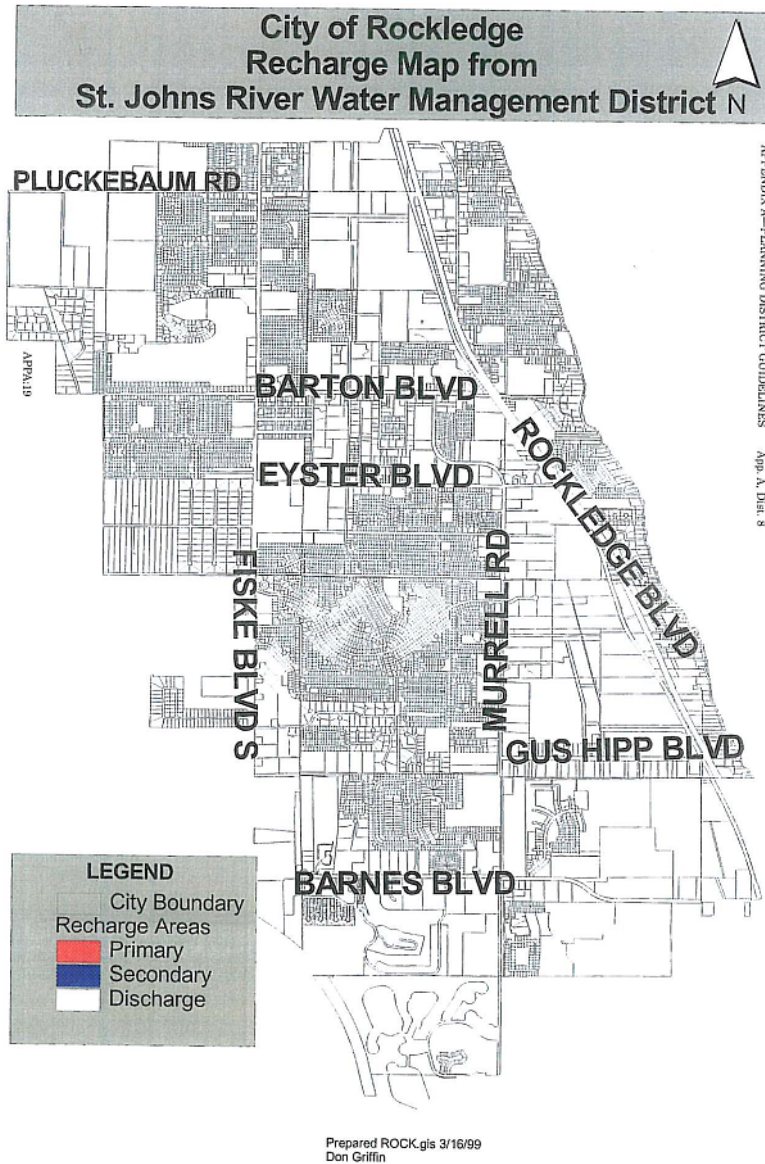
Map Series

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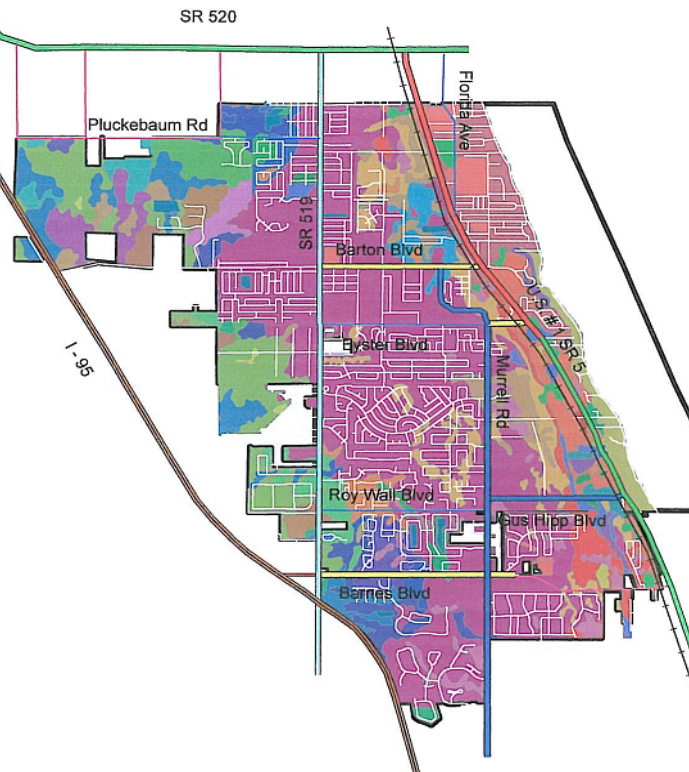


City of Rockledge Future Land Use Element Soils Map



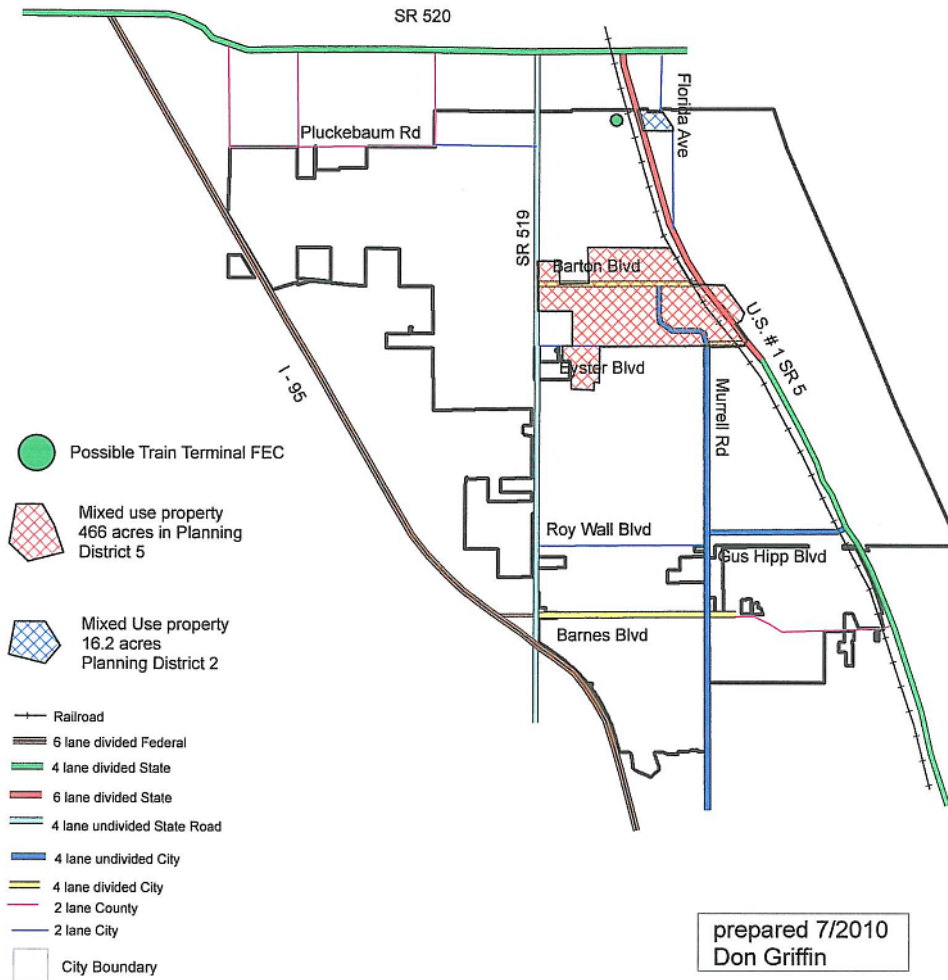
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- Rockledge_soils_clip
☐ <all other values>
- SOIL_NAME**
- ☐ Andole sand
 - ☐ Andole sand, depressional
 - ☐ Andole sand, frequently flooded
 - ☐ Basinger sand
 - ☐ Basinger sand, depressional
 - ☐ Canaveral-Urban land complex
 - ☐ Candier fine sand
 - ☐ Candier-Urban land complex
 - ☐ Canove mucky peat, undrained
 - ☐ Cocoa sand
 - ☐ Copeland-Bradenton-Wibasso complex, lime
 - ☐ EauGalle sand
 - ☐ Floridana sand
 - ☐ Floridana sand, depressional
 - ☐ Floridana, Chebeo and Felda soils, frequent
 - ☐ Hilo fine sand
 - ☐ Holopaw sand
 - ☐ Holopaw sand, depressional
 - ☐ Immokalee sand
 - ☐ Malabar sand
 - ☐ Malabar sand, high
 - ☐ Myakka sand
 - ☐ Myakka sand, depressional
 - ☐ Paola fine sand, 0 to Candier-Urban land
 - ☐ Paola fine sand, Candier-Urban land comp
 - ☐ Paola-Urban land complex, 0 to Bradenton
 - ☐ Pineda sand
 - ☐ Pomello sand
 - ☐ Pomello-Urban land complex
 - ☐ Pompano sand
 - ☐ Quartzipsommments, smoothed
 - ☐ Riviera sand
 - ☐ Samsula muck, depressional
 - ☐ Satellite sand
 - ☐ St. Lucie fine sand, 0 to Candier-Urban
 - ☐ Tomoka muck, drained
 - ☐ Tomoka muck, undrained
 - ☐ Udothents, steep
 - ☐ Urban land
 - ☐ Volcanic sand
 - ☐ Water
 - ☐ Waters of the Atlantic Ocean

City Boundary



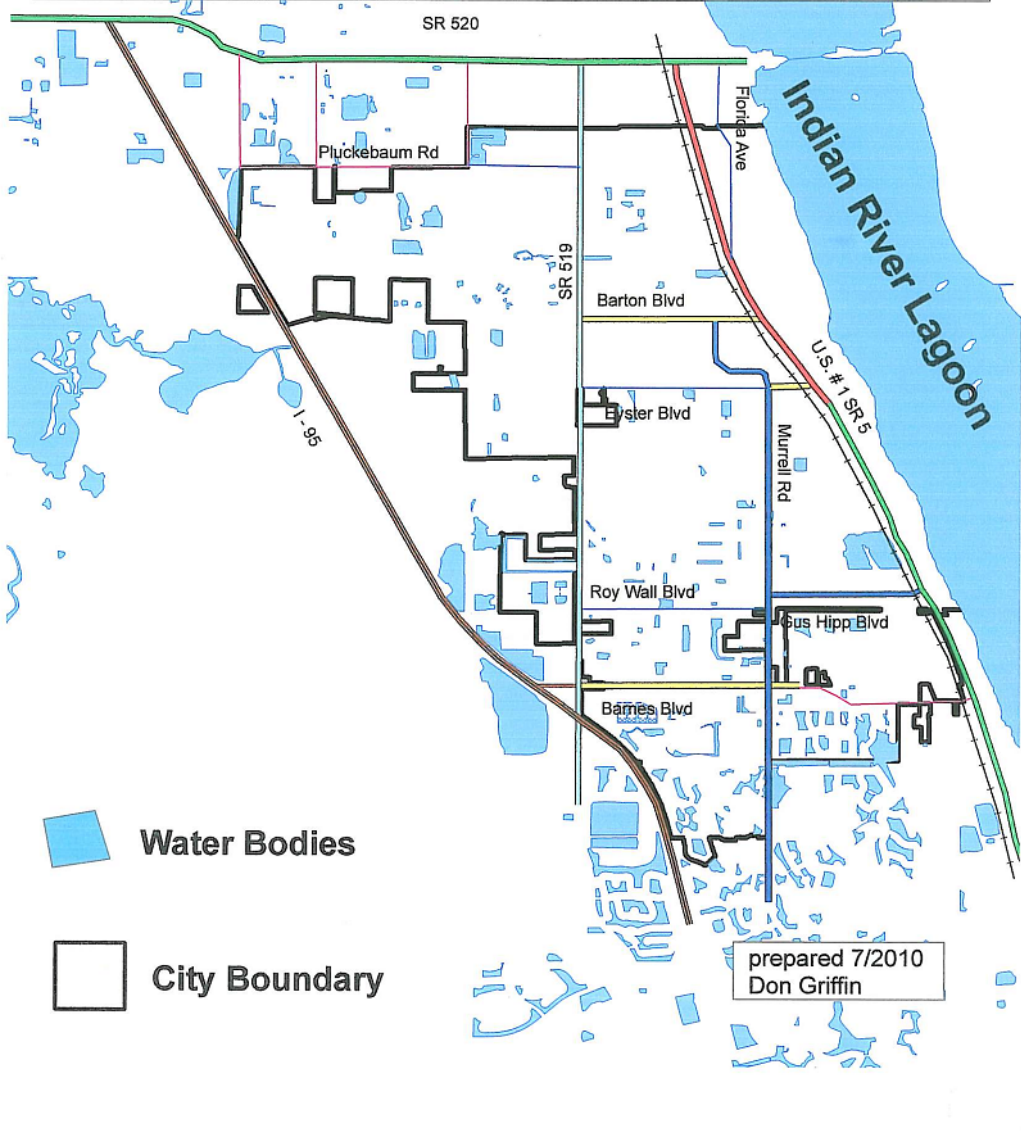
prepared 7/2010
Don Griffin

City of Rockledge Future Land Use Element Energy Conservation Area Map



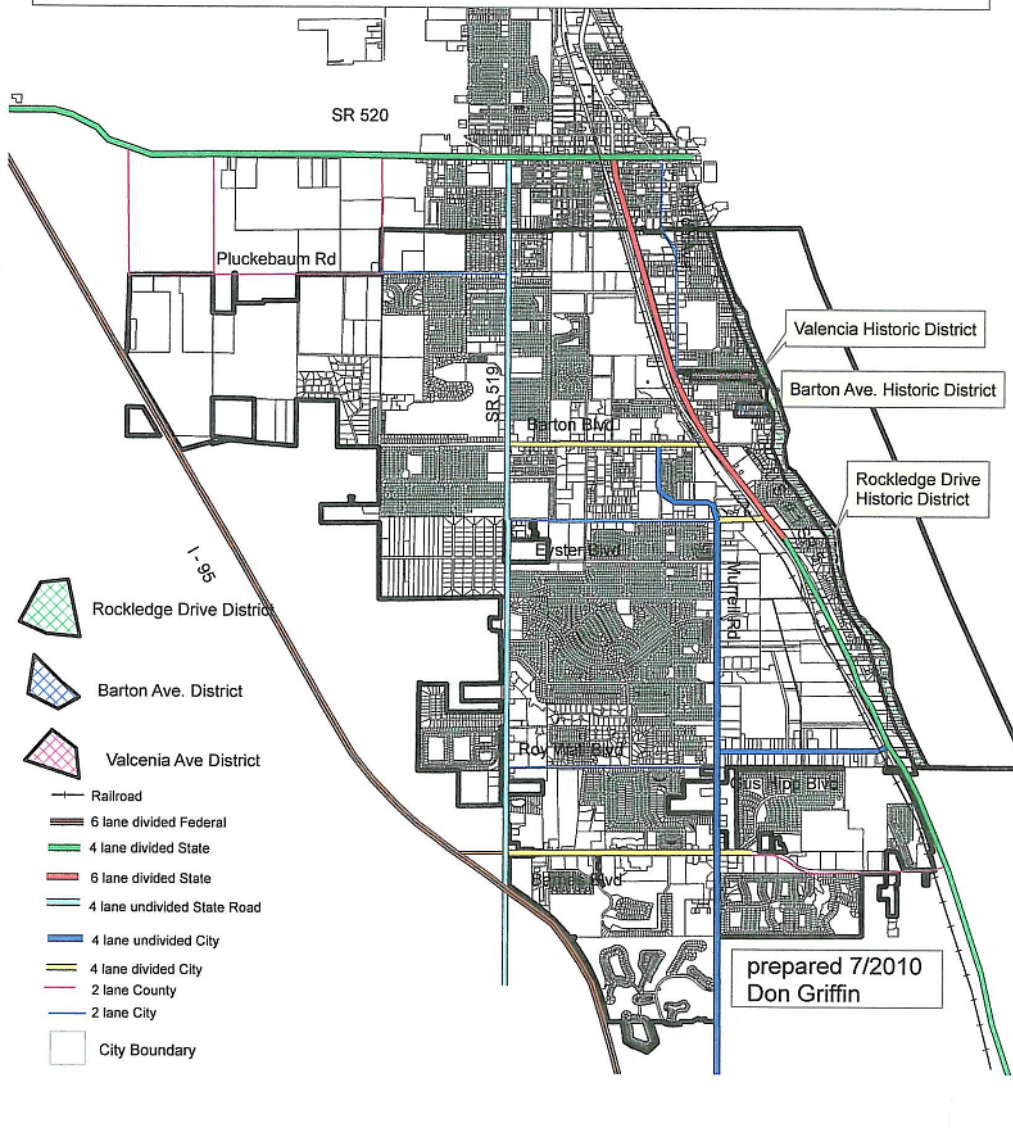
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City of Rockledge Land Use Element Water Body Map



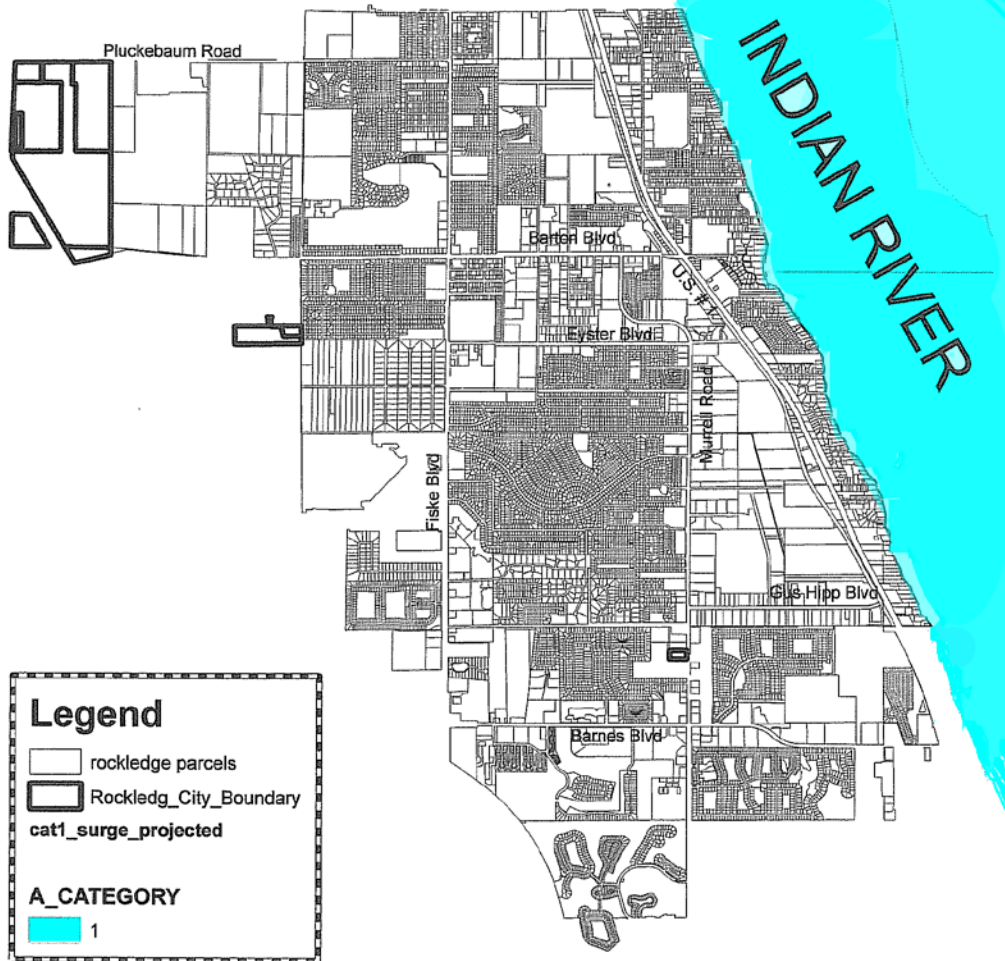
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City of Rockledge Future Land Use Element Historic Landmark and Districts



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CITY OF ROCKLEDGE
FUTURE LAND USE ELEMENT
Cat. # 1 Storm Surge Map



Don Griffin
July 2010

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Chapter 2

TRANSPORTATION ELEMENT*

***Editors Note:** Ord. No. 1224-2000, §§ 2, 3, adopted July 19, 2000 replaced former Chapter 2, entitled Traffic Circulation Element with the Chapter 2 as currently set out herein. Former Chapter 2 derived from the original version of the City of Rockledge Comprehensive Plan.

Sec. 2-A. Introduction.

Sec. 2-B. Purpose.

Sec. 2-C. Process, criteria and standards.

Sec. 2-D. Analysis of the existing transportation system levels of service and system needs.

Sec. 2-E. Analysis of availability of transportation facilities and services to serve existing land uses.

Sec. 2-F. Emergency evacuation.

Sec. 2-G. Growth trends and travel patterns and the interactions between land use and transportation.

Sec. 2-H. Existing and projected inter-model deficiencies and needs.

Sec. 2-I. Projected transportation system levels of service and system needs.

Sec. 2-J. Goals, objectives and policies.

Sec. 2-K. Goals and objectives of the Brevard County TPO.

Sec. 2-A. Introduction.

The Transportation Element will guide the City in developing a safe and efficient multi-modal transportation system based upon the following factors: City's Future Land Use Plan; and the Transportation Planning Organization 2025 Transportation Plan, as updated from time to time. Development of the transportation system will be consistent with the adopted goals, objectives and policies of the City of Rockledge. This element provides the framework for identifying the process for decision making and the prioritization of all transportation related improvements methods of managing our current existing transportation system. This element will ensure the City of Rockledge is consistent with other local, regional, state and federal standards, rules, and laws. The City of Rockledge has been a member of the Transportation Planning Organization since its formation and has taken an active role in the leadership of the organization. This element replaces the City's existing transportation element, however the data submitted with the existing plan is still the most up-to-date data available. The City of Rockledge is a strong advocate of intergovernmental coordination due the interconnection of the entire transportation system.

(Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-B. Purpose.

The purpose of this element is to guide the City of Rockledge in developing a safe and efficient multi-modal transportation system based on the City's and surrounding jurisdictions future land use plans, which will provide a mixture of private and public transportation facilities. In addition, this element will ensure consistency with those transportation plans of the City of Rockledge, Brevard County Transportation Planning Organization, East Central Florida Planning Council and the State of Florida Comprehensive Plan.

This element of the City of Rockledge Comprehensive Plan identifies a transportation system that complies with the requirements of Florida Statutes 163.3177(6)(b) and (j). The element was prepared consistent with the rules identified in the Florida Administrative Code, Chapter (9J5.019). This element is coordinated with other area local government plans and the Brevard Transportation Planning Organization's (TPO) adopted the (Brevard 2025 Long Range Transportation Plan), the Transit Development Plan, the Congestion Management System and the on-going transportation improvement programs. Much of the technical background data, including socio-economic data used in the TPO long-range plan model, is the source of information for this element. Information has also been gathered from the adjoining jurisdictions to assist in the development of this element. This element is divided into eight separate sections.

- *Section 1* outlines the process, criteria, and standards used in developing the transportation system needs of the City of Rockledge.
- *Section 2* outlines [and] analyzes the existing transportation system levels of service and system needs within the City of Rockledge. This section also identifies the deficiencies of each of the facilities identified.
- *Section 3* outlines and analyzes the availability of transportation facilities and services to serve the needs of existing land uses.

- *Section 4* outlines the analysis of the adequacy of the transportation system for evacuation purposes.
- *Section 5* demonstrates how growth trends and travel patterns and the interaction between land uses and transportation have been utilized in the planning process.
- *Section 6* identifies existing and projected inter-modal deficiencies and needs.
- *Section 7* identifies projected transportation system levels of service and system needs.
- *Section 8* outlines the City of Rockledge's Goals, Objectives, Policies necessary to ensure the implementation of the transportation element.

(Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-C. Process, criteria and standards.

The transportation system is dependent on the land use and land development patterns. The City of Rockledge is 10.2 square miles in size and is bordered by the City of Cocoa to the north (those areas adjacent to the City are primarily built-out); the Indian River to the east; Brevard County to the west (most of the property has been purchased by St. Johns River Water Management District for wetland preservation or has one (1) unit to ten (10) acres development requirements); and the Viera DRI to the South (Viera DRI is required to send annual reports on traffic impacts to the county and city transportation systems). Viera has also entered into development agreements, with Brevard County and the City of Rockledge, which limit the development of their property.

The State of Florida has jurisdictional authority of one (1) major arterial (U.S. # 1, six-lane divided) and one minor arterial (S.R. 519/Fiske Blvd., four-lane divided) in the City. Brevard County has jurisdictional authority on one (1) minor arterial roadways (Barnes Blvd., two-lane, undivided) in the City. The City of Rockledge has jurisdictional control over four (4) minor arterial roadways (Florida Avenue, two-lane undivided; Barton Blvd., four-lane divided; Murrell Road, four-lane divided and Eyster Blvd., four-lane divided). The City also has control over the following four (4) urban collectors (Pluckebaum Road, two-lane undivided; Eyster Blvd., two-lane undivided; Roy Wall Blvd., two-lane undivided and Gus Hipp Blvd., four-lane divided). (See tables 1 and 2)

The City of Rockledge has no seaports, airports, active railroad terminals or other inter-modal facilities, except for sidewalk and bicycle paths. Space Coast Area Transit (SCAT) provides four bus routes through the City in order to service the City. The City encourages the expansion of inter-modal methods. SCAT will be encouraged to modify and expand current services routes to ensure new developments have access to bus service. Sidewalk systems are required in all new developments, and the City is actively installing new bicycle and sidewalk systems in the City. All new roadways built by the City require other inter-modal methods being constructed as part (i.e., sidewalks bicycle paths). Increased use of other inter-modal transportation methods will encourage and allow our citizens to decrease their reliance on automobile travel only.

Transportation planning decisions have had a major impact on the growth patterns of the City. The City, since the mid 1970's, has taken an active role in the building of five-lane roadways in order to direct development to these areas, which would provide lasting capacity until build-out occurs. The City has built Fiske Blvd., Murrell Road, Eyster Blvd. and Gus Hipp Blvd., all of which are four-lane divided roadways, inter-connected to either the state highway system (U.S. # 1 and now Fiske Blvd.) or the Federal highway system (Interstate 95). In the mid 70's it was unheard of for a city with a population of eleven thousand (11,000) people to build this number of four-lane roadways. The City of Rockledge was the first city in Brevard County to adopt and enforce an access management plan and require the building of de-cel lanes on any new development project on a collector or arterial roadway. As the City continues to build out, less opportunities will arise which will necessitate the building of new facilities. Most improvements will consist of redeveloping existing facilities to meet the demand of our population and those travelers passing through on the state highway system. Improvements to the existing transportation system should maintain the current development trends established by the City of Rockledge. Enhancement projects to city-controlled roadways will allow more inter-modal transportation opportunities and address safety concerns. State controlled roadways improvement projects should address safely moving large numbers of vehicles through all cities along their system, while providing additional inter-modal methods (bicycle and pedestrian paths; bus stop access; easy access to possible train depots, should FEC start passenger service). Providing sufficient roadway capacity to hurricane evacuation routes, along the state and federal highway system. Federal controlled roadways, outside the City's jurisdictional limits, should address issues involving safely moving large numbers of passenger and commercial traffic from county to county and from state to state.

Traditionally, the City of Rockledge has been a bedroom community, since the mid 1970's, the City has been actively seeking additional industrial and commercial establishments in order to capture internal trips. The City's large growth phases (1960's and 1970's) occurred with the expansion of the space program, at Kennedy Space Center. Many of the workers at

the space center worked and lived here and commuted daily to the center. Recent cutbacks and retirements during the late 1980's and early 1990's have lessened number of trips to the space center. The City has, since the conception of zoning and the growth management laws, comprehensively adopted the practice of surrounding commercial, industrial, and manufacturing land uses with residential in an effort to capture as many internal trips as possible. We are also in a position of encouraging additional commercial, industrial and manufacturing to locate on internal urban collectors and minor arterials in order to reduce the impact on the state and federal highway systems.

Transportation planning in the City is carried out in participation with the TPO. The TPO charged with developing a county-wide transportation plan. The Brevard County Transportation Element describes the TPO in more detail. The City of Rockledge is one (1) member on the 19-member county wide agency.

1. *The transportation planning process.* The methods used to develop the transportation element of the City of Rockledge Comprehensive Plan are part of the transportation planning process that should be a continuous effort. A general outline of this overall planning process is described by the following steps:
 - a. Research previous transportation planning and analysis efforts.
 - b. Identify and evaluate the current status of the transportation system.
 - c. Identify community goals and objectives regarding transportation.
 - d. Identify constraints imposed on the transportation system.
 - e. Determine current and future transportation improvement needs.
 - f. Propose alternative solutions.
 - g. Evaluate and choose alternative solutions.
 - h. Prepare a detailed implementation and funding plan.
 - i. Implement the transportation plan.
 - j. Systematically review and update the transportation plans.

Steps a through h are represented in this transportation element, while steps i and j need to [be] standard policy of the City in order to implement an effective transportation planning process. This process needs to be on-going in order to reflect constantly changing community needs.

2. *Transportation system planning principles.* In preparing alternative potential transportation systems to serve projected travel demand, a number of general items should be considered. The broad categories of factors influencing local transportation planning include the following:
 - Existing facilities.
 - Current and future land uses being served.
 - Local terrain.
 - Financing.
 - Travel characteristics of the local population.
 - Travel patterns dictated by the character of the area surrounding the local planning area.
 - Public opinion.

In designing the actual transportation system, it is important to maintain flexibility, both by providing alternative routes and travel modes, and in allowing for additions and modifications to the system. The following principals should be kept in mind while preparing the transportation plan:

- Provide many alternative travel paths, while keeping traffic conflicts to a minimum.

- Maintain system continuity, providing smooth and logical traffic flow patterns.
 - Reflect land use access requirements.
 - Consider mass transit service, bicycle travel and pedestrian safety.
 - Pay special attention to freeway and interchanges.
 - Consider one-way street designs.
 - Provide for traffic signal coordination.
 - Provide for future modification and expansion (right-of-way protection)
 - Ensure environmental compatibility.
 - Reflect desires of local community regarding quality and type of service.
3. *Goals and objectives as standards.* The adopted goals and objectives presented later in this element act as the local standards and criteria in the development of the City of Rockledge Transportation Plan. In particular, the objectives and policies present locally acceptable level of services, right-of-way requirements, access and use provisions, service frequency, design specifications, financial feasibility, and buffering recommendations.
4. *General plan preparation.* The subsequent analyses are based on generally accepted transportation analysis procedures and planning techniques. As required by Rule 9J-5.019(3), Florida Administrative Code, this transportation element is based on the analyses presented here. When appropriate analyses for the compilation of other documents and plans, such as the Brevard 2025 Long Range Plan (LRTP) have been used to the fullest extent possible. Data generated and compiled by other agencies, such as Brevard County and Space Coast Area Transit have been used in the analyses of this plan. Appropriate portions of documents have been duplicated where applicable and are included as tables or exhibits to this element.
- (Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-D. Analysis of the existing transportation system levels of service and system needs.

To properly analyze transportation needs and improvements, current mobility conditions must be identified. Roadways must first be inventoried and classified. The current operating level of service is then identified to determine where deficiencies exist. In addition to the roadway network other modes of transportation must also be analyzed. Demographics and growth patterns trends must be factored into the final analysis. All of the above factors, when examined together can be used to determine what types of improvements may be needed to provide a safe and efficient transportation system.

1. *Roadway inventory, classifications, capacity, and level of service.* The first step in determining the existing conditions is to develop an inventory and functional classification for the roadways within the City of Rockledge. Functional classifications include arterials, collectors and local roads. Arterials can be further defined as principal/major or minor and collectors can be further defined as major or minor. The functional classification utilized is the federal classification system developed by FHWA, FDOT, and the Brevard County TPO. Functional classifications of roadways are defined as follows:
 - *Arterial road.* A route providing services which is relatively continuous and of relatively high traffic volumes, long average trip length, high operating speed and high mobility importance. In addition, every United States numbered highway is an arterial road.
 - *Urban principal/major arterial road.* Routes which generally serve the major centers of activity of an urban area, the highest traffic volume corridors and the longest trip purpose and carry a high proportion of the total urban travel on a minimum of mileage. The routes are integrated, both internally and between major rural connections.
 - *Urban minor arterial road.* Routes which generally interconnect with and augment urban principal routes and provide service to trips of shorter length and a lower level of travel mobility. Such routes include all arterials not classified as "principal/major" and contain facilities that place more emphasis on land access than the higher system.

- *Urban collector road.* A route providing service which is relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.
- *Local roads.* A route providing service which is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property.

The next step to measuring performance of a roadway is to compare traffic volume to the roadway's established maximum acceptable volume. Traffic counts are obtained through the Rockledge Planning Department, and Brevard County who have an extensive traffic count program that is conducted yearly. Both use standard 241 Streeter Traffic Counters (72-hour counts, mid week). This raw data is used to determine traffic volumes and traffic characteristics, including: Directional; Peak hour traffic; Peak hour factor; Peak hour directional; K100; and Average annual daily traffic (AADT). The latest data is shown on Table 2 for all arterial and collectors in the City of Rockledge.

TRAFFIC COUNTS IN THE CITY OF ROCKLEDGE

Current traffic conditions on collectors and arterials in the City of Rockledge:

Street	Generalized Table s LOS	Current AADT	EXISTING CAPACITY	PROJECT ED 2025 AADT	PROJECT ED CAPACITY 2025	Current Hourly Volume in Peak Direction	Current AADT LOS Art- Plan	Current Auto LOS	Current Bus LOS	Current Bike LOS	Current Ped LOS
Barnes Blvd	32,900					820	16,500	C	F	E	D
-Fiske to Murrell lane) (4	32,900	18979	13,921	18210	14,690						

-Murrell to US#1 lane)	(2)	32,900	10599	22,301	14894	18,006						
Barton Blvd		32,900	18687	14,213	32,300*	600	1460	29,800	C	E	D	C
Eyster Blvd							520	10,900	C	F	D	C
-Murrell to US#1 lane)	(4)	32,900	13277	19,623	36,000*	(3,100)						
-Fiske to Murrell lane)	(2)	15,600	7886	7,714	24,100*	(8,500)						
Fiske Blvd		34,500					1110	22,600	A	E	C	C
-Barnes to Barton		34,500	21002	13,498	26,382	8,118						
-Barton to 520		34,500	22400	12,100	36,386	(1,886)						
Florida Ave		15,600	10610	4,990	13628	1,972	370	7,600	C	E	D	C
Gus Hipp Blvd		32,900	4396	28,504	14,200*	18,700	1370	23,000	B	F	D	D
Murrell Rd		32,900					1020	20,800	B	F	C	C
-South Barnes	of	32,900	17358	15,542	32500*	400						
-Barnes to Eyster		32,900	17660	15,240	40,200*	(7,300)						
-Eyster to Murrell		32,900	5710	27,190	37,600*	(4,700)						
Pluckebaum Rd		15,600	7225	8,375	5479	10,121	840	17,100	D	E	E	D
US 1							2040	41,600	A	F	C	E
-Barnes to Eyster lane)	(4)	34,500	27340	7,160	31,046	3,454						
-Eyster to Florida lane)	(6)	51,800	38990	12,810	51,435	365						
-Florida to 520 (6 lane)		51,800	33950	17,850	51934	(134)						

*Traffic projections received from the Viera's Sufficiency Report # 2 June, 2007 (Glatting Jackson)
All other traffic projection were obtained from Brevard County MPO 2025

After roadway volumes are obtained, they are analyzed to determine what level of service the roadway is operating within. There are six (6) levels of service described in the Transportation research Board's "Highway Capacity Manual". These are qualitative assessments of the road's operating conditions; an average driver perceives as it regards to the flow of traffic he or she is in. They are generally described as follows:

- **LOS A** Level of service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
- **LOS B** Level of service B is in a range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

- *LOS C.* Level of service C is in a range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, maneuvering within the traffic stream requires substantial vigilance on the part of the driver. The general level of comfort and convenience declines noticeably at this level.
- *LOS D.* Level of service D represents high-density but stable, flow. Speed and freedom to maneuver are severely restricted, and driver or pedestrian experiences a generally poor level of comfort and convenience. Small increase in traffic flow will generally cause operational problems at this level.
- *LOS E.* Level of service E represents operation conditions at or nearly the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increase in flow or minor perturbations within the traffic stream will cause breakdowns.
- *LOS F.* Level of service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop and go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operation condition of vehicles or pedestrians discharge from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and the level-of-service F is an appropriate designation for such points.

These definitions are general and conceptual in nature, and they apply primarily to uninterrupted flow. Levels of service for interrupted flow facilities vary widely in terms of both the user's perception of service quality and operational variables used to describe them. Level of service standards are established, in part, to ensure that adequate facility capacity will be provided for future development. Level of service standards are set for each individual facility or facility type. Local government establishes a level of service standard for each facility within its jurisdictional boundary in accordance to the minimum statutory requirements.

The traffic data utilized to create the map titled "City of Rockledge Current Traffic Circulation and Capacity" was derived by taking existing raw data on the most current traffic counts and processing the information through the "FDOT level of service software package." The computing of AADT for all roadways was calculated by using peak hour data. This method was established by FDOT and utilized by Brevard County and most surrounding cities. Average daily volumes were obtained by taking the peak hour/peak directional counts and multiplying them by the K 100 factor and D factor for the roadways. The City of Rockledge has utilized this method of displaying AADT information to the general public, because it is easily understood by the general public. Raw data showing peak hour information is available in the raw data collected by the City of Rockledge and Brevard County. The maximum acceptable volumes are shown which have been established by the State of Florida, Brevard County, and the City of Rockledge using adopted Level of Services. The AADT's were derived from peak hour/peak direction capacity analyses as established in the 2000 Highway Capacity Manual, 2009 Florida Traffic Information and Highway Data and the 2009 FDOT Level of Service Manual. Therefore, although peak hour traffic volumes not shown on the maps and tables, the level of service analysis reflects peak hour conditions because the maximum acceptable volumes are derived utilizing peak hour capacity formulas.

1. *Modal split and vehicle occupancy.* There are currently five (5) bus routes running through the City of Rockledge: Table 3 shows the ridership estimates received from SCAT based on rider surveys. On the corridors served by public transit, the modal split is less than one (1) percent transit. Vehicle occupancy rates were determined by Brevard County for the use in the Long Range Transportation Plan (LRTP). The average vehicle occupancy rate in Brevard County 1.1 persons per vehicle for home based work trips and 1.4 persons per vehicle for all other trips.
2. *Public transportation.* The City of Rockledge does not supply public transportation to its residents. Space Coast Area Transit (SCAT) is Brevard County's Community Transit Coordinator (CTC). SCAT is a department under the direct control of the county board of commissioners and provides fixed route service, vanpools, park-and-ride and paratransit services, including trips for the transportation of disadvantaged population. The characteristics of public transit facilities are documented in the Transit Development Plan (TDP) which was adopted in August 2004. Currently, SCAT operates fourteen (14) fixed routes of which the following are in the City:
 - *Route # 5* is an express route running down Fiske Blvd. from the City of Cocoa to the Viera

Government Center. It will pick up passengers that flag the bus down.

- *Route # 11* is another express route running down Fiske Blvd., except it makes a scheduled stop at the Brevard County Health facility on Cedar Street. It will pick up passengers that flag the bus down;
- *Route # 14* runs down Pluckebaum Road, then north on Clearlake Road to the City of Cocoa. There are no city residential or commercial centers in this area. It will pickup passengers that flag the bus down.
- *Routes # 6 and # 10* Provide service to commercial centers in the City along Barton Blvd. and U.S. # 1 and then proceed to the commercial centers on Merritt Island along State Road 520.

Residents of the City of Rockledge, utilizing the transfer routes can travel anywhere within the county. The average number of riders per hour on SCAT's fixed routes is 7.87. Specific routes are shown [on] the map titled "City of Rockledge Bus Route Map." Typical headway on SCAT's fixed routes are one (1) hour. The TDP contains short and long term recommendations for improving SCAT's services. The latest data from SCAT has estimated the total fixed route unlinked passenger trips for the City of Rockledge, Routes 5, 6, 10, and 11, as follows: Annual ridership has risen every year from 849,000 in 1999 to over 1,500,000 in 2004. As the economy worsens ridership will increase based on past trends.

3. *Population characteristics.* The LRTP includes information about the population and growth trend in Brevard County, including the City of Rockledge. The TDP tabulated and mapped population characteristics affecting transportation usage, such as age, density, income, vehicles per household, home-to-work travel time, along with transportation disadvantaged characteristics. Exhibit B contains the data and figures from the LRTP and TDP. The county used a number of Traffic Analysis Zones (TAZ's) to determine the socioeconomic information needed to establish impacts to the entire roadway system.

4. *Generators and attractors* The City of Rockledge has several areas which could be classified as major trip generators, of which are the following:

- Wuesthoff Hospital (U.S. #1, between Florida and Barton Blvd.);
- Barton Commons Shopping Center (Barton Blvd., between Cogswell and U.S. #1);
- Rockledge Square Shopping Center (U.S. # 1, between Barton Blvd. and Eyster Blvd.);
- Hydro-Aluminum of Rockledge (Gus Hipp Blvd., between Murrell Road and U.S. #1).

We would not consider these regional trip generators, however they would generate trips from within a five-mile radius. All of these facilities relive [rely] heavily on traffic off of U.S. #1.

5. *System needs.* The 2004 Roadway Needs Assessment (Exhibit E) is a ranked evaluation of the roadway condition and relative improvement need. The ranking reflects the weighted score for more than two hundred twenty-five (225) state and county roadway segments based on congestion level, average volume, inter-regional connectivity, evacuation route designation, and TPO and FDOT prioritization and project programming commitment. Most local roadway needs are identified as roadway extensions and intersection improvements.

(Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-E. Analysis of availability of transportation facilities and services to serve existing land uses.

Exhibit "E," the 2004 Roadway Needs Assessment, indicates the degree to which the roadway system is currently used as well as the relative amount of roadway "surplus capacity" that is available to serve the land uses located on or close to each listed roadway segment. The arterial needs analysis includes all major state and county arterials and collector roadways within the City. Most of the major roadways which show any kind of deficiency in the future are under the jurisdiction control of either the State of Florida or Brevard County. All said collectors or arterials in the City of Rockledge are paved.

The 2004 SCAT Development Plan points out the desirability to extend services both geographically and temporally.

Additional routes and extended service are evaluated in the TDP as a means of improving the availability of transit services.

The City of Rockledge requires all new residential subdivisions and commercial projects to build sidewalks to connect to a master system we are building. The map as attached and identified as "City of Rockledge Major Intermodal System" shows the connection between roadways and pedestrian and bicycle systems in the City. The City of Rockledge is tying into the Viera Company's bicycle and pedestrian system to the south and when U.S. # 1 is widened in the future we will be requesting a separate combination pedestrian/bicycle system be installed on the west side of the roadway, with adequate crossovers to the east side. The City is also proposing to install a series of bicycle/hiking paths in our new park, which will tie directly into a county park. The entire off-road system should provide around five miles of paths. There may be enough right-of-way along Levitt Parkway to provide an additional dedicated bicycle lane from Murrell Road to Fiske Blvd. Completing the proposed pedestrian [route] (as shown on the map) the City will have provided a pedestrian [route] sufficient to meets the needs of our citizens to capture a number of internal trips. All Schools in the City are tied into the pedestrian system. (Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-F. Emergency evacuation.

The City of Rockledge is not a coastal city but is still impacted by the possibility of hurricane evacuation. The main evacuation routes inland for our citizens are 520 and 528 to the north. Most of our citizens would travel north on Interstate 95, Fiske Blvd. or U.S. # 1, which would allow them to select alternative routes inland. State roadways 528 and 520 are the only two (2) east/west corridors providing evacuation of central mainland and the central coastal communities. (Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-G. Growth trends and travel patterns and the interactions between land use and transportation.

To assure that the entire transportation element is internally consistent with the rest of the Comprehensive Plan, this element has been based upon the same data, including growth projections, land uses, and available facilities, that were used and are internally consistent throughout the plan. This information is utilized by the Brevard TPO when analyzing the existing and future roadway needs.

An extensive analysis of existing and future growth trends, land use patterns, and travel behavior was utilized in developing the LRTP. The travel demand computer modal used by the TPO to evaluate current and future traffic conditions relies upon a set of twenty-four (24) input variables, listed below, that determine the amount and location of travel. The county is subdivided into approximately five hundred (500) small areas called Traffic Analysis Zones (TAZ's), and current-year estimates plus forecasts are developed for each of the twenty-four (24) variables for each of the TAZ's. The City of Rockledge is included in this process. Significant effort was initiated by the TPO in the last LRTP update to establish a comprehensive database upon which to make the 2025 projections. Currently, land use was derived from the county property appraisal land database, with input from each of the cities. Every property is assigned a TAZ number. Each local governments Future Land Use Element was coded into the data base. The result was a compilation of data which included current land uses, vacant and developed lands, and dwelling unit breakdowns for density purposes. The land use data served as the primary guide in disaggregating county-wide population and dwelling unit projections to the TAZ level.

Transportation Variables

- (1) Total single-family dwelling units.
- (2) Percent single-family dwelling units not occupied by permanent residents.
- (3) Percent single-family dwelling units vacant.
- (4) Population in single-family dwelling units occupied by permanent residents.
- (5) Persons per single-family household.
- (6) Percent households having no vehicle in single-family dwelling units occupied by permanent resident.
- (7) Percent households having one vehicle in single-family dwelling units occupied by permanent residents.
- (8) Percent households having two (2) or more vehicles in single-family dwelling units occupied [by] permanent

residents.

- (9) Total multi-family dwelling units.
- (10) Percent multi-family dwelling units not occupied by permanent residents.
- (11) Percent multi-family dwellings vacant.
- (12) Population in multi-family dwelling units occupied by permanent residents.
- (13) Person per multi-family household.
- (14) Percent household having no vehicle in multi-family dwelling units not occupied by permanent residents.
- (15) Percent households having one vehicle in multi-family dwelling units not occupied by permanent residents.
- (16) Percent households having two (2) or more vehicles in multi-family dwelling units not occupied by permanent residents.
- (17) Hotel/motel units.
- (18) Percent hotel/motel units occupied.
- (19) Persons in occupied hotel/motel units.
- (20) Persons per unit in occupied hotel/motel units.
- (21) Industrial employment by place of work.
- (22) Service employment by place of work.
- (23) Total employment by place of work.
- (24) School enrollment.

Population variables were derived utilizing census data. Hotel and motel units were determined from the hotel and motel inventory conducted by the East Central Florida Regional Planning Council. Employment variables were derived from a commercially produced list from Donnelley Marketing that utilizes Dunn and Bradstreet business files. The number of persons enrolled in Brevard County was derived from Brevard County School Board records.

The future land use and transportation element of the Comprehensive Plan were developed cooperatively to assure compatibility and consistency of the plan. Policies throughout the future land use plan demonstrate this compatibility. The City of Rockledge does not have any existing airport facilities within our jurisdictional limits. The closest airport facility is Melbourne International Airport, located in Melbourne, Florida.
(Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-H. Existing and projected inter-modal deficiencies and needs.

Intermodal facilities accommodate the movement of people and goods by means other than roadways. Airports, seaport, and railroad switching and passenger terminals are intermodal facilities in Brevard County. Railroad passenger terminals exist along the Florida East Central Railway (FEC), however, there has not been any passenger service available in over thirty (30) years (labor dispute). The City has several businesses which have spur lines off the main FEC trunk line. The land use classification in these areas along the use of rail spur lines. While primary function of each of the intermodal method of transportation does not involve roadways, each facility relies to some degree on the roadway system for access and movement of some goods and populations. Coordination between the operators of the intermodal facilities and the local governmental agencies is important to insure a seamless transportation network and to prevent one mode from impacting adversely on another unintentionally. The level of service for roadways between the City of Rockledge and those intermodal facilities can be found in the applicable transportation element of those jurisdictions.

The City of Rockledge has no intermodal facilities within our jurisdictional limits. We believe that since the closest intermodal facility is over fifteen (15) miles away it would be extremely hard to measure the direct impact to our roadway system.

Intermodal transportation facilities in Brevard County are routinely analyzed by the TPO during the planning processes. The projects are submitted for evaluation to the TPO and typically include such things as access to the facility, new or expanded terminals or freight areas, and new or improved runways or docks.

There are no high occupancy vehicle lanes on the interstate segments running through the city limits, although consideration should be given to such a facility as traffic demands and volumes increase. Park and ride lots have been established in the Viera DRI, but as of this time none have been created within the city limits. Currently we do not have park and ride lots in the City or planned in the near future, however, we encourage citizens to form car pooling groups and use some of the larger commercial parking lots as collection points.
(Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-I. Projected transportation system levels of service and system needs.

System-wide needs are identified in the Brevard County 2025 Long Range Transportation Plan (LRTP) adopted by the TPO in March 2006. The LRTP reflects the TPO's goals and objectives, which include an extensive public involvement process, identify long term needs and reasonable improvement strategies, assess public support for possible strategies, recognize the role of growth management and land use planning influencing future transportation demand and present a realistic financial plan for implementing the preferred strategies. The City will continue to provide land use information to the Brevard TPO and staff for inclusion in the analysis of the system needs schedule. The vacant land use within the city limits is very compatible with public transportation routes already established within the City. However expansion of the current system to growing areas to the southern section of the City should be encouraged. The City is proposing several strategies to provide projected traffic and service volumes on projected congested roadways. The use of congestion management solutions can be utilized to reduce congestion and operational problems and to encourage the use of public transportation. The congestion management solutions and transportation management solutions are currently utilized by the Brevard County TPO. Some of these include the following:

- Synchronize and upgrade traffic signalization.
- Parallel roads.
- Mass transit service.
- Congestion management.
- Coordination with adjacent jurisdictions.

Given the land use, population, and auto ownership forecasts, the standard Florida travel demand model generates future volumes on the existing plus committed (E+C) transportation network. The 2025 projected deficiencies are shown in Exhibit F. The Project Evaluation and Priority Process (PEPP) was developed to identify potential long term corridor improvements. The PEPP allows for the identification and evaluation of different levels or combinations of improvements that are appropriate for different congestion, land use, neighborhood and funding conditions. The list of projects that constitute the TPO's LRTP reflects a combination of both technical and policy considerations resulting from significant level of public involvement and a sensitivity to the ability to fund and implement the recommended projects.

All projects involving arterial and collector roadways which may negatively impact the total roadway system, involve extensive discussions between the City and Brevard County. Through the TPO transportation planning process, the City has benefited from many suggestions and actual improvements with our jurisdiction.

All future transportation needs and level of service are based upon the future land use categories depicted on the future land use map which includes the densities of said uses. SCAT statistics as well as bicycle and pedestrian modes of transportation are included in determining the future levels of service on the affected roadways. Arterial investment studies shall be utilized when determining the need for expansion of existing facilities or the construction of new facilities and the expansion of alternative transportation modes.

1. *Local needs.* As stated above, the City of Rockledge local roadway needs include intersection improvements and the elimination of dead-end streets and the connectivity of internal street systems. Reducing the number of cuts onto arterial and collector roadways will help capture more internal trip ends. Adding key turn lanes at certain intersections will increase mobility. The following table notes the projects noted on the Capital Improvement Schedule dealing with traffic improvements.

Local Roadway Needs Table

Location	Proposed Improvements	Results
•U.S. # 1 and Gus Hipp	•Traffic control device	•Safety improvement
•Barnes Boulevard (U.S. #1 to Fiske Blvd.)	•Widen roadway	•Capacity and safety improvements
•Roy Wall and Fiske Blvd.	•Install traffic control device (based on warrant study)	•Safety improvement
•Florida Ave.	•Install middle turn lane	•Capacity and safety improvement

The needs in the above-referenced table can be addressed through the use of: transportation impact fees; local option gas taxes; state and federal grants and awards; developer-required improvements; and development orders. Some roadway improvements will be a requirement of new development as part of the concurrency review process.

2. *Level of services.* The City of Rockledge requires that prior to receiving a development permit, all proposed developments must receive a concurrency review and approval before construction can begin. The City will not approve new site plans and subdivisions until staff has determined the projected traffic impacts or unless a traffic impact study or transportation study is completed, which reflects the impact to the roadway system. The City also applies the standards of our adopted access management plan to ensure shared roadway can be used and de-cel lanes are built for any project being proposed on a collector or arterial roadway. If a negative impact is demonstrated in the traffic impact statement or transportation study, development will not be permitted to begin until the negative impact is remedied. Alternative means of transportation, SCAT, will be encouraged by the City to remedy some of the impact of new development. Close coordination with Brevard County and SCAT will be necessary to further develop transit routes within new growth areas. Traffic impact statements or transportation studies must be submitted indicating that adopted level of service standards will be maintained for the proposed project.

(Ord. No. 1224-2000, §§ 2, 3, 7-19-00)

Sec. 2-J. Goals, objectives and policies.

The following goals and objectives have been developed for the use of the local policy makers in guiding and directing the decision-making process regarding the transportation system within the City.

The goals, objectives, and policies as stated herein are consistent with the other elements of the Rockledge Comprehensive Plan and goals and objectives of the State of Florida.

Goal:

To provide a safe and efficient transportation system, which safely, conveniently and efficiently serves the travel needs of all residents and visitors to the City of Rockledge. Such system shall offer a variety of modes of transportation options while promoting economic development consistent with the future land use plan as well seeking to reduce the greenhouse gas emissions of the transport system while maintaining level of service requirements.

Objective 2.1.

The City shall adopt roadway facility capacities and level of service standards to ensure the operation of a safe, convenient and efficient traffic circulation system.

Policy 2.1.1. The City shall maintain for the purpose of issuing building permits and development orders the following minimum peak hour levels of service (LOS) for each of the following roadway facilities:

Roadway	Minimum LOS
Barton Blvd.	LOS E
Eyster Blvd.	LOS E
Murrell Rd.	LOS E
Pluckebaum Rd.	LOS E
Gus Hipp Blvd.	LOS E
Barnes Blvd.	LOS E
Roy Wall Blvd	LOS E

SR 5 (US 1) (Rockledge Blvd.)	LOS D
Fiske Blvd.	LOS D

If the roadway's level of service is below the adopted minimum standard, or if a proposed development would cause the levels of service to fall below the standard, then no new development impacting that roadway shall be permitted unless mitigate measures are undertaken which result in the minimum level of service being maintained.

Policy 2.1.2. The City shall maximize the traffic-carrying capacity and safety of all roadways within the City by adopting ordinances within one (1) year or as required by Florida State Statute, whichever is greater, of plan submittal which implement the following criteria:

- A. The functional classification of each roadway segment being used as a basis for determining the number of access points allowed and types and extent of traffic flow enhancement measures needed to maintain the capacity;
- B. The issuance of access and connection permits to the roadway network being limited to the minimum number necessary to provide safe and reasonable access;
- C. Where consistent with city code requirements, acceleration and deceleration lanes being required at all access points on collectors, minor arterials, major arterials, and expressways;
- D. Shared access points being used wherever possible in order to minimize the necessity of one (1) or more access points to adjacent small businesses;
- E. The need for and feasibility of service of frontage roads being constructed along new principal arterials and expressways or, when feasible, along reconstructed arterials and expressways to increase roadway capacities, and to reduce conflicts between local and through traffic; and
- F. Access points to parcels with frontage along two (2) or more roadways being located on the roadway of lower functional classification.

Policy 2.1.3. Traffic signalization, roadway signage, and operational capacities shall be designed by the following methods to optimize traffic flow and enhance the levels of service throughout the roadway network on city controlled streets;

- A. Traffic signals being computer-coordinated or fully actuated to effect optimal flow to the maximum extent possible;
- B. Roadway signage conforming to the Manual of Uniform Traffic Control Devices (M.U.T.C.D.) and providing a safe, clear indication of roadway design geometric, traffic hazards, upcoming roadways, and other applicable standards; and
- C. Roadway intersection design including adequate storage lanes and turning lanes to facilitate movement through intersection.
- D. Ordinances shall be reviewed and amended where appropriate to provide for the safe and convenient flow of on-site traffic. Parking for motorized and non-motorized vehicles shall be considered.

Objective 2.2.

High accident locations along roadway links and intersections shall be minimized on a continuous basis and reported annually.

Policy 2.2.1. The five (5) highest accident locations as determined by Brevard County shall be the subject of analysis on an annual basis for implementation of remedial improvements to lessen the propensity for conflicts by the jurisdiction responsible for that roadway. The City shall seek to reduce accidents by five (5) percent annually at said locations.

Policy 2.2.2. An ongoing accident surveillance program shall be maintained by the county and state with the assistance of the City.

Objective 2.3.

Development shall bear the full burden of the cost of roadway improvements necessitated by impacts to the roadway network caused by traffic generated by said development through the adopted site approval process.

Policy 2.3.1. The principal of equitable cost participation shall be used in the following manner as a guide in development approval decisions, including allocation of costs among private parties benefiting from or creating the need for transportation improvements:

- A. New development being required to pay its fair share as a condition for development approval, based on impact fees, special assessments or other local exaction methods. Ordinances to enact these methods are in place.
- B. Existing unmet needs being identified, to include an assessment of the need and estimated cost of fulfillment. This shall be accomplished on an annual basis.
- C. Existing land uses and activities which benefit from better access being required to participate in the cost of the roadway improvement in the form of user fees or special assessment. New construction which is located on land improved with better access may be required to pay a pro-rata share of the cost.
- D. Provisions being made in development orders to include the mitigation of adverse impacts on the state highway system.

Objective 2.4.

Right-of-way needs are formally identified and a priority schedule for acquisition or reservation is established. Protection of existing right-of-way from building encroachment shall be assured through ordinances adopted within one (1) year of plan submittal or as required by Florida State Statutes, whichever is greater.

Policy 2.4.1. Front setbacks (as identified in the Rockledge Land Development Regulations) on major corridors, identified as Murrell Road, Barnes Boulevard, U.S. # 1, Barton Boulevard, shall be enforced to protect existing rights-of-way;

Policy 2.4.2. Dedication of rights-of-way and easements for required improvements to support development traffic and to maintain adequate levels of service on the roadway network shall be required from private sector developers, in the following manner, through the adopted site-approval process and ordinance to be adopted as set forth above:

- A. Development-related improvements being at the expense of those who benefit to include donation or dedication of right-of-way to the extent legally required;
- B. The value of the land taken (if the transfer of property is to be compensated by the entity building the roadway) being assessed at a rate which does not consider an inflated value due to the improved or new roadway being present, but is based on the value of the land in its condition and use prior to the roadway improvements;

Policy 2.4.3. Right-of-way shall be pursued or reserved as far in the future as possible as set forth in objective 2.4 for planned roadway projects, so as to minimize excessive costs for land purchases, and so that the locations and widths of these roads can be considered in ongoing transportation system planning and design activities; and

Policy 2.4.4. Building setbacks shall be maintained at an adequate distance from roadways to allow the future widening as determined by federal, state and local transportation guidelines. The following minimum criteria/procedures shall be adhered to in the implementation of this policy and contained in ordinance form:

- A. Dedication of right-of-way necessary for roadway improvements identified in the TPO plan or other officially recognized long-range plan.
- B. Setback requirements for building structures from roadways shall be adequate for eventual widening of the

roadway as well as the minimization or mitigation of potentially adverse impacts such as noise, narrow pedestrian walkways, and the close proximity of vehicular traffic to habitable structures. The determination of appropriate setback distances should be a coordinated procedure involving input from FDOT and Brevard County.

Objective 2.5.

Provisions have been adopted to ensure safe and adequate movement of pedestrians and bicyclists. The City shall seek to lower bicycle and pedestrian accidents by five (5) percent annually.

Policy 2.5.1. Adequate pedestrian circulation and safety shall be considered as a required component of highway system management, with implementation and required construction through traffic analysis and roadway improvements, to include:

- A. Pedestrian movement and safety studies being required by the City to determine high travel patterns and accident areas;
- B. Remedial actions being taken by the City to mitigate safety problems where conditions have been determined to be unacceptable;
- C. Sidewalks being provided, where appropriate, along new and existing roadways in or near residential areas which lead to:
 - 1. Transit stops;
 - 2. Schools;
 - 3. Commercial centers; and
 - 4. Employment centers.
- D. Establishment by the City of ordinances for the provision of bicycle storage areas for multi-family residences, and shopping and recreational areas.

Policy 2.5.2. Bicycle facilities, pedestrian walkways, and associated facilities shall be included as integral components of roadways, with priority of implementation being oriented to the establishment of networks along roadways between residential centers and schools, employment and retail commercial areas, and recreation and other public facilities. The following criteria and procedures shall be followed in the adoption of ordinance.

- A. Bicycle facilities being considered as components of standard design criteria for new and reconstructed roadway facilities, except for expressways and freeways, in urban areas pursuant to the requirements of § 335.065, Florida Statutes.
- B. A local bikeway plan shall be developed and established in coordination with other applicable agencies.
- C. Identification and implementation of the relative priorities of need for the construction of bicycle and pedestrian walkway facilities along existing transportation corridors as a means of travel between residential areas, schools, employment and retail centers, recreational areas and other public facilities, with the prioritization being based on:
 - 1. Extent of existing and projected need and use;
 - 2. Existing public safety problems;
 - 3. Available rights-of-way and constraints affecting the acquisition of additional rights-of-way;
 - 4. Financial feasibility and capabilities; and
 - 5. Implementation schedules in adopted bikeway plans.
- D. Bicycle safety classes shall be developed for inclusion in the curriculum of grades K--6 by local safety personnel for periodic presentation as part of other safety programs.

Policy 2.5.3 Connected multi-modal transportation system, the transportation system shall provide multi-modal capabilities and be connected through a network of streets that are visually appealing as well as protecting environmentally sensitive areas, conserves natural and energy resources thus promoting community aesthetic values. 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 that reflects the rural or urban character of the surrounding area and
2. Streets shall be designed to accommodate a mix of travel modes including vehicles, bikes, transit and pedestrians with appropriate lighting, landscape, utility and signage provisions.

Policy 2.5.4 Integrated Traffic Circulation and Land Use Planning. The City shall continually monitor and evaluate the impacts of existing and proposed future land development on the transportation system in order to achieve integrated management of the land use decisions, traffic circulation impacts, reduce trips and promote alternative land use patterns for energy conservation.

Objective 2.6.

The City shall pursue the possibility of entering into the State of Florida Scenic Highway Program designation process in accordance with the FDOT manual dated January 1996, and as such is amended in the future, for the purpose of maintaining and establishing scenic roadways, where appropriate.

Policy 2.6.1. A scenic roadway designation program shall be established for the purpose of protecting and maintaining the appearance and aesthetics of each scenic roadway when specific criteria are met. Said criteria shall be formulated and adopted by city council for local roadways. Number of lane miles shall be reviewed annually.

- A. The scenic roadway designation program shall include, at a minimum:
 1. A procedure for identifying, evaluating and selecting scenic highway segments worthy of protection;
 2. Provisions for the establishment of a scenic corridor along each selected roadway segment, including the identification of allowable land uses and development standards intended to preserve the essential character and aesthetics of each designated roadway segment, while guiding the location, form and appearance of new development within the corridor;
 3. The establishment of arbor maintenance requirements sufficient to protect and maintain the vegetation with each corridor;
 4. The establishment of maximum allowable speed limits for vehicular traffic;
 5. Techniques and procedures for maintaining or reducing the number of vehicular trips on each designated segment, including the planning for alternative roadways to meet traffic circulation objectives and demands;
 6. Alternate corridors should be provided when warranted; and
 7. Other provisions, such as enhanced signage, information and directional signs, and techniques to help assure adequate levels of public safety on each segment.
- B. Different minimum levels of service standards and standard roadway widths, rights-of-way and other roadway-related requirements for scenic or historical roadways shall be provided where the value, significance, or maintenance of the character and appearance of such a roadway outweighs the benefits of increasing vehicular capacity or other considerations.

Objective 2.7.

Transportation improvement requirements shall be continually coordinated with other affected governmental entities to ensure that the most efficient and cost effective course of action is followed. A yearly assessment shall be made to measure amount of intergovernmental coordination which has occurred based upon the number of agreements consummated.

Policy 2.7.1. Interlocal solutions to the transportation needs and problems of the City shall be accomplished through the coordination of transportation improvements with local, TPO, regional and state plans. Adherence to this policy requires, at a minimum, that consideration be given to:

- A. Coordinating actions or interlocal agreements between local government entities (including TPO's where applicable) being undertaken for the purposes of:
 - 1. Addressing transportation impacts of a development project in one (1) jurisdiction on an adjacent jurisdiction. Determination of the extent of impact should be based upon actual traffic loadings contributed by the project;
 - 2. Coordinating or assisting in the development of the traffic circulation elements of comprehensive plans as required by § 163.3177, Florida Statutes;
 - 3. Coordinating interagency review procedures, including which activities will be included; and
 - 4. Ensuring that transportation planning and programming are continuing and part of the comprehensive planning process in the region.
- B. Interagency coordination being established and maintained in the:
 - 1. Determination and designation of transportation corridors of major statewide or regional significance, as required in § 339.155(6)(c), Florida Statutes;
 - 2. Development of strategies to provide for the orderly and systematic acquisition of rights-of-way located within the designated corridors, as required in § 339.155(6)(c)1., Florida Statutes; and
 - 3. Development and operation of transportation facilities and services within the corridors, as required in § 339.155(6)(c)2., Florida Statutes.

Objective 2.8.

Traffic circulation planning shall be coordinated with the future land uses shown on the future land use map of this plan, the FDOT five-year transportation plan, and plans of neighboring jurisdictions.

Policy 2.8.1. The City planning department shall review subsequent versions of the FDOT five-year transportation plan, in order to update or modify this element, if necessary.

Policy 2.8.2. The City shall review for compatibility with this element, the traffic circulation plans and programs of the unincorporated county on neighboring municipalities as they are amended in the future.

Policy 2.8.3. All proposed amendments to this traffic circulation element shall include a statement of findings supporting such proposals.

Policy 2.8.4 Sustainable Transportation, vehicular trips shall be minimized through a combination of the following:

- 1. Provision of housing opportunities in proximity to employment opportunities;
- 2. Provision of essential services and recreational opportunities in proximity to demand;
- 3. Provision of an interconnected street network designed for pedestrians, cyclists, the automobile and transit;
- 4. Provisions for parking that will encourage pedestrian and public transportation alternatives;
- 5. Provisions for incentives encouraging multiple modes of transportation. Coordination with the FDOT, TPO and adjacent cities for planning for current and future transportation networks within and outside the City and County.

Objective 2.9.

The City shall reclassify all roadways in the City as shown in the text of this element in accordance with 9J-5.0007(3)(c)1, Florida Administrative Code (F.A.C.). The City will adopt by reference, the Level of Service Manual and Software, 2009 edition by the Florida Department of Transportation, as established F.D.O.T.'s Rule, Chapter No. 14-94, F.A.C., by May of 2006.

Objective 2.10.

The City will provide additional transportation maps and establish new level of services standards in accordance with the provisions of 9J-5.019, F.A.C.

Objective 2.11.

In accordance with the provisions of 9J-5.0007(2)(b) F.A.C., the City of Rockledge will be adopting by reference the Brevard County 2025 Long Range Transportation Plan, February 1996. Prepared for the Brevard Urban Transportation Planning Organization and the Florida Department of Transportation, by JHK and Associates.

Objective 2.12

The City will work to reduce greenhouse gas emissions and the City's carbon footprint while conserving energy.

Policy 2.12.1 The City will investigate the possibility of establishing increased density bonuses for transit oriented development projects built within 1,320 of a bus stop, rail station or other defined mass transit destination.

Policy 2.12.2 Establish the City of Rockledge Redevelopment Mixed Use Area as possible receiving sites for transfer of development rights densities. This shall be for infill areas in order to eliminate urban sprawl.

Policy 2.12.3 The redevelopment mixed use areas shall incorporate wider sidewalks, promote walking and bicycling and bus shuttle services.

Policy 2.12.4 The City will establish Multi-Modal Level of Services for pedestrian, bicycles and mass transit services in accordance with the 2009 FDOT Level of Service software. The City of Rockledge will modify, alter and enhance the multi-modal transportation network.

Policy 2.12.5 All projects with ¼ mile of bus stops will be required to enhance or create bus shelters or benches along the arterial roadways.

Policy 2.12.6 The City will work with SCAT to improve bus stop locations and improve bus route placements.

Policy 2.12.7 The City will improve accessibility of the pedestrian and bicycle pathway system to significant commercial, employment and recreational centers throughout the City of Rockledge.

Policy 2.12.8 The City will work with Brevard County and FDOT to ensure roadways not owned by the City will be part of a coordinated bicycle system.

Policy 2.12.9 The City will work with Brevard County and investigate the possibility of installing LED lights in all traffic signals.

Policy 2.12.10 The City will investigate the possibility of synchronizing traffic light systems along city-controlled corridors.

Policy 2.12.11 The City will establish TCEA guidelines as coordinates with Brevard County's TPO and the other cities in Brevard County.

Sec. 2-K. Goals and objectives of the Brevard County TPO.

In March 2006, the Brevard TPO adopted goals and objectives to help guide the development of the year 2025 Long Range Transportation Plan (LRTP). The goals and objectives were developed through a series of public meetings with the Growth Management of the TPO's technical advisory committee (TAC). The goals were presented to the TAC and citizens advisory committee (CAC) for approval, then to the public for review and comments.

The City council of the City of Rockledge hereby adopts and includes in the transportation element the following goals, objectives, and policies of the Brevard TPO:

2025 LRTP GOAL, OBJECTIVES, AND POLICIES

Based on the extensive community engagement process and technical analysis conducted for the 2025 LRTP, an overall guiding LRTP goal and supporting objectives and policies were developed. The goal, objectives, and policies (GOPs) also consider those included in the 2020 LRTP as well as subsequent changes in local conditions.

TPO GOAL

"The Brevard TPO will provide for a comprehensive and coordinated transportation system that enables the safe, efficient and economical movement of people and goods, promotes multimodal mobility, and enhances the quality of the natural and built environments in Brevard County."

OBJECTIVES AND POLICIES

The 2025 LRTP goal demonstrates the Brevard TPO's commitment to working toward an effective and quality regional transportation system. With this goal in mind, the TPO has also identified specific objectives for the 2025 LRTP. These specific objectives are not meant to be all-inclusive regarding every facet of the 2025 LRTP goal, but instead represent strategic methods for making the goal a reality over time. The policies supporting each objective are steps for implementing the specific projects and strategies identified in the 2025 LRTP.

- **Objective 1:** Optimize the efficiency of the existing transportation system.
 - **Supporting Policies**
 - a. Continue the work of the Traffic Operations Subcommittee
 - b. Continue to develop and use the annual State of the System analysis to monitor network conditions and trends.
 - c. Continue to focus priority attention on specific facilities that can benefit from improved operations, such as intersection improvements, access management strategies, and Intelligent Transportation System investments.
 - d. Plan and fund strategic roadway connections that create networks of alternative routes in rapidly developing areas and along congested corridors.
 - e. Consider the need for improvements to existing facilities and development of new facilities to safely and efficiently connect to areas outside of Brevard County.
- **Objective 2:** Prioritize multimodal and operational improvements that will help ensure safe, efficient mobility for people of all ages and abilities, as well as goods and freight movements.
 - **Supporting Policies**
 - a. Consider options other than roadway improvements to provide needed mobility.
 - b. Implement the TPO's Greenways and Trails Master Plan.
 - c. Develop and complete a pedestrian and bicycle network inventory, needs assessment, and master plan for the County.
 - d. Prepare a Major Update to the TPO's Transit Development Plan.
 - e. Encourage, expand, and enhance safe and secure transit service to the general public and to those with limited mobility.
 - f. Develop roadway and intersection design strategies that improve safety for seniors, children, and those with limited mobility.
 - g. Plan for and provide aesthetic and environmental enhancements along roadways and pedestrian/bicycle paths.
 - h. Consider each potential transportation project's ability to enhance the efficient movement of freight and goods.
 - i. Focus continued efforts on ensuring the safe operation of causeways and bridges.
 - j. Support statewide passenger rail initiatives that link Brevard County with other areas of the state and country.
 - k. Consider the following factors in the prioritization of projects:
 - i. Safety
 - ii. Improvement of personal mobility
 - iii. Relief of roadway congestion
 - iv. Equitable service across the socioeconomic and geographic spectrum of the County
 - v. Accessibility to regionally significant destinations including ports, airports, major businesses, regional recreational areas, colleges, and multimodal transportation facilities (Kennedy Space Center, Port Canaveral, and others)

- **Objective 3:** Encourage maximum coordination of the transportation and land use planning processes.

- **Supporting Policies**

- Continue to develop venues for regular dialogue and studies focused on simultaneously optimizing transportation performance consistent with achieving local land use goals for economic vitality and environmental stewardship.
- Work with the development community to ensure that new development adequately addresses and funds multimodal transportation needs.
- Work with the County and its municipalities to promote alternatives to the automobile through strategies such as incorporating pedestrian-oriented design and street connectivity requirements in comprehensive plans and zoning ordinances.
- Continue to build proactive partnerships with public agencies and the private sector to plan and fund high quality, cost-effective, multimodal transportation improvements.

- **Objective 4:** Encourage the implementation of multimodal transportation study recommendations completed subsequent to the 2025 LRTP that support or do not conflict with the 2025 LRTP.

- **Supporting Policies**

- Prepare a Major Update to the TPO's Transit Development Plan as required by FDOT.
- Prepare an update to the TPO's Greenways and Trails Master Plan.
- Prepare a Continuation of Operations Plan (COOP) for the TPO as required by FHWA.
- Support the implementation of recommendations from corridor studies, multimodal studies, airport master plans, and other planning activities undertaken by other agencies that do not conflict with the 2025 LRTP.

COMPLIANCE WITH TEA-21

As noted in the TPO's 2020 LRTP, the Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, continues a shift in transportation policies begun under ISTEA (the Intermodal Surface Transportation Efficiency Act of 1991) from building new and wider roads to improving the efficiency of the existing roadway system and encouraging alternative travel modes, such as public transportation, walking, and bicycling. One of the major LRTP-related requirements of TEA-21 is that the TPO's transportation planning process address seven broad planning factors specified within TEA-21. While these seven factors are important in the overall transportation planning process, they are not meant to function as mandates or directives. In fact, the 2025 LRTP goes beyond the planning factors to specifically address several other issues of importance within Brevard County.

Section 1203(f) (Metropolitan Planning) of TEA-21 identifies the seven planning factors that must be considered as part of the LRTP and general planning process for all metropolitan areas. These factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system

The TPO's adopted 2025 LRTP goal, objectives, and policies described above are consistent with the seven TEA-21 planning factors. Table 1.1 at the end of this chapter provides a matrix illustrating how each objective and policy address the seven planning factors. While individual objectives and policies will not address every single planning factor, when considered in their entirety, the 2025 LRTP GOPs sufficiently address all of the planning factors. Additionally, the TPO has also incorporated the seven planning factors within the framework of its continuous, comprehensive, and coordinated transportation planning process.

COMPLIANCE WITH SAFETEA-LU

According to the FHWA's website, the Safe, Accountable, Flexible, Efficient Transportation Equity Act:

A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

FHWA lists the key continuing provisions of SAFETEA-LU as follows:

- Local officials, in cooperation with the State and transit operators, remain responsible for

- determining the best transportation investments to meet metropolitan transportation needs.
- TPOs are responsible for adopting the long range transportation plan (Plan); Governor and TPO approve the transportation improvement program (TIP).
- The Plan and TIP remain separate documents.
- A 20-year planning perspective, air quality conformity, fiscal constraint, and public involvement established under ISTEA.
- Plan must contain: operational and management strategies to improve the performance of existing transportation facilities; investment and other strategies that provide for multimodal capacity increases based on regional priorities and needs; and proposed transportation and transit enhancement activities. [6001(i)]
- A Congestion Management System is still required in Transportation Management Areas (TMAs) (urbanized areas larger than 200,000 population).
- The planning process in TMAs requires DOT certification.

Conversely, FHWA lists two categories of key modifications to SAFETEA-LU as compared to TEA-21:

METROPOLITAN PLANNING IN GENERAL

- TPOs will be encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement. [6001(g)]
- The metropolitan planning process is to promote consistency between transportation improvements and State and local planned growth and economic development patterns. [6001(h)]
- Safety and security of the transportation system are separate planning factors that are to be considered during the metropolitan planning process. [6001(h)]
- A State will have 30 days to reimburse an TPO for planning expenses after request from the TPO for reimbursement.

LONG RANGE TRANSPORTATION PLAN (PLAN)

- Will be updated every 4 years (unless the TPO chooses to do so more frequently) in nonattainment and maintenance areas. Attainment areas remain on a 5-year update cycle. [6001(i)]
- Intermodal connectors are added as a transportation facility. [6001(i)]
- Include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. [6001(i)]
- Transit operators are to be included in the cooperative development of funding estimates for the financial plan section. [6001(i)]
- TPOs are required to consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning development of the Plan. [6001(i)]
- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process. [6001(i)]
- The TPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment. [6001(i)]
- To carry out the participation plan, public meetings are to be: conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the Web. [6001(i)]
- The Plan is to be published and made available electronically, such as on the Web. [6001(i)]

To be clear, although SAFETEA-LU became law prior to the TPO adopting the 2025 LRTP, the Plan Update was begun under and must only adhere to the provisions of TEA-21. According to a February 9th, 2006 memo from FDOT-Central Office to all District TPO liaisons (relying on guidance provided by FHWA on December 8th, 2005), the LRTP for each TPO (including Brevard) must be in full compliance with SAFETEA-LU by July 1st, 2007. Accordingly, the current LRTP Update (the 2025 LRTP) needs only to be in compliance with TEA-21.

Even so, it is worth noting that the Brevard TPO is already performing several of the new SAFETEA-LU activities and addressing many of the requirements noted in the list above. For example, as noted in Table 1.1, the 2025 LRTP already addresses the changes to the planning factors. Additionally, the TPO already coordinates with agencies involved in other types of planning as well as promoting consistency with local land use and growth objectives, a key component of Florida's recently-revised Growth Management Act. Finally, the TPO's ongoing public involvement process, and particularly as

applied to the 2025 LRTP, already meets the requirements specified above for the convenience of meetings, use of visualization techniques, Internet posting, and the other factors specified.

CONCLUSION

This 2025 LRTP represents a comprehensive Plan Update that fully addresses all applicable federal and state transportation planning requirements. Due to several constraints beyond the TPO's control, the scope and process of the Plan Update became more limited than originally intended. However, the TPO has a unique opportunity to amend the 2025 LRTP (provided that sufficient planning funds become available). In the meantime, this 2025 LRTP incorporates a goal, objectives, and policies that promote a comprehensive, coordinated, and continuing transportation planning process complying fully with TEA-21 while also meeting many of the new requirements of SAFETEA-LU.

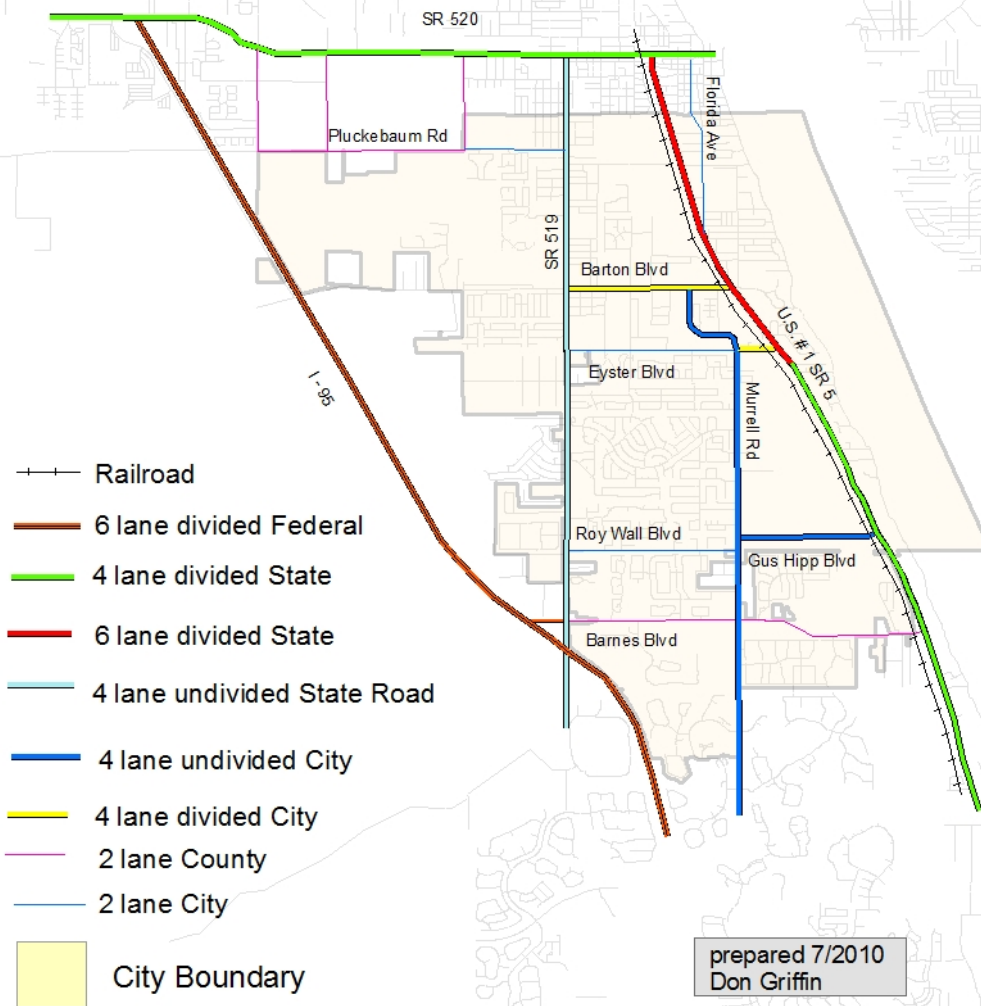
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Transportation Element

Map Series

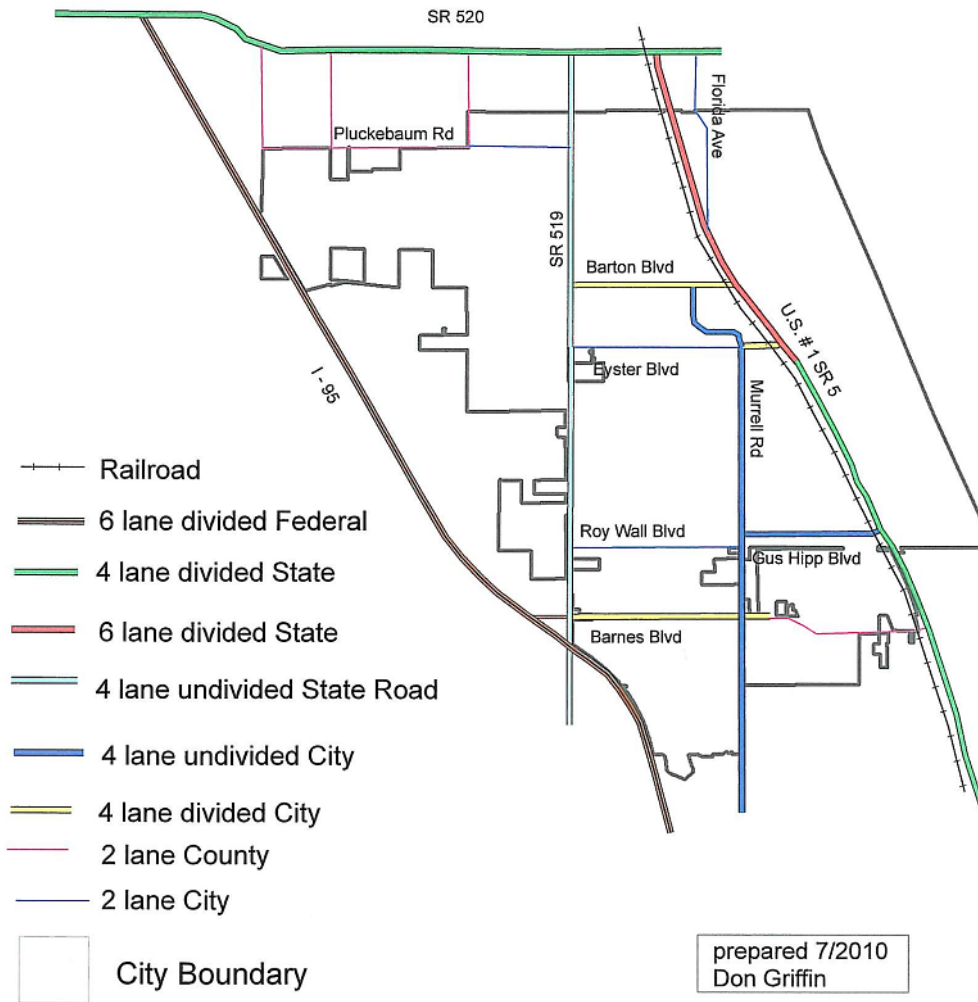
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City of Rockledge Transportation Element Existing Transportation Corridors



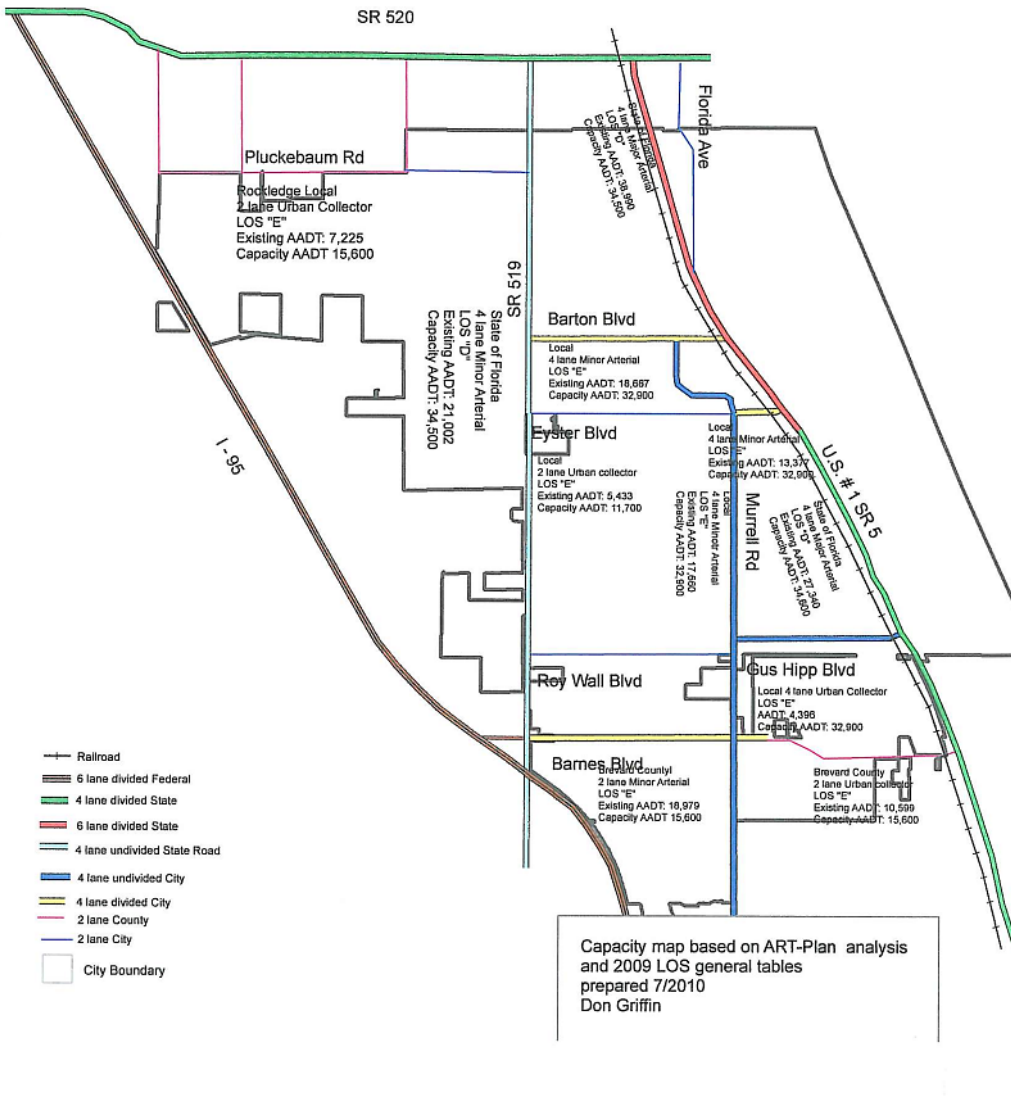
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City of Rockledge Transportation Element Future 2025 Transportation Corridors



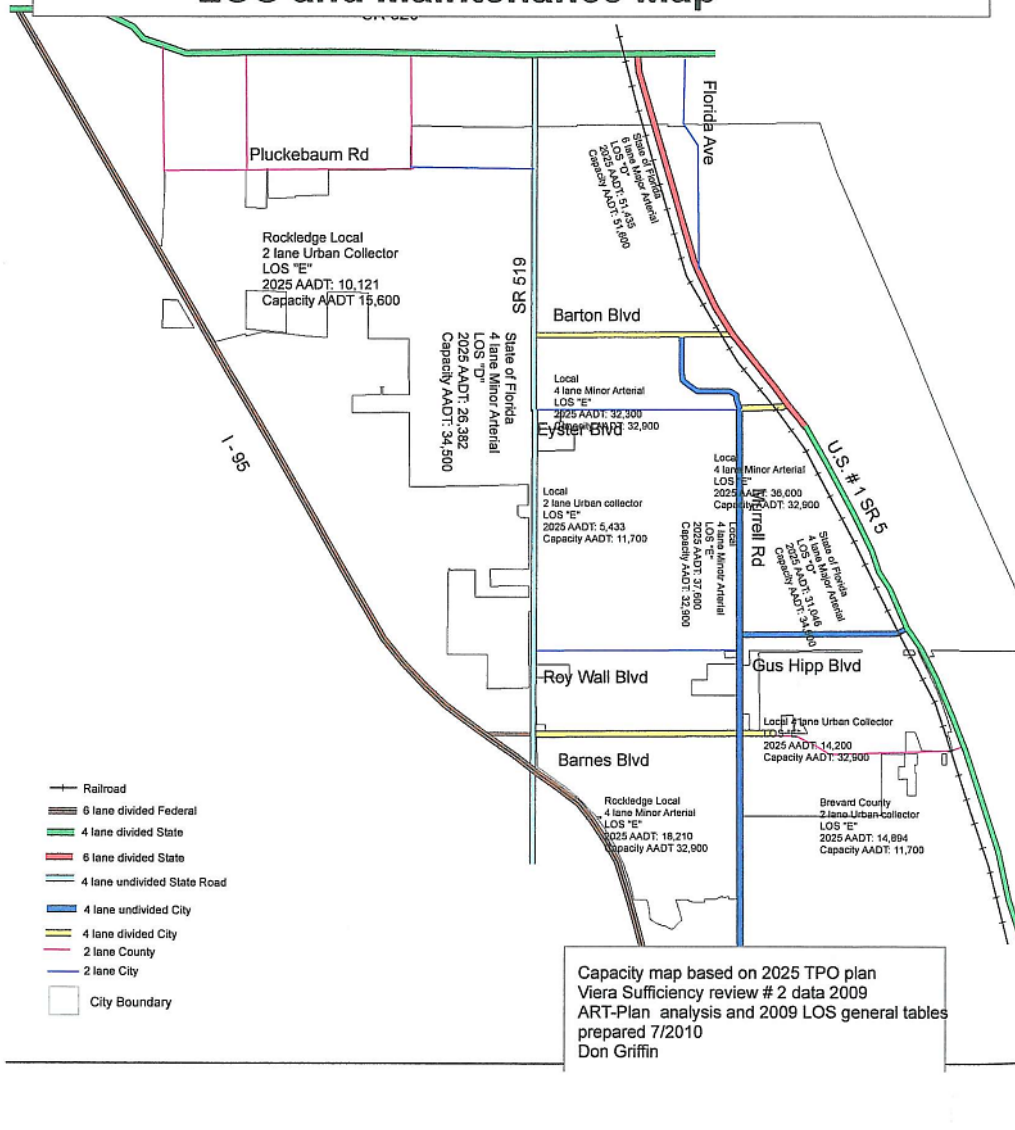
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City of Rockledge Transportation Element Existing Functional Class, LOS and Maintenance Map



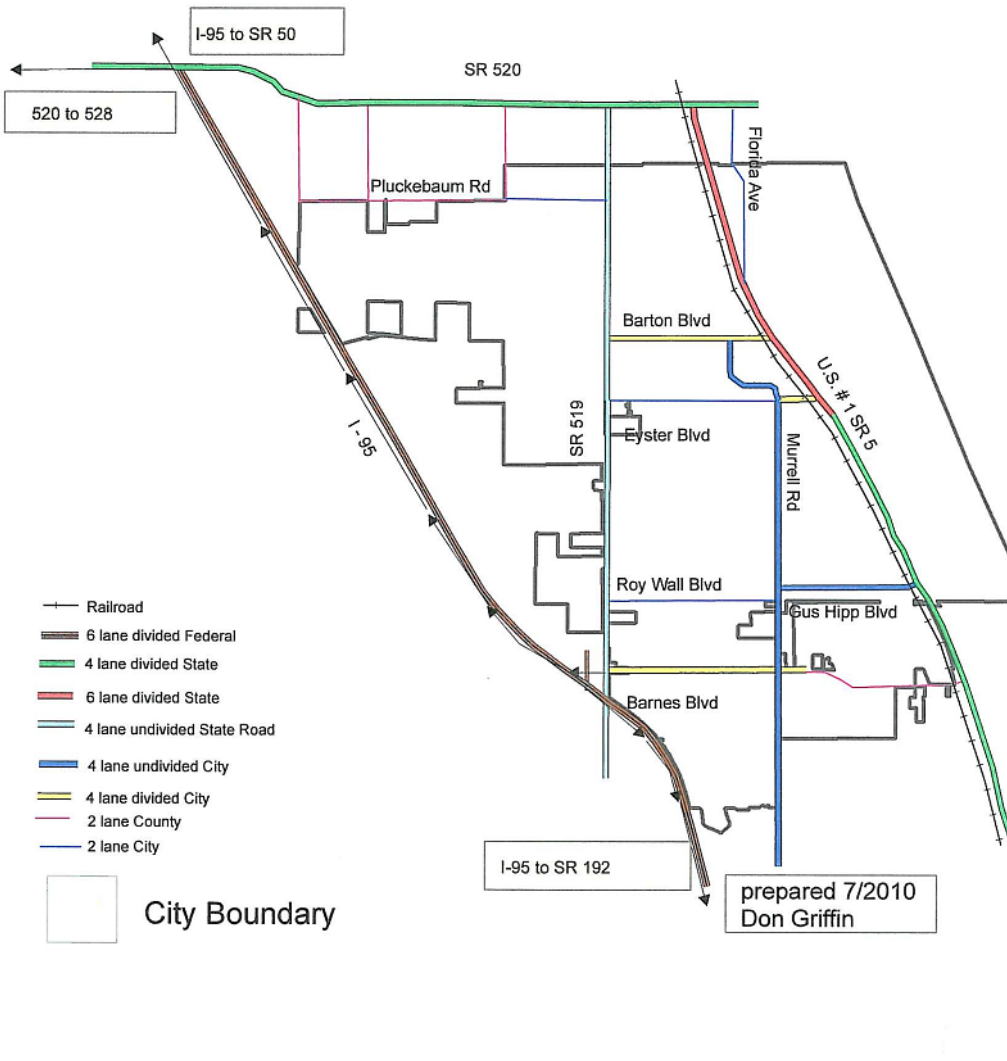
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City of Rockledge Transportation Element Future 2025 Functional Class, LOS and Maintenance Map



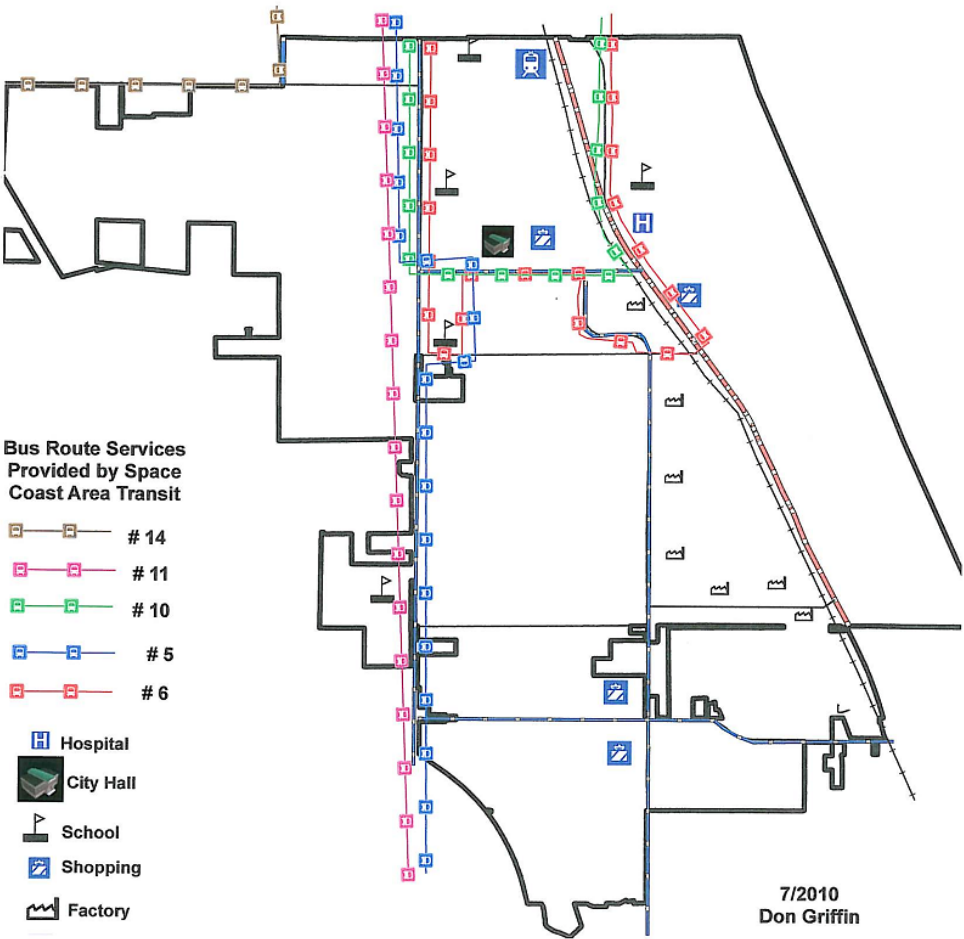
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City of Rockledge Transportation Element Hurricane Evacuation Map



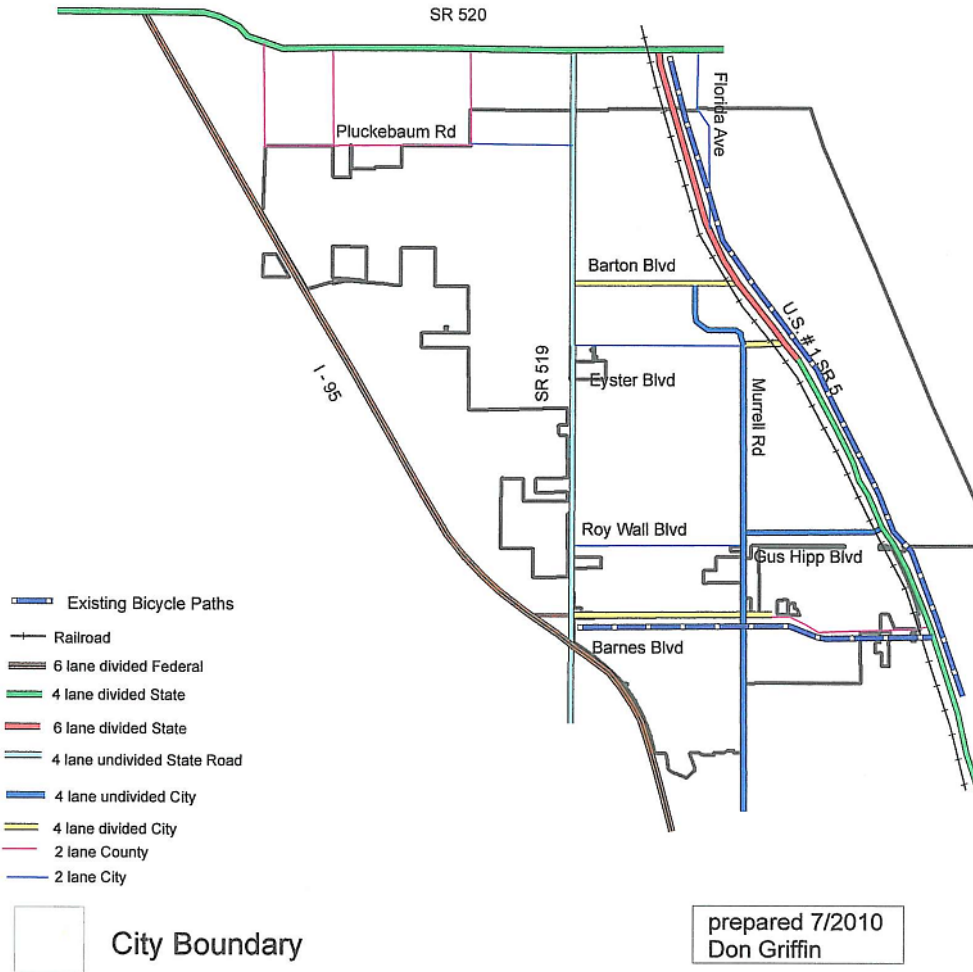
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City of Rockledge TransportationElement Intermodel Access and Terminal Bus route and Traffic Generator Map



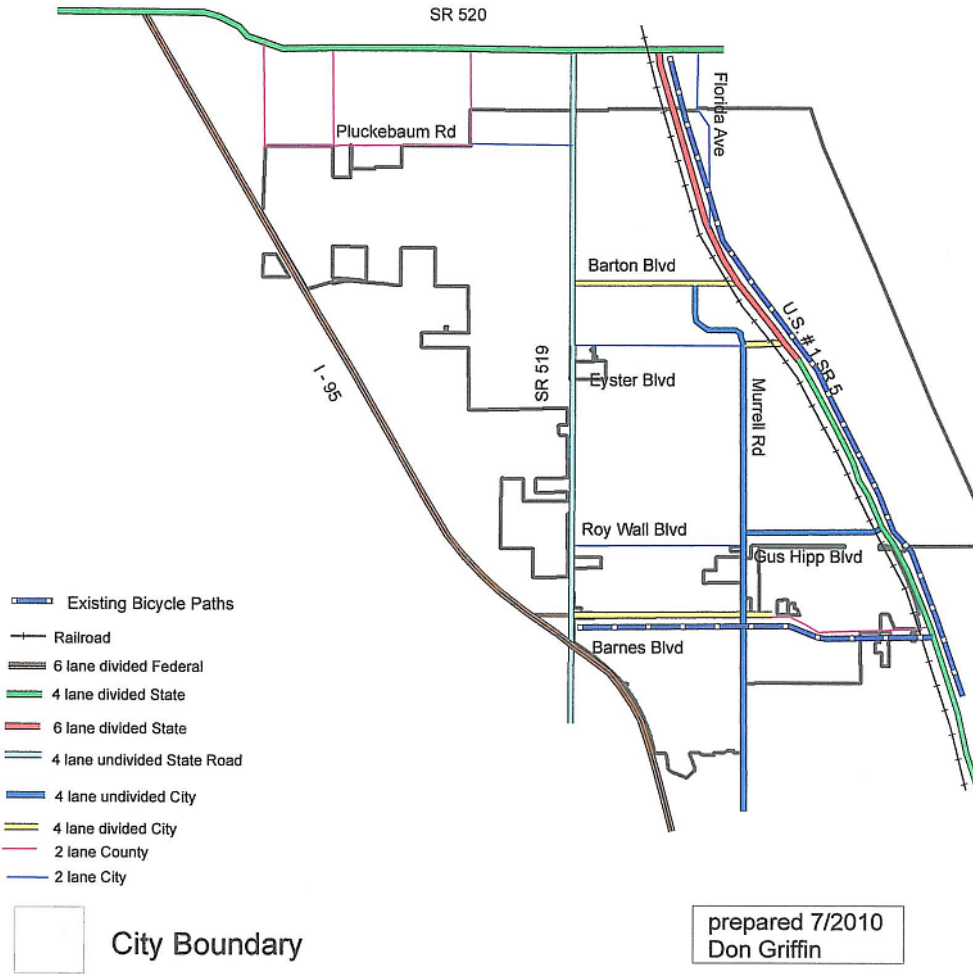
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City of Rockledge Transportation Element Bicycle existing paths



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City of Rockledge Transportation Element Bicycle existing paths



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Chapter 3

HOUSING ELEMENT

GOALS, OBJECTIVES, AND POLICIES

Goal 3.

To encourage the provisions of quality housing which is available and affordable to current and future residents of the City.

Objective 3.1.

Assist the private sector in providing approximately two thousand one hundred forty-seven (2,147) housing units of various types, sizes, and costs by the year 2020..

Policy 3.1.1. Review and, where appropriate and feasible, revise the City's land development regulations to reduce the cost of new construction for developments which target low and moderate-income housing needs. These revisions of the regulation shall maintain suitable standards to protect the health, safety, and welfare of the City's residents.

Policy 3.1.2. Provide information to the private sector to assist in the provision of sufficient housing of various types, sizes, and costs.

Policy 3.1.3. Encourage the use of regulations which support the use of technical advances and promote the efficient use of energy and materials.

Policy 3.1.4. The City of Rockledge may work with United Way or other agencies involved in the provision of housing to inform the public regarding housing programs that exist in Rockledge through these agencies.

Policy 3.1.5. The City of Rockledge, in an effort to streamline the permitting process, in order to reduce the cost and delay building of affordable housing shall enact the following provisions:

- (a) All development projects proposed to service the needs of very low, low and moderate income citizens, shall be reviewed before all other permits.
- (b) All permit requests to be identified in policy 3.1.5(a) and sponsored by non-profit agencies will be sent before city council to request reductions to, or elimination of building permit fees, as may be allowed by regulation.
- (c) The building department will provide special inspection services at no additional charge in order to accommodate possible in-kind donation services during weekends and holidays.

Policy 3.1.6 Developing Public/Private Partnerships. Rockledge shall assist in developing local government partnerships with the private sector to assure that sites designated for affordable housing are adequately served by needed services. Similarly, the City shall also coordinate the installation of community facilities supportive to housing resources.

Objective 3.2.

Awareness among the elderly and low-income families regarding the various programs available to assist them in locating suitable affordable housing and financing.

Policy 3.2.1. Information will be available on the following federal programs:

- (1) HUD section 221(d)(2) provides home ownership assistance for low and moderate-income families. HUD insures lenders on mortgage loans to finance the purchase, construction or rehabilitation of low-cost one-to four-family housing units. Families displaced by public improvement programs such as redevelopment or demolition receive special terms.
- (2) Section 221(d)(3) provides mortgage insurance to non-profit or limited dividend developers for the

construction or substantial rehabilitation of multi-family (five (5) or more units) housing developments.

Policy 3.2.2 Affordable Housing Needs Assessment. Within two years from the effective date of the Comprehensive Plan, the City shall update its affordable housing needs assessment. This update shall take into account the affordable housing opportunities in the local area within reasonable community distances to recognize the limited land available and the higher cost of housing in Rockledge.

Policy 3.2.3 Interlocal Affordable Housing Agreement. Explore an Interlocal agreement with Brevard County, other local governments, or appropriate regional agency to assist in meeting the affordable housing needs of Rockledge.

Policy 3.2.4 Preserve Housing for Workforce and Year-Round Residents. The "RMU" incentive program should implement the incentive program identified in Policy 3.2.5, especially the construction of low wage work force housing at intensity levels that are market sensitive.

Policy 3.2.5 Develop Work Force Housing within the Redevelopment Mixed Use Area. Within three years from the effective date of the Comprehensive Plan, the City shall develop a market sensitive affordable housing incentive program for the local low wage work force that generally cannot achieve access to the housing market. The affordable housing program should include innovative approaches that address both demand and supply issues. The affordable housing program should incorporate non-conventional housing options designed to meet the basic housing needs, service needs and supportive amenities of the local low wage work force.

Objective 3.3.

Assist in the elimination of all substandard housing through rehabilitation and demolition activities to insure that all city residents have available housing which is sound and safe and meets their physical needs.

Policy 3.3.1. The City shall conduct an inventory of all substandard housing, identifying those units which should be rehabilitated and those which have to be demolished. Rehabilitation shall be preferable to demolition wherever economically feasible. Housing units suitable for rehabilitation are those which have significant interior or exterior structural problems, but where the cost of rehabilitation does not exceed the market value of the unit.

Policy 3.3.2. Very low, low and moderate-income families who have homes which can be rehabilitated shall be informed of the federal programs available to offer financial assistance for rehabilitation.

Policy 3.3.3. A local minimum housing regulation should continue to be enforced to insure the construction and maintenance of sound and safe housing for the public welfare.

Policy 3.3.4. The following regulations should also be enforced, with regard to housing construction and maintenance, and maintained through adoption of subsequent revisions:

1. National Electric Code
2. Standard Building Code
3. Standard Plumbing Code
4. Standard Swimming Pool Code
5. Standard Mechanical Code
6. Standard Gas Code
7. Standard Abatement Code

Policy 3.3.5. Regulations requiring beautification and maintenance of external grounds should be added to the building codes in order to maintain the quality of housing units and neighborhoods.

Policy 3.3.6. The City should continue to inspect multi-family rental properties whenever there is an obvious code violation, or a complaint has been filed with the code enforcement department, or whenever the property owner applies for a building permit for purposes of expanding his rental property. All inspectors should be qualified and licensed to interpret the adopted minimum housing codes.

Policy 3.3.7 Density Bonuses to Promote Affordable Housing. The City shall consider adopting a density bonus program to be offered within the LDR as an incentive to construct affordable housing for very low to moderate-income households. The City shall evaluate a density bonus program to determine its effectiveness and whether alternative programs or modifications to the program are necessary. This evaluation shall occur as part of the update of the LDR, which shall occur within one year from the effective date of the Comprehensive Plan amendment adoption.

Objective 3.4

Provide sufficient adequately zoned sites for low and moderate-income housing, group homes, foster care facilities and manufactured homes.

Policy 3.4.1. Establish or maintain the zoning classifications which allow for a flexibility in land use design, housing types and allow for land use mixes.

Policy 3.4.2. The City will continue to review the zoning regulation to reflect the conditions and circumstances under which various classes of group homes and foster care facilities will be permitted within residential neighborhoods.

Policy 3.4.3. The City will include in the development regulations site selection criteria for the location of housing for very low, low, and moderate-income families, as well as mobile homes, group homes, foster care facilities, rural and farmworker households, which take into account the availability, accessibility, and convenience of public and private services.

Policy 3.4.4. The City will continue to conduct research regarding federal, state and local subsidy programs which could be considered as funding sources to provide housing for the private and non-profit sectors to obtain in order to promote affordable housing opportunities.

Policy 3.4.5 Selecting Sites for Affordable Housing for Very Low, Low, and Moderate Income Households. The City shall continue to promote access to a broad range of housing opportunities with a full complement of public services through cooperation and coordination with the private sector, Brevard County, and the East Central Florida Regional Planning Council. Sites for affordable housing for very low, low, and moderate income households shall have access to the following facilities, services, and/or activity centers:

1. Serviced by potable water and wastewater systems.
2. Accessible to employment centers and shopping centers, which accommodate stores offering household goods and services needed on a frequent and recurring basis.
3. Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan).
4. Accessible to public parks, recreation areas, and/or open space systems.
5. Located on sites having adequate surface water management and solid waste collection and disposal.
6. Complies with the Comprehensive Plan and LDR.

Objective 3.5

Provide uniform and equitable treatment consistent with F.S. § 421.55 for persons displaced by state and local government programs.

Policy 3.5.1. Assure that reasonably located, standard housing at affordable costs is available to persons displaced through public action prior to their displacement.

Objective 3.6

Historically significant housing will be preserved and protected, and neighborhood quality will be preserved.

Policy 3.6.1. The City will assist in the submittal of applications for the housing units which have been designated as part of a locally significant historic district to be included on the Florida Master Site File, by providing information regarding submittal to the owners of these properties.

Policy 3.6.2. Ensure the quality of future housing and maintain the quality of existing housing by strictly enforcing the adopted building codes and by maintaining an active code enforcement department.

Policy 3.6.3. Maintain the quality of existing neighborhoods by upgrading the supporting infrastructure and facilities where feasible and necessary, including: paved public road access; stormwater flood protection; wastewater disposal

facilities; potable water facilities; solid waste collection service; and electric utility service.

Policy 3.6.4. Assist owners of historically significant housing to apply for and utilize state and federal assistance programs.

Objective 3.7

Support energy efficiency and the use of renewable energy resources in existing housing and in the design and construction of new housing.

Policy 3.7.1 The City shall not prohibit the appropriate placement of photovoltaic panels. The City shall develop and adopt review criteria to establish the standards for the appropriate placement of photovoltaic panels.

Policy 3.7.2 The City shall provide educational materials on the strategic placement of landscape materials to reduce energy consumption.

Objective 3.8

PROVIDE OPPORTUNITIES FOR GROUP HOMES, HOUSING FOR THE ELDERLY AND FOSTER CARE FACILITIES. Pursuant to the requirements of § 163.3177(6)(3), F.S., the City shall promote housing opportunities to meet the special housing needs of the elderly, dependent children, the physically and mentally handicapped, and the developmentally disabled.

Policy 3.8.1 Foster Care Facilities. Within one year from the effective date of the Comprehensive Plan, the City shall adopt land development regulations that include performance standards designed to advance the provision of foster care facilities within Rockledge. The standards shall allow foster care homes licensed by the Department of Children and Families in all residential districts.

Policy 3.8.2 Community Residential Homes. Community residential homes shall be allowed in residential zoning districts providing they meet criteria established below and in Chapter 419, Florida Statutes. In addition, such facilities shall be regulated to manage their location and intensity, including impacts on infrastructure, and to encourage development on sites accessible to public and private services generally required by their residents. The location of community residential facilities shall be dispersed throughout the regional housing market to serve special housing needs, disabilities, or handicaps. The facilities shall foster nondiscrimination and shall provide residential alternatives to institutionalization. Community residential homes are subject to the following performance standards:

1. Group homes of six or fewer unrelated residents licensed as community residential homes by the Department of Children and Family Services (DCFS) shall be deemed a single family unit and shall be allowed in single-family or multi-family zoning districts. These homes shall not be located within a radius of 1,000 feet of another existing duly licensed group home of six or fewer residents.
2. Group homes that have from seven to 14 unrelated residents operating as a family, including support staff, and are duly licensed by DCFS as a community residential care home or unit homes or units shall be allowed in Future Land Use Map designations that accommodate multi-family residential uses or mixed use development unless the City finds that the group home siting as proposed:
 - a. Does not conform to other existing zoning regulations applicable to multi-family uses in the City.
 - b. Does not meet applicable licensing criteria established and determined by DCFS, including requirements that the home be located to assure the safe care and supervision of all clients in the home.
 - c. Would result in excessive concentration of community residential homes. A home that is located within a radius of 1,200 feet of another existing community residential home in a multi-family zone shall be an over concentration of such homes that substantially alters the nature and character of the area. A home that is located within a radius of 500 feet of an area of single-family zoning substantially alters the nature and character of the area.
 - d. The site is not located within a storm-surge area or areas within 100-year floodplain.
3. All distance requirements cited in this subsection shall be measured from the nearest property line of the existing home or area of single-family zoning to the nearest point of the proposed home's property line.
4. All sites for group homes shall contain requisite infrastructure including potable water, adequate surface water management, approved system of wastewater disposal, and an adequate system for solid waste collection and disposal. The sites shall also be free of safety hazards and all structures shall comply with City ordinances and applicable State laws including licensing and program requirements of the State.

Policy 3.8.3 Housing for the Elderly. Housing alternatives specially designed for the elderly, including but not limited to adult care living facilities and nursing homes, shall be allowed within any Future Land Use Map designation that accommodates mixed use development or multi-family residential. However, property owners or development applicants for such uses must demonstrate at the time of site plan or development approval that the site and development is:

1. Serviced by potable water and wastewater systems.
2. Accessible to employment centers and shopping centers, which accommodate stores offering household goods and services needed on a frequent and recurring basis.
3. Located on a paved street accessible to a major street (i.e., included in the City's major thoroughfare plan).
4. Accessible to public parks, recreation areas, and/or open space systems.
5. Located on sites having adequate surface water management and solid waste collection and disposal.
6. Not located within a storm-surge area or area within the 100-year floodplain.

The LDR shall also allow nursing home and similar adult care facilities within appropriate zoning categories.

Objective 3.9

ALTERNATIVE SOLUTIONS TO IMPROVE ACCESS TO AFFORDABLE HOUSING. Within three years from the effective date of the Comprehensive Plan, the City shall provide for exchange of information related to job training, job creation, and economic solutions in an effort to improve access to affordable housing. Rockledge shall achieve this through the implementation of the below policies.

Policy 3.9.1 Coordination with Other Agencies. The City will provide to residents and individuals employed in Rockledge access to information about County-wide programs to aid in job training, day-care facilities, English language courses, and high school equivalency (GED) which are currently provided by the following agencies:

1. Florida Department of Children and Families.
2. Brevard Community College.
3. Brevard County Public Schools.
4. Workforce Development Board of Brevard County, Inc.

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Chapter 4

PUBLIC FACILITIES ELEMENT

GOALS, OBJECTIVES, POLICIES

Art. I. Generally, obj. 4.1--obj. 4.5

Art. II. Wastewater Sub-Element, obj. 4.6--obj. 4.12

Art. III. Drainage Sub-Element, obj. 4.13--obj. 4.20

Art. IV. Potable Water Sub-Element, obj. 4.21--obj. 4.24

Art. V. Solid Waste Sub-Element, obj. 4.25--obj. 4.29

Goal 4.

Public facilities in general. Public facilities shall be provided in a manner which protects investments in existing facilities and promotes orderly, compact urban growth, and discourages urban sprawl.

Wastewater. The City of Rockledge will provide cost-effective and environmentally sound wastewater treatment service to meet existing and projected demands identified in this plan. The City wastewater treatment plan will be operated in compliance with all local, state and federal regulations and standards.

Drainage. The design, construction, and maintenance of a stormwater drainage system that protects property from the hazards of flooding, protects, preserves and enhances desirable water quality conditions, and, to the maximum extent feasible, preserves and utilizes the existing natural systems that serve the function of minimizing the construction of structural stormwater drainage facilities and improving overall water quality conditions.

Potable water. Rockledge will continue to receive potable water service from the City of Cocoa's Water Treatment Plant.

Solid waste. The City will provide solid waste collection service to the residents of Rockledge.

ARTICLE I. GENERALLY

Objective 4.1.

By one year from plan submission, or as required by Florida State Statutes, whichever is greater, the City will implement procedures to insure that at the time a development permit is issued, adequate facility capacity is available or will be available when needed to serve the development.

Policy 4.1.1. The following level of service (LOS) standards are hereby adopted, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development. Methods for determining available capacity and demand should incorporate peak demand coefficients for each facility and each type of proposed development. (same as Capital Improvements Element, policy 9.1.1)

Policy 4.1.2. All improvements for replacement, expansion or increase in capacity of facilities will be reviewed to insure compatibility with the adopted level of service standards for the facilities.

Policy 4.1.3. The manager's office and the departments of public works and wastewater treatment will jointly develop procedures to update facility demand and capacity information as development orders or permits are issued.

Policy 4.1.4. Biannual summaries of capacity and demand information for drainage and wastewater treatment facilities and service areas will be prepared by the appropriate city office

Policy 4.1.5. Public services will be operated so as to be consistent with the urban growth policies of the future land use element of this plan. Provision of wastewater, drainage, potable water, and solid waste services will be limited to:

- (1) The service areas shown for wastewater and drainage in the support documents of this plan;
- (2) Contractual agreements with Brevard County for solid waste service and the City of Cocoa for potable water service;
- (3) And to areas where the City has legal commitments to provide facilities and services as of the adoption of this plan.

Policy 4.1.6. The City will request an annual summary of proportional use data from Brevard County (solid waste service) and the City of Cocoa (potable water service).

Objective 4.2.

Through the annual review process of the capital improvements element, the City will insure that the provision of public facilities will be coordinated with the future land use element and the capital improvements element to discourage urban sprawl and maximize the use of existing facilities.

Policy 4.2.1. The criteria for evaluating capital improvement projects will be applied to public facility projects in order to discourage urban sprawl and maximizing the use of existing facilities (see policy 9.1.4).

Objective 4.3.

The capital improvements review committee (created by Capital Improvements Element, policy 9.1.3) will evaluate public facility projects that require capital improvements funding. This evaluation will be included in the annual review of the capital improvements element or more frequently as needed.

Policy 4.3.1. The City will maintain a five-year schedule of capital improvements to include public facility projects which will be updated annually (see: Capital Improvements Element--Goals, Objectives, Policies).

Policy 4.3.2. Proposed capital improvement projects will be ranked according to the criteria presented in capital improvements element, policy 9.1.4 and combined with a fiscal impact review, as part of the annual budgeting process as approved by the governing body (see: policies 9.1.3 and 9.1.4).

Objective 4.4.

Existing facility deficiencies and replacement needs identified in the capital improvements element, will be corrected according to the timetable of the capital improvements schedule and according to available sources of funding.

Policy 4.4.1. Projects on the capital improvements schedule designated as correcting existing deficiencies or replacement needs will be assigned a priority designation.

Objective 4.5.

Projects to expand public facilities to meet future needs, as identified in the capital improvements element, will be coordinated with the future land use element, the capital improvements element, and other governmental jurisdictions as appropriate.

Policy 4.5.1. Projects designated as meeting future needs will be assigned to the capital improvements schedule when the following criteria are demonstrated:

- (1) Consistency with the future land use element and the growth management strategies of the plan; and
- (2) Fiscal resources are available.

ARTICLE II. WASTEWATER SUB-ELEMENT

Objective 4.6.

Capacity. The wastewater treatment plant will maintain sufficient design capacity to meet existing and projected flow rates throughout the planning period.

Policy 4.6.1. Projected flow rates will be updated annually based on best available data.

Policy 4.6.2. Expansion of the design capacity of the wastewater treatment plant shall be based on at least the two LOS criteria listed in policy 4.1.1 and consideration shall be given to multi-jurisdictional wastewater planning efforts in Central Brevard.

Policy 4.6.3. The wastewater treatment plant will utilize design and construction techniques that reduce water consumption and wastewater generation in all modification and expansion projects.

Objective 4.7.

Service area. The wastewater service area will be limited to the incorporated limits of the City except where the City has an existing legal commitment to provide services.

Policy 4.7.1. The wastewater service area may only be expanded to areas in unincorporated Brevard County which are annexed into the City, unless approved through interlocal agreement.

Policy 4.7.2. At the City's option, the owner of each lot or parcel of land within the City upon which any residential, commercial or industrial building or trailer is now or shall hereafter be situated, shall connect or cause the connection of such building or trailer to the public sewer system of the City.

Policy 4.7.3. Wastewater service will not be provided to property in a county enclave within the jurisdictional boundary unless the property is annexed to the City.

Policy 4.7.4. The wastewater collection, treatment and disposal system will operate as an enterprise fund, on a revenue supported basis with user fees covering all operational costs, supplemented with grant funds and other miscellaneous revenues.

Policy 4.7.5. The City will continue to run its wastewater program in a manner which ensures sufficient revenue to retire the series 1962 and 1967 sewer revenue bonds.

Policy 4.7.6. The City will maintain and update the plan for extending the wastewater collection system and necessary pumping facilities to areas of the City in need of central wastewater service.

Objective 4.8.

Treatment and disposal. The present treatment system will operate at the advanced secondary level or that level required by the type of treatment. System modification and expansion (i.e. deep well, reuse) will include consideration of appropriate changes in treatment level. The City will correct existing facility deficiencies and will have chosen an alternative method for disposing of wastewater effluent.

Policy 4.8.1. The City will investigate wastewater effluent disposal alternatives and provide coordination with the Florida Department of Environmental Protection

Policy 4.8.2. The City has adopted the Indian River Act(Chapter 90-262 Laws of Florida), and complies with state law regarding effluent discharge into the Indian River Lagoon.

Policy 4.8.3. Expansion plans for the existing wastewater treatment plant will give strong consideration to a plan to decrease effluent discharge into the Indian River Lagoon.

Policy 4.8.4. Sludge disposal agreements will be maintained with the Brevard County Landfill (dry) and at least one private contractor (wet).

Policy 4.8.5 Wastewater reuse for irrigation, spray and fire emergencies will be included in future modification/expansion whenever cost-effective as determined by the city council.

Objective 4.9.

Septic tanks. Throughout the planning period, the permitting and installation of additional septic tanks within the incorporated city limits will not be allowed unless an area is considered to be suitable for such use based on factors such as soils, density and land use.

Policy 4.9.1. The City will evaluate each permit for a septic tank system located within the incorporated city limits.

Policy 4.9.2. The City will coordinate with Brevard County Consumer Health Services to establish procedures for the periodic monitoring of all septic tanks within the incorporated city limits. .

Policy 4.9.3. The City will develop a strategy to reduce septic tank use, except as identified in objective 4.9.

Policy 4.9.4. The City will aggressively pursue an agreement with Brevard County to provide that the objective for this section will also apply to enclaves within the city limits and to any areas identified through an urban reserve agreement.

Objective 4.10.

Package plants. Upon plan adoption, wastewater package plants will not be allowed within the incorporated city limits except in cases of overriding public benefit as determined on a case-by-case basis by the city council.

Policy 4.10.1. The City has adopted regulations placing limitations on the use of package plants within the incorporated city limits.

Policy 4.10.2. The City will aggressively pursue an agreement with Brevard County to provide that the objective for this section will also apply to enclaves within the city limits and to any areas identified through an urban reserve agreement.

Objective 4.11.

Development. Throughout the planning period, future development within the incorporated limits of the City will be considered for approval only if it is compatible with the City's wastewater treatment plans.

Policy 4.11.1. Approval of new development will be based in part, upon an evaluation of the impact of the development on the City's wastewater treatment system.

Policy 4.11.2. The City will require all new collection lines and lift stations constructed by public and private developers to be constructed according to city standards, and, at the City's option, to be dedicated to the City.

Policy 4.11.3. The City will require the total costs (extension of lines, alterations to lift stations and the cost of plant capacity) for providing new wastewater service to be borne by the specific users of the service system.

Objective 4.12.

Intergovernmental Coordination. Throughout the planning process, the City will participate in intergovernmental discussions related to the provision of wastewater service and disposal of treated wastewater effluent within Brevard County.

Policy 4.12.1. The City will investigate the coordination and possible multi-jurisdictional consolidation of wastewater treatment service when it is in the best interest of the citizens of Rockledge and other affected jurisdictions.

Policy 4.12.2. The City will coordinate with Brevard County to encourage support of all of the wastewater objectives and policies which are relevant to the provision of service in the two county enclaves or areas identified through an urban reserve agreement.

**ARTICLE III.
DRAINAGE SUB-ELEMENT**

Objective 4.13.

The provision of a storm water drainage system shall be consistent with objectives and policies 4.1 through 4.5 which address public facilities in general. Objectives 4.1 through 4.5 and policies 4.1.1 through 4.5.1 apply to the drainage sub-element.

Objective 4.14.

To accomplish effective groundwater recharge where soil conditions permit through the establishment and implementation

of ordinance containing groundwater recharge standards, with such ordinances being submitted for adoption consideration no later than September 30, 1991, with final adoption within one (1) year following the initial submittal.

Policy 4.14.1. Land development designs that promote increased volumes and rates of groundwater recharge where feasible will be included as amendments to the City's site development standards and requirements and will be used by the City in the review of all project applications for development approval and permitting in the City.

Policy 4.14.2. Post-development groundwater recharge rates equal to or greater than pre-development rates will be used by the City to represent the minimum standard in all ordinances involving groundwater recharge.

Objective 4.15.

To protect, preserve or improve the quality of surface drainage waters being discharged from existing and future drainage systems in the City so that such discharges do not contribute to the degradation of water quality conditions in receiving water bodies or prevent the improvement of degraded conditions, and promote the continuance of establishment of health, balanced natural environments through the implementation of ordinances, engineering studies, inspection programs, and coordinated actions with regulatory agencies.

Policy 4.15.1. Storm water management requirements and standards that require storm water runoff flow rates, quantities, peaks and velocities at or less than levels which existed prior to development will be established and implemented for all new development within the City.

Policy 4.15.2. The retention of the first inch of rainfall runoff will be required for new development drainage areas greater than one (1) acre.

Policy 4.15.3. The City will identify various storm water treatment measures and associated "best management practices" such as earthen berms, settling basins, filtration facilities, natural vegetation, oil/grease baffles and skimmers and similar devices intended to improve overall water quality and include them as a component of the City's site design standards and regulations, with emphasis being placed on the usage of the most efficient and cost-effective, nonpoint source pollution control techniques for each project whenever possible.

Policy 4.15.4. The City's land development regulations, site design standards and other pertinent regulatory requirements will be reviewed and amended or modified when required for comprehensive coverage of all forms of land development activities within the City and to be in conformance with the various policies of this comprehensive plan, as initially developed and subsequently amended and will be used by the City in the review of all project applications for development approval and permitting in the City.

Policy 4.15.5. The City will continue its program to reduce the number of existing points of direct storm water discharge into receiving surface water bodies, where possible, consisting of the following procedures:

- a. Engineering studies will be initiated for the purpose of identifying the comparative nonpoint pollution impact of each direct discharge point, and determining relative priorities for corrective actions (or "retrofit" projects) to be undertaken, based on extent of:
 - Adverse impacts on receiving water body
 - System retrofitting required to eliminate or minimize the adverse impacts.
 - Projected benefits to be accomplished
 - Overall implementation feasibility
- b. Facility design studies will be initiated for those direct discharge points determined to have the highest priority.
- c. The estimated costs of individual corrective action projects will be included as components of the capital improvements program, as regularly amended.

Policy 4.15.6. New points of storm water discharges into receiving water bodies will not be allowed to occur without the provision of levels of treatment, either on-site or at an off-site facility, which meets or exceeds the requirements identified in policies 4.14.1, 4.15.3, 4.15.6, 4.15.7, 4.15.10, 4.18.4, 4.19.5, 4.20.6, and 4.20.8,

as may be periodically updated and amended.

Policy 4.15.7. Each new development will be reviewed by the City for the purpose of evaluating potential impacts of new development on the primary drainage system and the natural drainage features in the vicinity, with review criteria including but not being limited to revaluations of the extent to which:

- a. Project-related land clearing, grading and site construction activities will affect water quality conditions in receiving surface water bodies.
- b. The project increases stormwater-conveyed pollutant loadings as compared to pre-development conditions.
- c. Potential impacts are reduced by best management practices for storm water runoff.
- d. Project development will result in the removal of shoreline or wetland vegetation.
- e. Habitats of rare, threatened or endangered species, or species of special concern will be affected or impacted by project development.
- f. Groundwater table elevations will be affected by project development.
- g. On-site wetlands are incorporated into the development's surface water management system, consistent with Policy 4.19.5; with the evaluation's findings being used to determine whether or not each project is in conformance with adopted standards, or what modifications or mitigative actions are needed to bring the project into compliance.

Policy 4.15.8. The City will develop a procedure for offering land developers the option of funding off-site storm water treatment and conveyance facilities as an alternative to meeting on-site storm water runoff treatment requirements.

Policy 4.15.9. Businesses of specific nature will be periodically inspected by designated city staff members to protect against illegal dumping or drainage of hazardous, toxic or deleterious substances into the City's surface water management system for conveyance into receiving water bodies.

Policy 4.15.10. The City will adopt, or amend where necessary, ordinances and/or regulations requiring that all development involving the rebuilding, rehabilitation, or substantial remodeling of existing structures shall include storm water treatment measures pursuant to policies 4.15.1, 4.15.2 and 4.15.8.

Policy 4.15.11. Policy 4.15.10 will be applied by the City to all development activities, including single-lot residential dwellings, in drainage areas No. 1 and No. 2.

Objective 4.16.

All surface drainage systems under the City's authority shall receive the proper levels of operation and maintenance necessary for the effective accomplishment of their intended water management functions, with inspections of systems components.

Policy 4.16.1. City public works staff will inspect surface water management system components and provide the required maintenance on at least an annual basis, based on financial feasibility and the link to a proposed storm water management utility.

Objective 4.17.

To establish and maintain effective levels of intergovernmental coordination and cooperation on the planning, design, construction and operation of surface drainage systems of multiple governmental usage or responsibility with other affected governmental agencies by at least one (1) year following plan adoption.

Policy 4.17.1. Interagency staff coordination through formal and informal means such as interlocal agreements, jointly sponsored projects, watershed working groups and established staff-to-staff liaison will be maintained with Brevard County and other governmental agencies regarding downstream drainage canal capacities so as to insure that flooding problems are not created by insufficient downstream flow capacity limitations.

Policy 4.17.2. Information about the City's surface water management system will be provided to the county as requested

for use in the planning, design and implementation of county-operated drainage systems.

Policy 4.17.3. The City will actively participate in intergovernmental coordination efforts regarding water quality management.

Policy 4.17.4. The City will actively participate in the preparation applicable surface water improvement and management (SWIM) plans being undertaken by the St. Johns River Water Management District which will involve or include land areas in the City or water bodies affected by drainage from the City.

Objective 4.18.

To reduce existing flooding problems and to prevent additional flooding problems from being created as a result of future development through actions identified in needs assessments and engineering studies, with the actions being undertaken on a priority basis as determined in the engineering studies, with individual prioritized actions being initiated no later than one (1) year following the completion of the engineering studies, consistent with the capital improvements plan.

Policy 4.18.1. The City will conduct a sufficiency review of its surface water management system no less frequently than every five (5) years for the purpose of assuring that either the system is adequate for forecasted growth, or that improvement needs have been identified, with the improvements being scheduled for completion concurrent with the time of need.

Policy 4.18.2. Drainage needs assessment investigations will be initiated by the City for areas within the City which have been identified as experiencing flooding problems, for the purpose of determining the nature and extent of the flooding problems, and possible actions to alleviate the problems.

Policy 4.18.3. Based on the findings of the drainage needs assessment investigations (policy 4.18.2), the City will undertake engineering studies as funding is available to develop solutions to the identified flooding problems, with the cost estimates for project implementation being included in the City's capital improvements program.

Policy 4.18.4. Proposed development plans will be thoroughly reviewed by the City to insure that new development does not adversely impact surrounding properties by altering drainage patterns and water storage capabilities so that increased volumes of water are discharged onto the properties or that surface drainage flows from the properties are not impeded or retarded so as to create or contribute to flooding or diminished land usage, unless such lands have been purchased or designated by the City for surface water storage purposes.

Policy 4.18.5. One (1) measure of flood control for new development will be implemented by the City through the limitation of fill in the 100-year floodplain. In cases where there are no alternatives to fill in the floodplain, compensatory storage for such fill will be provided through excavation in adjacent upland areas (above the 100-year floodplain) of a volume equivalent to the loss of storage within the 100-year floodplain resulting from the placement of fill, where such compensatory storage do not conflict with FDEP or SJRWMD requirements and can be accomplished in an environmentally sound and economically feasible manner.

Objective 4.19.

To accomplish the protection and preservation of existing wetlands as viable components of the City's surface water management systems, to include the establishment or maintenance of desirable hydro periods, water quality conditions, and natural ecosystems, applicable ordinances (including design criteria and standards). The City will maintain established wetland standards found in the Land Development Regulations.

Policy 4.19.1. Public infrastructure improvements that encourage the development of wetlands will be avoided except in the case of overriding public interest, for the purpose of protecting and preserving wetland areas with appropriate measures such as ordinances and development standards being used to control development in affected wetland areas.

Policy 4.19.2. The City will review its land development and zoning ordinances, regulations and standards with the intent being to remove any requirements which might encourage development in wetland areas.

Policy 4.19.3. The City will not encourage applications for the annexation of predominantly wetland areas, unless an identified public purpose is served by the annexation action.

Policy 4.19.4. The City will use scenic, drainage, flood control, wetland, conservation or other easements or rights-of-way to preserve and protect natural drainage features and similar lands as long as there are not significant

maintenance requirements associated with such lands to be assumed by the City.

Policy 4.19.5. The City will review its existing land development design criteria, and revise where required to provide for and encourage the incorporation of existing wetlands into land development plans for the use of "free services" offered by the natural areas, provided that:

- Intrinsic natural wetland values, functions and hydro periods are not adversely affected;
- The wetland is maintained primarily in its natural condition; and
- The wetland is protected from future development.

Policy 4.19.6. The City shall undertake a study to identify the locations, types, physiographic characteristics, vegetative communities and land areas of all natural drainage features (e.g. streams, rivers, lakes and wetlands) within and adjacent (within one (1) mile) to the City, with the results being used by the City to:

- (a) Identify critical drainage features, based on their environmental characteristics and capabilities, including but not limited to surface water storage capacity, surface water conveyance, pollutant removal, habitat support values, and other natural functions;
- (b) Review existing city regulations in terms of their ability to provide for the protection of the identified natural drainage features, with the measure of ability being based on a standard of no diminishment of existing capabilities and functions; and
- (c) Revise the regulations where required to provide for the protection of existing functions and capabilities of the identified natural drainage features.

Objective 4.20.

In order for proper and adequate surface water management facilities to be provided in response to identified needs, existing deficiencies and needs will be determined, future needs based on an analysis of the future land use plan will be estimated, cost and time requirements of corrective actions will continue to be identified, and alternative sources of revenue will be evaluated, with the above information being compiled into a surface water management plan for the entire city and any external service areas.

Policy 4.20.1. The City will undertake a comprehensive inventory of all components of the City's surface water management system as a project of highest priority, for the purpose of identifying and describing each system component, with the inventory representing the first phase of a possible storm water management utility program.

Policy 4.20.2. Engineering studies will be conducted by the City, based on available funding, on components of the surface water management system for the purpose of identifying:

- (a) Extent of existing deficiencies, including flow and storage capabilities;
- (b) Extent of existing excess (uncommitted) surface water flow/storage capacity;
- (c) Improvements necessary for the proper operation and management of the surface water management system, including inputs from the investigations identified in policies 4.16.5 and 4.19.3.

Policy 4.20.3. The estimated budget of projects needed to correct existing deficiencies identified in the engineering studies (policies 4.15.5, 4.18.3 or 4.20.2) will be given priority consideration in the development and implementation of the annual budgeting process and capital improvements program.

Policy 4.20.4. An assessment will be made by the City of the feasibility of establishing one or more drainage utility districts for the purpose of drainage utility service fees to provide funding for financing the:

- (a) Acquisition of drainage easements;
- (b) Necessary improvements to existing drainage facilities and systems within each major drainage area;

- (c) Implementation of large scale on-line/off-line storm water treatment/storage areas, particularly in drainage areas No. 4 and No. 6;
- (d) Retrofitting or replacing existing facilities which are inefficient, undersized, or are contributing to degraded water quality conditions in receiving water bodies;
- (e) Facility and system operation and maintenance costs; and
- (f) Individual on-site treatment facility annual inspections

Policy 4.20.5. The feasibility of establishing drainage impact fees for new development will be evaluated by the City concurrent with the feasibility assessment identified in policy 4.20.4 for use in financing the off-site system improvements required by new development.

Policy 4.20.6. The design return frequency storm event used for calculating rainfall runoff volumes and storage needs will be the 100-year frequency, 24-hour duration event.

Policy 4.20.7. Storm water management systems serving new development in the City will be required by the City to employ the most efficient and cost effective pollution control techniques available, consistent with or more restrictive than state and St. Johns River Water Management District regulations, standards and design criteria.

Policy 4.20.8. New or redesigned storm water management systems which will use detention-type storm water treatment facilities will also provide for the diversion of the "first flush" of runoff to separate retention areas in order to protect the water quality in the detention system from the adverse effects of direct storm water discharges, particularly in cases where direct bleed down techniques are employed.

Policy 4.20.9. Individual on-site storm water treatment facilities will be inspected following their construction. A periodic inspection program with regard to proper operation and maintenance is in place.

Policy 4.20.10. Feasibility assessments regarding the location and construction of one (1) or more large-scale storm water detention/filtration facilities adjacent to the major drainage canals in drainage area No. 4 and in sub-areas 6C and 6E of drainage area No. 6 as on-line or off-line storm water treatment facilities; and will be initiated by the City pursuant to the procedure identified in policy 4.15.5. .

Policy 4.20.11. Surface water management projects resulting from needs identified in engineering studies (policies 4.15.5, 4.18.3 and 4.20.2) will be undertaken by the City in accordance with the schedule contained in the adopted capital improvements program and based on available funding sources, except that as provided for in policy 4.20.3.

ARTICLE IV. POTABLE WATER SUB-ELEMENT

Objective 4.21.

Public facility objectives 4.1 through 4.5 and policies 4.1.1. through 4.5.1 will apply to this sub-element. These objectives and policies address public facilities in general.

Policy 4.21.1 Potable water LOS standards are as follows:

DEVELOPMENT TYPE	LOS STANDARD
Industrial	5000 gallons per day per acre
Office Space	15 gallons per capita per day
Residential	129.1 gallons per day per person
Schools	15 gallons per capita per day
Hotel Motel	100 gallons per day per room
Restaurant	50 gallons per day per seat
Bar Lounge	20 gallons per day per seat

Policy 4.21.2 Within 18 months of SJRWMD adoption of the DWSP, The City shall update the LOS based on changes to the Regional and State Plans and the St. John's River Water Management District (SJRWMD). Water Supply Management Plan, and the City of Cocoa's CUP.

Objective 4.22.

The City of Rockledge will maintain a franchise agreement with the City of Cocoa for potable water service.

Policy 4.22.1. The potable water franchise agreement will be negotiated periodically to include all necessary legal requirements, rates, service area specifications and relevant information pertinent to the provision of potable water service to the citizens of Rockledge.

Policy 4.22.2. The City will continue to require that development projects must obtain approval for potable water service from the City of Cocoa Public Works Department before a development permit may be issued.

Policy 4.22.3. Expansion of the distribution system will continue to be funded by Cocoa impact fees, user fees and connection charges in accordance with the requirements of the franchise agreement.

Policy 4.22.4 All residential and nonresidential properties in the City limits are required to connect to the City of Cocoa's potable water supply system.

Objective 4.23.

Rockledge will continue to make available public information to keep the residents informed on the quality of water and service in The City.

Policy 4.23.1. The City will periodically solicit input from residents on the quality of the water service system.

Objective 4.24.

Water conservation will continue to be included in development regulations and public information. These regulations and public information shall incorporate the goals, objectives, policies of the conservation element which pertain to use of potable water.

Policy 4.24.1. City development regulations will be revised to include water conservation strategies. Conservation strategies will include at least the following:

- (a) Installation of water conserving plumbing fixtures in new or renovated building construction which are, at minimum, consistent with the requirements of the State Water Conservation Act. (F.S. § 553.14).
- (b) Water reuse and/or reclamation, where appropriate, for irrigation, industrial use and other appropriate non-potable water use applications.
- (c) Encourage new development to use natural vegetation and/or drought resistant xeriscape plants.
- (d) Minimize the use of potable water by air/water heat pumps by adopting an ordinance based on the air/water heat pump model ordinance prepared by the St. Johns River Water Management District.

Policy 4.24.2. The City will support water conservation through participation in existing county, state and federal programs, as well as through actions described in policy 4.24.1.

**ARTICLE V.
SOLID WASTE SUB-ELEMENT**

Objective 4.25.

Public facilities objectives 4.1 through 4.5 and policies 4.1.1 through 4.5.1 apply to the solid waste sub-element. These objectives and policies address public facilities in general.

Objective 4.26.

The collection service will be operated through the department of public works.

Policy 4.26.1. The collection service will be operated with revenues from monthly service fees and the sales of refuse containers to solid waste customers.

Policy 4.26.2. The City will evaluate the impact of proposed land development projects on the collection system.

Policy 4.26.3. The City will continue to enforce the litter ordinance, including the removal of litter from drainage ditches as cleaning and maintenance activities occur.

Objective 4.27.

The Brevard County solid waste facility will be utilized for the processing and disposal of solid waste from the City of Rockledge.

Policy 4.27.1. The City will deliver its solid waste to the Central Brevard Solid Waste Processing facility in accordance with Brevard County requirements.

Policy 4.27.2. The City will continue to participate in state, county and local intergovernmental strategies to address:

- (1) Hazardous waste disposal; and
- (2) Separation of solid waste for recycling or disposal purposes.

Policy 4.27.3. The City will participate in any future intergovernmental activities related to the expansion of the county solid waste disposal facility or other disposal alternatives to meet future needs.

Objective 4.28.

The City will coordinate with Brevard County to reduce the volume of solid waste requiring disposal by thirty (30) percent.

Policy 4.28.1 The City will continue to distribute literature and information promoting the recycling of materials.

Policy 4.28.2. The City will continue to coordinate with Brevard County on regional recycling programs.

Policy 4.28.3. The City will continue to [make] provisions for the centralized collection of recyclable materials.

Objective 4.29.

Concurrency management system. The City of Rockledge has adopted a concurrency management system in compliance with F.A.C. Rule 9J-5.0055, (3)(a-c). The [city] shall independently and cooperatively with adjoining service providers evaluate the impact on public facilities and services for each proposed development. The impact caused by a proposed development for which adequate capacity is presumed shall be subtracted from the available capacity of the public facilities and services in determining when the capacity thresholds have been met. The potential impacts on public facilities and services caused by proposed development shall be determined in the following policies.

Policy 4.29.1. Roadways.

- (a) The actual "annual average daily traffic" (AADT) counts shall be gathered from the Florida Department of Transportation, Brevard County, private consultants and the Rockledge Planning Department. The most recent data shall be used each year to establish a base line. This information will be used to determine if capacity thresholds have been reached or exceeded; and if traffic caused by proposed developments will impact upon the established level of service standards as stated in policy 9.1.1.
- (b) Capacity levels shall be established by using the generalized tables produced by the Florida Department of Transportation and made part of the Level of Service Manual and Software, 1995 edition, and as may be updated. The City may elect to refine the capacity levels on roadways by using the following software programs, supplied by the Florida Department of Transportation, and as amended from time to time: UMUL_TAB, RMUL_TAB, U2LN_TAB, SIG_TAB, ART_TAB or ART_PLAN, where appropriate.

- (c) The potential traffic generation by a proposed development shall be estimated by using the Institute of Transportation Engineers, Trip Generation Manual, 6th Edition, and as it may be amended from time to time. The estimated trips shall be added to the actual AADT count to determine if capacity thresholds or level of service standards have been met or exceeded for each proposed development.
- (d) The city planner shall maintain a cumulative total of estimated trips which shall be added to the AADT count until such time as the AADT counts are revised.

Policy 4.29.2. Sewer.

- (a) The City of Rockledge has reserve capacity in excess of 2 MGD. The City shall maintain an estimate of average monthly flow each month. Sewage flow estimates shall be based on the average monthly sewage flows for a six-month period immediately preceding the month for which the estimate is being made. Average sewage flows shall be determined in accordance with the "domestic wastewater treatment plant monthly operating reports" as specified in section 17-1.205(7), Florida Administrative Code; or the equivalent.
- (b) Estimated average daily flows shall be used as a basis to determine if capacity thresholds or levels of service (LOS) standards have been met or exceeded for each proposed development. The evaluation will be based upon LOS standards set in policy 9.1.1. Proposed flow rates for new development shall be estimated using established flow rates from F.A.C. Chapter 64E-6e; or the equivalent. Additional sewage flow from a proposed development shall be added to the estimated monthly sewage flow to determine if adequate capacity is available.
- (c) The City shall maintain a cumulative total of permitted sewage flows and shall reduce the City's allocated capacity accordingly on a monthly basis.

Policy 4.29.3. Solid waste.

- (a) The City shall require that proposed developments submit a "solid waste reservation certificate" which are issued by Brevard County, the City's service provider. We will request that Brevard County Solid Waste Division submit annual reports stating the capacity levels of all landfill areas.

Policy 4.29.4. Potable water.

- (a) The City shall require that all proposed developments submit a concurrency compliance order from the City of Cocoa, our service provider. We will require that the City of Cocoa submit annual reports stating the capacity levels of their distribution system.
- (b) The City of Rockledge will still require that all water related infrastructure designed and built by proposed developments be transferred to the City of Cocoa before final approval.

Policy 4.29.5. Drainage.

- (a) All proposed developments shall submit development site plans, addressing the level of service standards established in policy 9.1.1. No development will be approved until established standards have been met or exceeded.
- (b) No development order will be issued by the City until the developer has obtained all required stormwater permits from St. Johns River Water Management District. The developer will also be required to have an approved soil and sedimentation erosion control permit, which will be issued by the City.
- (c) Drainage facilities for the proposed development of single-family detached or duplex dwelling unit on an individual lot or parcel shall comply with the standards set in policy 9.1.1 or shall be presumed adequate when:
 - (1) The proposed development is part of a larger, common plan of development which has previously been approved by the City; or
 - (2) Site modifications do not involve the obstruction or alteration of any drainageway or its capacity.

Policy 4.29.6. Recreation.

- (a) Annually, the City will identify public and private recreation sites and facilities available for the use of the general public to determine whether capacity thresholds or level of service standards for public and private recreational facilities have been met or exceeded. The City will use official, persons per household, Census Bureau data and supplement this data with the preliminary population estimates supplied by the Bureau of Economic and Business Research between census counts. These figures shall be used as the baseline for determining recreational acres per one thousand (1,000) population.
- (b) The level of service standards set forth in policy 9.1.1 shall be used to estimate the demand for recreational sites and facilities resulting from proposed development.
- (c) The potential increases in population by a proposed development shall be estimated by using the figure of 2.5 persons per residential unit proposed. The estimated population increase shall be added to the actual or estimated population count to determine if capacity thresholds or level of service standards have been met or exceeded for each proposed development.

Policy 4.29.7. Concurrency determination for facility capacity. Level of service standards to support development have been set forth in policy 9.1.1. Capacity will be determined by meeting any of the following conditions:

- (1) All necessary facilities and services exist at the time the development permit is issued;
- (2) Development permit is issued subject to conditions that the necessary facilities or services will be in place when the impacts of the development occur;
- (3) Necessary facilities are under construction at the time the development permit is issued;
- (4) A development agreement has been entered into in accordance with provisions of F.A.C. 9J-5.0055(2)(a), which guarantee that all necessary facilities and services will be in place when the impacts of the development occur.
- (5) Recreational facilities or acreage has been dedicated or acquired by the City or funds in the amount of the developer's fair share are committed.(F.A.C. 9J-5.0055(3)(b))
- (6) Transportation facilities are scheduled to be in place or under actual construction and will be completed within three (3) years after the issuance of a certificate of occupancy.

OBJECTIVE 4.30

The City shall maintain a Water Supply Facilities Work Plan that covers a minimum ten-year planning period.

Policy 4.30.1 Within 18 months of the SJRWMD updating its Water Supply Management Plan, the City shall adopt changes to its Water Supply Facilities Work Plan as needed to keep said plan current and consistent with the St. John's plan including population and capacity projections.

Policy 4.30.2 In conjunction with the SJRWMD, the City shall develop a plan to increase its use of alternative water sources.

Policy 4.30.3 The City shall maintain a "cost feasible" Capital Improvements Plan, to be updated annually in conjunction with updates to the Capital Improvements Element of the City of Rockledge Comprehensive Plan.

OBJECTIVE 4.31

The City shall identify and use water supply sources that are consistent with the Water Supply Facilities Work Plan and the SJRWMD Water Supply Management Plan.

Policy 4.31.1 The City shall develop feasible water sources, while avoiding adverse impacts on the natural environment.

Policy 4.31.2 The City shall maximize the use of alternative water supplies and implement management techniques in order to sustain water resources, and enhance existing supplies.

OBJECTIVE 4.32

The City will maintain a Water Supply Facilities Work Plan for at least a ten 10 year planning period addressing water supply facilities necessary to serve existing and future development within the City s water service area.

Policy 4.32.1 The Water Supply Facilities Work Plan will be consistent with the potable water level of service standards established in Policy 4.21.1

Policy 4.32.2 The Water Supply Facilities Work Plan will be used to prioritize and coordinate the expansion and upgrade of facilities used to withdraw, transmit, treat, store and distribute reclaimed water to meet future needs.

Policy 4.32.3 The City will establish and maintain at a minimum a current five-year “cost feasible” schedule of capital improvements for the improvement, extension, and/or increase in capacity of water facilities. The City will compare the CIP with the CIE of the Comprehensive Plan annually to ensure compatibility and consistency between the two documents.

OBJECTIVE 4.33

The City will identify and utilize alternative sources of water that can be used to meet existing and future needs when maintaining and updating the Water Supply Facilities Work Plan.

Policy 4.33.1 In conjunction with the SJRWMD and the City of Cocoa, the City will seek the development of efficient cost effective and technically feasible water sources that will supplement future demands.

Policy 4.33.2 The City's annual water consumption will be equal to or less than the amount allocated under the District issued consumptive use permit. Based on the established LOS (policy 4.21.1)

Policy 4.33.3 The City will participate in updates of the SJRWMD s water supply assessments and updates of the District Water Supply Plan to enable the City to design and implement an effective alternative water supply plan.

Policy 4.33.4 The City shall issue no development orders or development permits without first consulting with the City of Cocoa water department to determine whether adequate potable water supplies to serve the development will be available no later than the anticipated date of issuance by the City of certificate of occupancy or its functional equivalent. The City will also ensure that adequate water supplies and facilities are available and in place prior to issuing a certificate of occupancy or its functional equivalent.

Chapter 5

COASTAL MANAGEMENT ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 5.

~~The natural resources of the coastal area will be preserved, protected, or enhanced.~~

~~People and property will be protected from hurricane storm damage. The City will limit development in the coastal high hazard area (hurricane vulnerability area).~~

~~Preserve, restore, enhance and protect natural resources to maximize public use, assure future ecological resources and safeguard life, property and public expenditures.~~

~~Provide for public safety and protection of property and infrastructure in areas subject to natural disasters, flood events and vulnerable to sea level rise by establishing and implementing sound planning, strategies and coordination as practically and financially feasible.~~

Objective 5.1.

The City will continue to have established ordinances or other mechanisms designed to protect, enhance and restore where necessary, and as physically and financially feasible while considering storm surge and future effects of sea level rise, the following natural resources and environmental attributes within its control: air quality, endangered species and their habitat, native vegetation and wildlife, fisheries and estuarine habitat, water quality, and flood plains.

Policy 5.1.1. The following objectives and policies from the conservation element shall be applied to the satisfaction of objective 5.1:

- | | |
|--|---|
| (a) Objective 6.1, Air quality: policies <u>6.1.1--6.1.6</u> . | Commented [TM1]: No changes |
| (b) Objective 6.3, Endangered and threatened species: <u>policies 6.3.1--6.3.5</u> . | Commented [TM2]: Recommendation for minor change in objective |
| (c) Objective 6.4, Vegetation and wildlife habitat: policies <u>6.4.1--6.4.9</u> . | Commented [TM3]: No changes |
| (d) Objective 6.5, Fisheries and estuarine habitat: policies <u>6.5.1--6.5.4</u> . | Commented [TM4]: Added a new policy to reflect this section |
| (e) Objective 6.6, Water quality protection: policies <u>6.6.1--6.6.5</u> . | Commented [TM5]: Added text to a policy |
| (f) Objective 6.7, Hazardous waste and materials: policies <u>6.7.1--6.7.4</u> . | Commented [TM6]: No comments |
| (g) Objective 6.8, Floodplain management: policies <u>6.8.1--6.8.4</u> . | Commented [TM7]: Added new policy |
| (h) Objective 6.9, Soil conservation and mineral resources: policies <u>6.9.1--6.9.3</u> . | Commented [TM8]: No comments |
| (i) Objective 6.10, Wetland protection: policies <u>6.10.1 --6.10.9</u> . | Commented [TM9]: No comments |
| (j) Objective 6.11, Energy conservation: policies <u>6.11.1 --6.11.5</u> . | Commented [TM10]: No comments |

Policy 5.1.2 The City shall minimize the disturbance of natural shorelines to improve and continue the shoreline stabilization, protection and habitat benefits natural shorelines provide through the prioritization of the use of living shorelines over new or replacement armoring in the coastal planning area. The City shall review and update related City Ordinance(s), to require evidence as to whether a project is eligible for permitting by the US Army Corps of Engineers under "Nationwide Permit (54) Living Shorelines" and evidence as to whether a living shoreline offers sufficient protection to the property. If "evidence" as described in the updated ordinance demonstrates that a living shoreline is not sufficient to protect property and life, additional structural elements may be added but must be accompanied by living shoreline elements.

Commented [RK11]: This language is a little bit confusing because it mixes not disturbing natural shorelines with creating LSLs. My suggestion: Replace with something like: "The City recognizes the shoreline stabilization, protection, and habitat benefits that natural and living shorelines provide. As such, the City shall favor the use of living shorelines instead of hard armoring in the Coastal Planning Area." I capitalized "Coastal Planning Area" since I assume that this is an area specifically defined somewhere else in the plan, correct? If so, I would think it would be okay to capitalize.

Policy 5.1.3 The City shall partner with Brevard County and other stakeholders to educate property owners about shoreline stabilization techniques and the installation and maintenance of native shoreline vegetation, oyster matts and other natural techniques along appropriate areas.

Policy 5.1.4 The City shall work with property owners to encourage and implement minimum buffers, where feasible, of native vegetation between the shoreline and turf.

Policy 5.1.5 The stormwater master plan shall incorporate an increase in green engineering/infrastructure solutions to reduce run off into the lagoon either directly or indirectly and provide additional opportunities for water capture and filtration. These solutions shall include but not be limited to bioswales, water detention/retention ponds, seasonal stormwater parks, trees and other native vegetation, rain gardens and other water flow diversion and capture solutions.

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Policy 5.1.6 The City shall consider the acquisition of properties in the 100-year flood plain that can be used for public open space and function as part of a hybrid stormwater master plan that utilizes green engineering techniques such as stormwater parks, bioswales, rain gardens and others that will result the capture of water and provide natural filtration prior to entering the lagoon. These projects shall be designed in a manner that will allow for continued functionality when considering future effects from sea level rise.

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Policy 5.1.7 The City shall investigate administering land development regulations that promote a "natural runoff" or "net-zero discharge" for all new development in the 100-year floodplain, and show an improvement in runoff in redevelopment.

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Objective 5.2.

The City will coordinate with the Brevard County Office of Emergency Management and the Brevard County Comprehensive Emergency Management Plan to ensure that Rockledge's hurricane emergency resources and plans are adequate, and consistent with the county Comprehensive Emergency Management Plan (CEMP), Post Disaster Redevelopment Plan (PDRP) and other relevant plans and procedures.

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Policy 5.2.1 In the event of a hurricane emergency the City will respond to the direction of the Brevard County Office of Emergency Management in the implementation of emergency plans. Coordinated emergency activities will include, but are not limited to warning, public information, communications, evacuation, public shelters and related welfare services.

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Policy 5.2.2 The City shall, on an annual basis, review its emergency response procedures with the Brevard County Emergency Management Director staff to ensure maximum coordination with the county's Comprehensive Emergency Management Plan (CEMP).

Policy 5.2.3 By 2021, the City shall develop a CEMP, PDRP and update or develop needed Continuity of Operations Plans to be consistent with the City's Comprehensive Plan, Ordinances, and County Emergency Preparedness Plans.

Policy 5.2.4 The City's designated recovery task force shall direct post-disaster recovery and redevelopment activities consistent with the following criteria:

1. Members of public safety director,, planning director and others as deemed appropriate by the city manager.
2. The task force shall be responsible for coordinating all efforts within the City and with the City of Cocoa, Brevard County and appropriate state and federal agencies.
3. The task force shall be responsible for the following:
 - a. Hearing preliminary damage reports.
 - b. Taking the necessary steps to seek financial assistance from state and federal agencies.
 - c. Authorize immediate cleanup and repairs necessary to protect the public health, safety and

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welfare.

- d. Recommend to the city council non-emergency and long-term redevelopment plans which would have the effect of mitigating future damage from natural disaster.
- e. Prepare a report evaluating post-disaster redevelopment response with recommendations for necessary changes to response procedures and policies.

Objective 5.3

Pre and post disaster preparedness and flooding education for businesses, city facilities, and residents critical to redevelopment and resilience Citywide.

Policy 5.3.1 The City will continue to participate in the National Flood Insurance Program's Community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents..

Policy 5.3.2 The City shall continue to educate the public on hurricane preparedness, flood risks and sea level rise as well as mitigation strategies and available programs to reduce flood hazards and improve the City's Community Rating System (CRS) score, which will allow for decreased flood insurance premiums.

Policy 5.3.3 The City shall continue to participate in the Brevard County Local Mitigation Strategy.

Policy 5.3.4 The City will continue to prepare and disseminate flooding and preparedness communications and conduct NFIP community workshops to provide information regarding the benefits of acquiring flood insurance.

Policy 5.3.5 The City shall continue to update, maintain, and make available for public review flood risk maps and related information indicating risks associated with flood events, storm surge, stormwater runoff, and related impacts of sea level rise.

Policy 5.3.6 Flood elevation certificates shall continue to be made available for public review.

Policy 5.3.7 The City shall assess current CRS program scores to determine areas of improvement that are financially feasible and attainable to improve score.

Objective 5.4

Coastal High Hazard Area (CHHA). The City shall continue to direct population concentrations away from the CHHA through implementation of the future land use map, land development code and through the development review and approval process.

Policy 5.4.1: The Coastal High Hazard Area is delineated as the area below the elevation of the Category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Policy 5.4.2: In order to continue to direct population away from the CHHA, the increase of densities of properties within the CHHA shall be prohibited from the time of this plan's adoption.

Policy 5.4.3 Land uses within the coastal high hazard area shall be limited to recreational uses with construction limited to docks associated with neighboring single-family residential development or recreational facilities identified in the recreation and open space element

Objective 5.5

New and re-development in the Lagoon Protection Area (LPA) will be allowed only when done so in a manner that is consistent with the comprehensive plan, utilizes sound and resilient planning principles, does not increase density and which minimizes the impacts to life, property and infrastructure from hurricanes, flooding, storm surge, stormwater runoff, and the associated impacts of sea level rise.

Policy 5.5.1 The Lagoon Protection Area, as delineated in Figure XXX, shall include the following:

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- The Coastal High Hazard Area (CHHA), defined as the area projected by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model to be inundated from a category one hurricane, as reflected in the most recent Storm Surge Zone Atlases of the Florida Department of Emergency Management.
- Those isolated areas that are defined by the SLOSH model to be inundated by a category two hurricane or above and that are surrounded by the CHHA.
- Areas as identified in Figure XXX that are considered low-lying coastal areas vulnerable to shallow coastal flooding as derived from data from NOAA's Digital Coast.
- Other areas as identified by the city which include areas in which access may be impacted.

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Policy 5.5.2 If 20% or more of a parcel of land is located within the Lagoon Protection Area, then the entire parcel shall be considered within the Lagoon Protection Area.

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Policy 5.5.3. The City will continue to review, monitor and assess the sea level rise and flooding data from the National Oceanic and Atmospheric Administration (NOAA), U.S. Army Corps of Engineer (USACE) and other best available science and continue monitor impacts to the City from these hazards. The City will work with subject matter experts every 5-7 years, ~~work with subject matter experts~~ to reassess impacts to the City and update the vulnerability analysis.

Policy 5.5.4 The City will consider a range of sea level rise based upon the vulnerability, allowable risk, and project service life and the forecast project "in-service" date of a facility or development. The range will include a minimum rise of 5.15 feet by 2100 (2013 USACE High) with an upper range of 8.48 feet by 2100 (2017 NOAA High). Short-term planning ~~should~~shall consider impacts out to 2040, 1.22 -1.85 feet (20-year planning horizon), medium-term planning ~~should~~shall consider impacts out to 2070 (2.85-4.47 feet) (50-year planning horizon), and long-term planning ~~should~~shall extend out to 2100 (80-year planning horizon).

Policy 5.5.5 By 2022, the City shall determine as to whether the designation of an Adaptation Action Area (AAA) is appropriate for the City and establish its methodology of implementation and functionality.

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Policy 5.5.6 Land uses within the lagoon protection area shall be limited to recreational uses with construction limited to docks associated with neighboring single-family residential development or recreational facilities identified in the recreation and open space element.

~~Policy 5.5.7.~~ The flood-resistant construction requirements in the Florida Building Code and applicable floodplain management regulations set forth in 44 C.F.R. part 60, or more stringent controls, will be applied to development and redevelopment in the LPA.

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~~Policy 5.5.8:~~ In order to protect life and property from natural hazards and the effects of sea level rise, ~~the City shall redownzone any properties in the LPA to their current developed density by 2021 if the underlying zoning currently exceeds the existing density in order to protect life and property from natural hazards and the effects of sea level rise.~~

Policy 5.5.9 The City of Rockledge shall not approve any request to amend the Future Land Use Map (FLUM) to designate parcels of land within the coastal LPA with a FLUM category that allows higher than currently allowed density.

Policy 5.5.10. The City shall prohibit the location of new hospitals, nursing homes and assisted living facilities in the Lagoon Protection Area.

Objective 5.63.

Development, redevelopment, rebuilds, retrofits and additions in the City shall be planned and managed through strategies and design principles that are consistent with sound planning practices that protect life and property from the effects of flooding, storm surge and related impacts of sea level rise and that protect

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~~the long-term financial viability of the City. The City will ensure that building and development activities are carried out in a manner, which minimizes the danger to life and property from hurricanes.~~

~~Policy 5.3.16.1. By 2021, the City shall review its Gguidelines for post-disaster redevelopment and hazard mitigation -have been developed and are included in development regulations-. These guidelines are - designed to reduce or eliminate the exposure of human life and public and private property to hurricane hazards and the related impacts of sea level rise to assess compatibility with the latest version of the County PDRP, CEMP-. The guidelines will incorporate the Brevard County Comprehensive Emergency Management Plan (CEMP) recommendations on hazard mitigation and other applicable interagency reports, as well as specific chapters of the City Code or articles thereof including, but not limited to, Chapter 6--Building and construction regulations and alignment with the findings derived from the 2019 vulnerability assessment.~~

~~Policy 5.6.2 All new and redevelopment shall be consistent with, or more stringent than, the flood resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.~~

~~Policy 5.3.2. The City shall designate a recovery task force to direct post-disaster recovery and redevelopment activities consistent with the following criteria:~~

- ~~1. Members of the recovery task force shall include the city manager, public works director, police chief, fire chief and others as deemed appropriate by the city manager.~~
- ~~2. The task force shall be responsible for coordinating all efforts within the City and with the City of Cocoa, Brevard County and appropriate state and federal agencies.~~
- ~~3. The task force shall be responsible for the following:~~
 - ~~a. Hearing preliminary damage reports.~~
 - ~~b. Taking the necessary steps to seek financial assistance from state and federal agencies.~~
 - ~~c. Authorize immediate cleanup and repairs necessary to protect the public health, safety and welfare.~~
 - ~~d. Recommend to the city council non-emergency and long-term redevelopment plans which would have the effect of mitigating future damage from natural disaster.~~
 - ~~e. Prepare a report evaluating post-disaster redevelopment response with recommendations for necessary changes to response procedures and policies.~~

~~Policy 5.3.3. The City will continue to participate in the national flood insurance program.~~

~~Policy 5.3.4. The City shall on an annual basis review its emergency response procedures with the Brevard County Emergency Management Director to ensure maximum coordination with the county's comprehensive emergency management plan (CEMP).~~

~~Policy 5.6.3 The City shall require low impact development techniques on private and public property that provide for site design, engineering and stormwater management to reduce stormwater runoff, encourage greater onsite storage, reuse or absorption of water and mitigate flood impacts. The standards shall require the increased use of "green" stormwater management treatments, native/Florida friendly landscape material, porous paving materials, and the preservation and restoration of natural drainage characteristics.~~

~~Policy 5.6.4: The City shall require site development techniques that encourage more efficient and climate resilient development practices that include, but are not limited to:~~

- ~~(1) Low impact development techniques on private and public property that provide for site design, engineering and stormwater management to reduce stormwater runoff, encourage greater onsite storage, reuse or absorption and mitigate flood impacts.~~
- ~~(2) Results from the exploration of the requirement of a minimum elevation of 3 feet above Base Flood Elevation (BFE) or other more stringent standard based on additional analysis for all new~~

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or redevelopment in the LPA. Encourage a greater than current first floor elevation in other areas of the City.

- (3) Prioritization of living shoreline installation and maintenance.
- (4) Results from the exploration of parking standard regulations and reduction of parking requirements to an appropriate maximum standard and the inclusion of techniques which increase water absorption and retention.
- (5) Allowance of specialized fortification techniques as recommended by the Florida Green Building Council.

Policy 5.6.5 The City shall utilize, but not be limited to, the following tools, site development techniques and strategies for use within the LPA and areas within the 100-year floodplain to implement and integrate in order to mitigate flooding and effects of sea level rise and storm surge in order to protect property, to the greatest physical and financial extent possible:

- (1) Green street techniques to divert, capture or absorb water in a way to reduce flood impacts on private property, including, but not limited to street trees, landscaped areas and vegetative curb extensions, bioswales, vernacular streetscapes, and roadway re-design.
- (2) Hybrid stormwater masterplan to integrate a combination of green and gray infrastructure, including but not limited to bioretention, increasing pipe capacity, stormwater parks, rain gardens/bioswales, pumps, and water flow diversion strategies.
- (3) Underground utilities in vulnerable and feasible areas;
- (4) New parking standards and parking lot site plan design with greater water capture techniques such as bioswales, vegetative curbs, trees, pervious pavement, etc.
- (5) Increase of set-back lines for properties in the LPA
- (6) Natural dune restoration
- (7) Permeable pavement
- (8) Dry and Wet flood proofing of structures
- (9) Green/Open space
- (10) Florida Friendly Landscape techniques

Objective 5.74.

~~Over the course of the ten-year planning period, nNo public funds (to the effect of direct construction subsidies) will be expended which would serve to subsidize the cost of new private development or redevelopment within the coastal high hazard area (CHHA) Lagoon Protection Area.~~

Policy 5.4.17.1. Public expenditures for capital improvements shall promote public access, hazard mitigation and use of coastal areas and shall be reviewed through the annual budget process to minimize loss potential and account for future impacts from sea level rise and flooding in the CHHA will be included in the CIE and reviewed annually.

Policy 5.4.27.2. The City shall may only approve the expenditure of public funds within the CHHALPA, as financially reasonable and feasible in light of impacts from sea level rise and flooding, for the following purposes:

1. Provide upkeep to existing infrastructure in order to maintain adopted facility standards as identified in the comprehensive plan.
2. Correct existing infrastructure deficiencies in order to meet adopted facility standards.
3. Assist in the restoration or enhancement of the area's natural resources.
4. Provide recreational facilities which support the City's objective of providing increased public access to the Indian River.

Objective 5.5.

~~Future development in the CHHA will be limited to water dependent or water related land uses, as identified in the comprehensive plan.~~

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~~Policy 5.5.1.~~ Development regulations adopted subsequent to this plan will limit future development in the CHHA to those land/uses identified in the future land use element.

~~Policy 5.5.2.~~ The coastal high hazard area (CHHA) shall be designated as that area of the city predicted to experience flooding from storms categorized as one (1) through five (5) on the Saffir/Simpson Hurricane Scale.

~~Policy 5.5.3.~~ Land uses within the coastal high hazard area shall be limited to recreational uses with construction limited to docks associated with neighboring single-family residential development or recreational facilities identified in the recreation and open space element.

Objective 5.6.8

Within one (1) year after plan submittal or as required by Florida State Statutes, whichever is greater, levels of service standards established for public facilities in the capital improvements element will be applied in the review of all land developments in the coastal area.

Level of service standards and service areas for the City need to consider long-term implications of and design for increased coastal hazards ineduring the service-life utility of infrastructure to the extent feasible and financially allowable.

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~~Policy 5.6.18.1.~~ ____ No development shall be approved unless sufficient public facilities are available to serve the development ____ consistent with the level of service standards adopted as part of the comprehensive plan and identified in ____ the capital improvements element.

~~Policy 5.8.2~~ Phasing of infrastructure will occur according to the Capital Improvements Element and in accordance with development regulations adopted subsequent to this plan with specific consideration given to protection of coastal resources.

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~~Policy 5.8.3~~ The level of service standards adopted in other elements of this Comprehensive Plan may apply within the coastal planning area depending on evaluation of factors such as cost-benefit analysis that considers, among other factors, number of times infrastructure has been damaged, upgraded, or rebuilt; number and demographics of people served by the infrastructure; whether alternatives for the services provided by the infrastructure are present; criticality of the infrastructure for protection of safety; potential increased hazards to first responders; etc..

~~Policy 5.8.4:~~ Consideration shall be given to alternative locations of infrastructure, hardening, elevating or other strategies if located in the coastal planning area to reduce potential public losses.

~~Policy 5.8.5~~ Infrastructure and roadway improvements within already developed public rights-of-way will be maintained as determined feasible and reasonable by City policy in good-faith attempts to maintain infrastructure.

~~Policy 5.8.6~~ When constructing or reconstructing utilities or infrastructure, the City shall assess vulnerabilities and resilience to sea level rise, flooding and storm surge, and identify cost-effective strategies to minimize exposure and reduce impacts.

Objective 5.79.

The City shall have established mechanisms for coordinating coastal area environmental protection and restoration efforts with adjacent local governments, and instituted procedures to ensure that development and restoration activities are consistent with existing resource protection plans.

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~~Policy 5.7.19.1.~~ The City ~~may join~~shall coordinate with Brevard County, the Indian River Lagoon Program and the St. Johns River ____ Water Management ~~and to~~ participate in inter-governmental coordination activities sponsored by those ____ organizations.

~~Policy 5.7.9.2.~~ ____ The City will, with the assistance of Brevard County, the Indian River Lagoon Program and SJRWMD-, ____ identify resource protection plans for the Indian River and Rockledge coastal areas, which exist or are in ____ development.

~~Policy 5.79.3.~~ ____ The City shall conform its plans, procedures, and development criteria to the guidelines provided by ____ resource protection plans for the Rockledge coastal area to the extent legally required.

Commented [TM15]: Has this been done? Does Rockledge have some sort of shoreline protection plan?

Objective 5.108.

The City shall work with Brevard County Parks and Recreation District 4 to increase by fifty (50) percent the number of acres of shoreline park available for public use within the district.

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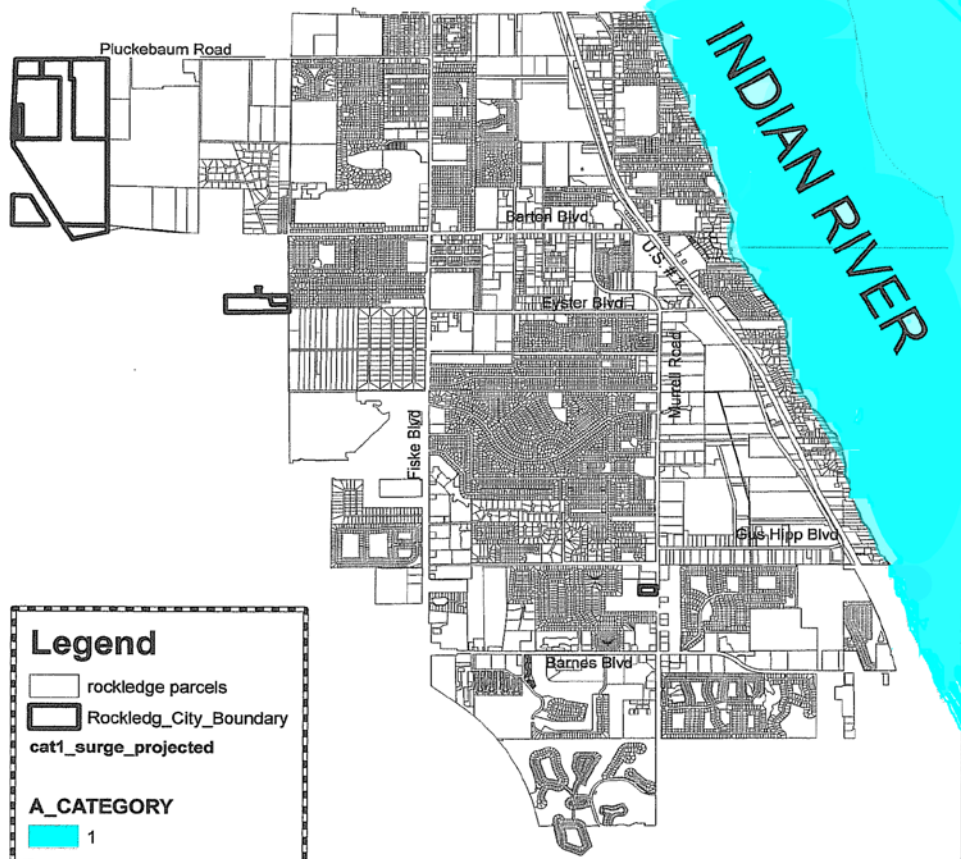
Policy 5.108.1. The City, in conjunction with Brevard County Parks and Recreation District 4, shall work with Brevard County and the beach and riverfront acquisition program to identify and meet shoreline access needs within Central Brevard.

Policy 5.810.2. The City, in conjunction with Brevard County Parks and Recreation District 4, shall pursue funding for shoreline parks from the Florida Department of Natural Resources Recreation Development Assistance Program.

Policy 5.810.3. New shoreline parks established in conjunction with recreation District 4 shall have sufficient parking areas to accommodate the needs of the projected park users. These parking areas shall be designed in a manner to reduce runoff and provide water capture mechanisms such as pervious surfaces, buffer between the parking area and the Lagoon, bioswales and others.

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CITY OF ROCKLEDGE FUTURE LAND USE ELEMENT Cat. # 1 Storm Surge Map



Don Griffin
July 2010

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Chapter 6

CONSERVATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

Art. I. Air Quality, obj. 6.1

Art. II. Water Conservation, obj. 6.2

Art. III. Endangered and Threatened Species, obj. 6.3

Art. IV. Vegetation and Wildlife Habitat, obj. 6.4

Art. V. Fisheries and Estuarine Habitat, obj. 6.5

Art. VI. Water Quality Protection, obj. 6.6

Art. VII. Hazardous Waste and Materials, obj. 6.7

Art. VIII. Floodplain Management, obj. 6.8

Art. IX. Soil Conservation and Mineral Resources, obj. 6.9

Art. X. Wetland Protection, obj. 6.10

Art. XI. Greenhouse Gas Reduction, obj. 6.11

Goal 6.

Conserve, protect and appropriately manage the natural resources of the City of Rockledge to ensure the highest environmental quality possible.

ARTICLE I. AIR QUALITY

Objective 6.1.

Air quality in the City of Rockledge shall meet or exceed the minimum criteria set by the Florida Department of Environmental Protection (FDEP). As reported by the three stations located around Rockledge and monitored by the Bureau of Air Monitoring Section of the Bureau of Air Monitoring and Mobile Sources, a Division of Air Resource Management, Office of the Department of Environmental Protection, State of Florida. Evaluation will be based upon the last available issue of the Air Monitoring Report and all subsequent issues thereafter released, which monitor the following:

•Carbon monoxide	•Lead
•Nitrogen dioxide	•Ozone
•Particular matter	•Sulfur dioxide

Policy 6.1.1. The City shall periodically sponsor an air quality modeling study to assess the air quality impacts of the City's most congested roadway links and intersections, when notified that standards have exceeded acceptable standards determined by DARM.

Policy 6.1.2. Roadway segments and intersections which are predicted to approach or exceed FDEP allowable maximum concentrations for air pollutants shall be given priority in the planning of transportation improvements.

Policy 6.1.3. The City shall coordinate with the County, adjacent municipalities and the FDOT in the monitoring of transportation related air quality impacts, and the planning of improvements needed on regionally significant roadways to rectify observed or predicted air quality problems on those roads.

Policy 6.1.4. New development, whether public or private, shall be designed to accommodate and encourage alternative modes of transportation to the maximum extent practical. Appropriate measures may include, but are not limited to: construction of bicycle facilities along new roadways; construction of pedestrian sidewalks along roads and within developments; provision of passenger shelters for users of mass transit.

Policy 6.1.5. The City shall encourage the establishment and use of mass transit transportation alternatives, wherever such alternatives cannot be shown to be infeasible or impractical, through intergovernmental coordination with the Brevard TPO, the County, and the FDOT.

Policy 6.1.6. In order to reduce peak traffic loads on roadways which contribute to air quality degradation, the City shall encourage government and private sector businesses to adopt alternative and/or flexible work schedules where they are practical.

Policy 6.1.7. The City shall ensure, through the development approval and monitoring process, that new facilities which are subject to permitting as major air pollution sources by the FDEP are designed to use and maintain the best available emission control technology in order to reduce adverse impacts from such facilities on the environment.

ARTICLE II. WATER CONSERVATION

Objective 6.2.

The City shall continue to reduce per capita consumption of fresh groundwater by its residents through conservation and reuse of existing water supplies, and through the establishment and use of non-potable supplies as appropriate.

Policy 6.2.1. The City shall adopt specific standards which regulate the installation and operation of air/water heat pumps in a manner consistent with county policy, in order to reduce the wasteful use of groundwater by such systems.

Policy 6.2.2. The City shall require the use of reclaimed wastewater for irrigation or other non-potable uses wherever such water is reasonably available to water users, and its use is economically feasible.

Policy 6.2.3. In order to reduce the amount of water used in the irrigation of landscaping, the City shall require use of native or drought resistant plants, as appropriate, in the landscaping of new development or re-development.

Policy 6.2.4. The City shall continue to encourage conservation of water by supporting the retrofit of low-volume plumbing fixtures in existing development, and by requiring the use of such fixtures in new development and re-development.

Policy 6.2.5. The City shall assist the SJRWMD in the enforcement of the provisions of emergency water shortage plans at those times when an official emergency water shortage declaration is made by the SJRWMD governing board.

Policy 6.2.6. New development shall not be approved unless a demonstrably secure source of potable and/or non-potable water is available to meet the projected water use demands of the development.

Policy 6.2.7. The City shall coordinate with the City of Cocoa in assessing the need for expanded or supplementary water supplies.

ARTICLE III. ENDANGERED AND THREATENED SPECIES

Objective 6.3.

The distribution and abundance of endangered and threatened species within the City will continue to be identified, and the habitat of viable populations of any such species shall be protected and managed as required by law. The City will also work with the County, state and federal agencies as to help secure funding to purchase or restore, maintain or enhance viable habitat areas.

Policy 6.3.1. The City shall sponsor a biological survey of natural habitats within municipal limits to identify areas of suitable habitat for listed species, and to the size and viability of those populations which do occur.

Policy 6.3.2. Areas known to support listed species, or which provide suitable habitat for listed species, shall be given priority consideration in the acquisition of public parks or preserves. Any such park shall be managed in a manner consistent with preservation of the listed species or its habitat.

Policy 6.3.3. The City shall seek the cooperation of government and private conservation agencies in the preservation of lands which harbor listed species or their habitat.

Policy 6.3.4. Development approval in areas which have been identified as providing suitable habitat for listed species shall be contingent upon the formulation of a management plan which would limit adverse affects to any listed species which occur or are discovered on the development site.

Policy 6.3.5. The City shall consult with the Florida Wildlife Conservation Commission (FWCC) and/or the Florida Department of Environmental Protection (FDEP) in the review of listed species management plans prepared by private developers, and shall implement the recommendations of those agencies in the issuance of development orders to the greatest extent practicable.

ARTICLE IV. VEGETATION AND WILDLIFE HABITAT

Objective 6.4.

Representative samples of one (1) percent or more of the natural vegetative communities found in the City shall be protected and preserved. These areas will be used for preservation, open space and recreational purposes for the citizens of Rockledge. The amount of each vegetative community which is preserved shall be adequate to ensure the persistence of all native vegetation found in the City..

Policy 6.4.1. The City shall, where possible, preserve natural communities as part of the siting, design, development and maintenance of public parks. Existing natural plant communities should be maintained undisturbed as a part of new parks developments except for relatively minor alterations, such as nature trails or boardwalks, which do not alter the wildlife habitat values of the system.

Policy 6.4.2. Areas of natural habitat within the 100-year floodplain shall be given priority consideration in the identification of lands which are publicly acquired to address passive recreational demand and open space objectives.

Policy 6.4.3. In order to reduce the adverse consequences of floodplain development and simultaneously encourage the conservation of natural habitat, the City shall evaluate revising its flood damage prevention ordinance to limit construction within the floodplain through the provision of compensatory storage for fill placed within the 100-year floodplain.

Policy 6.4.4. The City shall require that natural vegetative communities be preserved intact (including canopy trees, shrub and herbaceous-layer vegetation) in order to satisfy the requirements of open space regulations used in development site-plan approval, except where such preservation would be inappropriate, would conflict with the public interest or would cause undue hardship. Special emphasis should be given to protection of vegetative communities which:

- (a) May provide habitat for species listed by the USFWS, FWCC or FNAI as endangered, threatened, rare or species of special concern;
- (b) Are themselves considered endangered in state, regional or local habitat inventories; or
- (c) Occur within the 100-year floodplain.

Policy 6.4.5. The City shall encourage the protection of natural vegetative communities and wildlife habitat by private property owners through donations. Also, consideration shall be given to other protective measures including, but not limited to, transfers of development rights, purchase of development rights, conservation easements or other less-than-fee simple mechanisms.

Policy 6.4.6. The City shall seek the assistance of private and public agencies, including but not limited to the Florida Department of Environmental Protection, the Florida Wildlife Conservation Commission, the St. Johns River Water Management District, The Nature Conservancy, The Trust for Public Lands and Brevard County, in protecting natural vegetative communities through purchase or less-than-fee simple agreements.

Policy 6.4.7. The City shall not approve any development which proposes to destroy natural vegetative communities known to provide habitat to listed species until the developer has submitted a management plan which, in the opinion of the FWCC and/or FDEP, limits adverse affects on the species to the greatest extent practicable.

Policy 6.4.8. The City shall not approve any development which would significantly and adversely alter the ecological functions of freshwater wetlands or deep water habitat. Ecological functions include:

- (a) Provision of wildlife and fisheries habitat;
- (b) Maintenance of in-stream flows and lake levels during periods of high and/or low rainfall;
- (c) Erosion control; and
- (d) Water quality enhancement.

Policy 6.4.9. The City shall ensure that aquatic vegetation is not removed from surface water bodies except in compliance with the regulations of the FDEP Bureau of Aquatic Plant Research and Control. The City shall discourage aquatic plant control efforts except where needed to provide reasonable recreational access to surface waters or to correct problems of public health, safety or welfare.

Policy 6.4.10 The City will prepare a guide for selection, planting procedures and care for urban trees and allow for private contribution of funds into a program that increases the number of trees in public spaces.

Policy 6.4.11 The City shall promote the use of the Florida Friendly Landscape Program and shall utilize Florida Friendly Landscape techniques and plants for city-owned property. Florida friendly landscapes use native vegetation that requires low levels of irrigation and fertilization.

ARTICLE V. FISHERIES AND ESTUARINE HABITAT

Objective 6.5.

The abundance and diversity of submerged aquatic vegetation and fish species found in the Indian River Lagoon within the zone between the Rockledge shoreline and the Intracoastal Waterway shall continue to be as great or greater, than they were in 1988.

Policy 6.5.1. The City shall implement alternative means of wastewater effluent discharge (such as effluent reuse) which will reduce the volume of wastewater discharged to the Indian River Lagoon in order to ameliorate the adverse effects of wastewater pollution on estuarine habitat.

Policy 6.5.2. The City shall establish site design standards and regulations for the control of stormwater runoff to insure the adequate treatment of stormwater from all new development or redevelopment prior to its discharge to surface waters, in order to ameliorate the adverse effects of stormwater pollutants on fisheries habitat.

Policy 6.5.3. The City shall identify means for reducing the volume of untreated stormwater discharged to surface waters, and shall develop a program to take corrective action to the greatest extent feasible, via retrofit of stormwater treatment practices.

Policy 6.5.4. The City shall not permit shoreline development activities which would destroy or degrade the function of estuarine shoreline or deep water habitat, except where such activities are clearly in the public interest and there is no practical alternative which reduces or avoids impacts to estuarine habitat.

Policy 6.5.5. The City shall take ~~steps toward establishment of an~~reassess it's estuarine buffer zone which would specify the setback from the Indian River Lagoon required to protect estuarine habitat (including intertidal, wetland and deep water habitat) and water quality from impacts caused by new development or redevelopment ~~to~~consider impacts from sea level rise and future flood impacts.

Policy 6.5.6 The City will work with the Florida inland Navigation District to find available areas of land for dredge disposal site to maintain and conserve the Indian River Lagoon to the utmost potential.

Policy 6.5.6 The City shall working with property owners and Brevard County to facilitate the installation and maintenance of native shoreline vegetation, oyster matts and other natural techniques along appropriate areas to protect, enhance and maintain shoreline habitats.

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ARTICLE VI.

WATER QUALITY PROTECTION;

Objective 6.6.

Surface and groundwater quality in the City of Rockledge shall meet or exceed the minimum criteria set by the Florida Department of Environmental Protection.

Policy 6.6.1. The City shall implement alternative means of wastewater effluent discharge (such as effluent reuse) which will reduce the volume of wastewater discharged to the Indian River Lagoon in order to ameliorate the adverse effects of wastewater pollution on estuarine water quality.

Policy 6.6.2. The City shall establish a program for evaluating wastewater disposal alternatives which would eventually eliminate discharges to the Indian River Lagoon, and shall implement those alternatives which are financially feasible as part of the capital improvements element of future comprehensive plan updates.

Policy 6.6.3. The City shall establish site design standards and regulations for the control of stormwater runoff to insure the adequate treatment of stormwater from all new development or redevelopment prior to its discharge to surface waters, in order to ameliorate the adverse effects of stormwater pollutants on surface water quality. Emphasis should be placed on green infrastructure techniques where feasible.

Policy 6.6.4. The City shall identify means for reducing the volume of untreated stormwater discharged to surface waters, and shall develop a program to take corrective action, to the greatest extent feasible, via retrofit of stormwater treatment practices. Priority consideration shall be given to providing treatment for stormwater from drainage areas 4 and 6, which contribute the greatest pollutant loadings to the Indian River Lagoon and St. Johns River, respectively. The City will encourage all residents to use native plants and xeriscape planting methods in order to reduce the amount of untreated storm water run-off and chemicals from entering the Indian River.

Policy 6.6.5. The City shall insure that land uses which require the routine application of pesticides or herbicides (e.g., agriculture, golf courses) maintain a groundwater monitoring program designed to detect contamination of the surficial aquifer by those substances.

Policy 6.6.6. In order to reduce the potential for salt-water intrusion, the City shall require the use of native or drought-resistant plants, as appropriate, in the landscaping of new development or re-development.

ARTICLE VII. HAZARDOUS WASTE AND MATERIALS

Objective 6.7.

The City shall continue to establish procedures and regulations which support state and county hazardous material management objectives, and which will reduce the number of sites at which improper use, storage or disposal of hazardous materials occurs.

Policy 6.7.1. The City shall coordinate with the FDEP and Brevard County in the establishment of amnesty days for the collection of hazardous domestic wastes.

Policy 6.7.2. The City shall establish a program to insure that businesses which store, generate, or transport hazardous wastes or materials do so in accordance with federal and state guidelines and regulations.

Policy 6.7.3. All businesses which use hazardous materials or generate hazardous wastes shall be required to:

- (a) Prepare hazardous materials spill containment and clean-up plans;
- (b) Design drainage and sewer facilities to prevent the contamination of soils, groundwater or surface waters from hazardous materials spills; and
- (c) Provide interim storage facilities for hazardous wastes generated on-site.

Policy 6.7.4. The City shall provide the greatest support practicable to federal, state and county hazardous waste and materials management programs.

ARTICLE VIII. FLOODPLAIN MANAGEMENT

Objective 6.8.

The City shall continue to establish mechanisms which protect the flood storage and conveyance functions of the 100-year floodplain, which shall include changes to the land development regulations to require additional storage and treatment, if and when those properties are developed. The City will also require that all undeveloped properties use the following criteria for development:

Design storm event	=	100-year frequency, (100-year pre/post, if site has a positive outfall, 100-year total retention, if site does not have an adequate outfall), 24-hour duration event, using 13.5 inches of rainfall.
On-site storm water management	=	Retention and treatment of the first one inch of rainfall runoff for areas greater than one acre. Areas less than one acre, 1/2 inch of retention and treatment is required.
Storm water quantity	=	Post storm water runoff flow rates, quantities, peaks, and velocities shall be equal to or less than levels which existed prior to development.
Storm water quality	=	No degradation of existing water quality condition in receiving water bodies.

Policy 6.8.1. In order to reduce the adverse consequences of floodplain development and simultaneously encourage the conservation of natural habitat, the City shall evaluate revising its flood damage prevention ordinance to limit construction within the floodplain through the provision of compensatory storage for fill placed within the 100-year floodplain.

Policy 6.8.2. Developers shall be encouraged to incorporate those portions of a site, which are within the 100-year floodplain as open space preservation, where practicable.

Policy 6.8.3. The City shall promote wetlands preservation and non-structural floodplain management by encouraging the use of isolated wetlands as detention areas, where such use is consistent with good engineering practice and does not significantly degrade the ecological value of wetlands. Pre-treatment of stormwater runoff by diversion of the "first flush" shall be considered to adequately protect wetlands from degradation.

Policy 6.8.4. The City shall consider the public acquisition of portions of 100-year floodplain areas to meet the multiple objectives of non-structural floodplain management, recreation and wildlife habitat preservation. Where possible, less-than-fee simple mechanism shall be used to protect floodplains from development.

Policy 6.8.5. The City shall solicit the participation of other public and private agencies, including but not limited to the Florida Department of Environmental Protection, the Florida Wildlife Conservation Commission, the St. Johns River Water Management District, the Nature Conservancy, the Trust for Public Lands and Brevard County, in acquiring floodplains.

Policy 6.8.5. The City shall encourage a net-zero discharge approach to all new site plans in the 100-year floodplain.

ARTICLE IX.

SOIL CONSERVATION AND MINERAL RESOURCES

Objective 6.9.

The City has a land development regulation requiring that all land development and mineral extraction activities are required to obtain a soil and sedimentation control permit which shall state what measures will be taken by applicants to conserve mineral resources and limit the adverse effects of soil erosion and sediment transport on air and water quality.

Policy 6.9.1. The City shall require that all land clearing for agriculture, mining or development activities be conducted in compliance with soil erosion best management practices published by the SCS, FDOT, FDEP, FDACS or IFAS. Land clearing for resource extraction or development shall be limited to the minimum amount necessary.

Policy 6.9.2. Mining operators shall prepare and implement reclamation plans which establish a biologically productive landscape comprised of native plants following the cessation of mining activities. The City shall require mining operators to demonstrate financial responsibility for future reclamation activities prior to approval of mining activities.

ARTICLE X.

WETLAND PROTECTION

Objective 6.10.

The City shall use the local planning process to protect identified wetlands on the wetland inventory map from physical and hydrologic alteration. All development shall comply with wetland protection requirements of all federal, state and regional agencies have regulatory authority. This objective provides supplemental conservation and protection measures for wetlands pursuant to the direction of F.S. Chapter 163, Part II, and F.A.C. Rule 9J-5. Provisions in this objective shall neither duplicate nor conflict with other agency regulations.

Policy 6.10.1. Classification of wetlands.

- (a) *Category I:* These wetlands shall include wetlands having hydrological connection to natural surface water bodies, any wetland within a lake littoral zone, any isolated wetland forty (40) acres or larger, or wetland containing strategic habitat conservation areas as identified by FGFWFC;
- (b) *Category II:* These wetlands shall include formerly isolated wetlands which have been connected to other surface water drainage and are greater than or equal to five (5) acres, or are less than forty (40) acres and do not qualify as category I;
- (c) *Category III:* These wetlands shall include isolated wetlands less than five (5) acres and those that do not qualify as category I or II wetlands.

Policy 6.10.2. The City shall coordinate with the Army Corp. Of Engineers, the Florida Department of Environmental Protection and the St. Johns River Water Management District to identify and regulate wetland areas under the respective agency's jurisdiction.

Policy 6.10.3. The City shall require environmental audits of all properties identified to have potential wetland sites before conducting a development review.

Policy 6.10.4. The City shall require, at a minimum, the enforcement of all current state and federal agencies buffering requirements for all category wetlands. The buffer, as measured landward from the approved jurisdictional limit line, shall be maintained in a natural vegetative state and be free of exotic and nuisance species as defined by the Rockledge Land Development Regulation.

Policy 6.10.5. The City shall not permit development in a category I or II wetlands or wetland buffer except as follows:

- (a) Clearing and/or construction of walking trails;
- (b) Construction of timber boardwalks/catwalks/docks for direct access to water bodies; construction of wildlife management shelters, footbridges, observation decks and similar structures not requiring a dredging and/or filling for their placement.
- (c) Clearing and/or construction of electric utility, storm water management, water, or waste water infrastructure as needed to provide public service (excluding roadways) that does not impair the long term viability of the wetland system.

Policy 6.10.6. Dredging and filling is permissible within category I and II wetlands as necessary for these activities if:

- (a) No other reasonable alternative exists and avoidance cannot be achieved;
- (b) Such activity is consistent with the other policies of the comprehensive plan;
- (c) Such activity complies with the requirements of all federal, state and regional agencies claiming jurisdiction over the wetland alteration;
- (d) Appropriate justification for the alterations is provided to the City;

Overriding public benefit are those actions required by local, state, or federal government necessary for the promotion of public safety, health, or general welfare such as storm water management activities or the provision of water and waste water facilities. Road crossings shall be allowed if absolutely necessary to access developable portions of the site or if shown to be in the overriding public interest, such as necessary collector or arterial road linkage. When allowed, road crossings shall occur at the narrowest point and be elevated on bridge structure or above a culvert and designed so that water flow and wildlife movement are uninterrupted.

Policy 6.10.7. Removal, encroachment, or alteration for category III wetlands may be allowed with the extent of such activities being determined on a case-by-case basis in conjunction with applicable regulatory agencies and in the interest of public benefit.

Policy 6.10.8. When encroachment, alteration, or removal of category wetlands is permitted, habitat compensation or mitigation as a condition of development approval shall be required.

Policy 6.10.9. The City shall require all wetland encroachments to be mitigated according to F.A.C. Chapters 62-25 and 40E-4, and Sections 404, Clean Water Act, and mitigation compliance to be monitored by FDEP, SJRWMD, and ACOE.

ARTICLE XI ENERGY CONSERVATION

Objective 6.11

The City shall work to implement practices to reduce energy consumption and reduce greenhouse gas emissions, by applying green building practices and development design that will encourage alternative modes of transportation when economically feasible.

Policy 6.11.1 Review of City Energy Measures. The City shall review, with each Comprehensive Plan Evaluation and Appraisal Report existing citywide energy conservation measures and practices, and if necessary adopt additional Comprehensive Plan Policies that further the goal of achieving measurable results in energy conservation. The review shall include an evaluation of the effect of City plans, programs, and policies and determine how to reduce energy impacts and make efficient use of energy resources.

Policy 6.11.2 Alternative Modes of Travel to Minimize Fuel Consumption. Continue to support efforts put forth in the transportation Element to increase mass transit rider-ship and provide for alternative modes of travel as a means to minimize fuel consumption.

Policy 6.11.3 To achieve more sustainable building practices, the City shall invest in the possibility of incorporating sustainable building measures for new buildings and major renovation projects for city facilities as outlined in the National Green Building Standards ICC 700-2008.

Policy 6.11.4 Water Conserving and Energy Efficient Appliances. The City encourages the use of water conserving appliances and cisterns in order to reduce the per capita consumption of potable water and the increased use of energy efficient appliances to reduce energy consumption and the carbon footprint of the City.

Policy 6.11.5 Incentives or requirements for using green building, alternative energy sources, alternative water supplies, alternative transportation modes, green site design principles, LEED or other similar programs, and passive and active solar energy systems in new developments throughout the City and particularly within projects in the Community Redevelopment Area shall be considered by the City and maintained in the Land Development Regulation. Such incentives may include items from the following menu:

- a. Reduced processing fees
- b. Increased densities or intensities within town or neighborhood centers; or Transfer of development rights for non-contiguous properties under the same ownership. Bonuses or transfers shall not exceed a 20% increase of approved density and intensity, except by land use amendment
- c. Expedited processing
- d. Impact fee credits
- e. Grant assistance through the Community Redevelopment Agency

Policy 6.11.6 Coordination of Energy Management. The City shall participate in regional, State, or local initiatives directed at coordinating energy management within the public and private sectors. These tasks may include joint formulation of energy related decisions with concerned federal, state, regional, and County agencies as well as with concerned private entities. Such activities shall be directed toward maximizing awareness of energy-related problems, issues, alternative techniques for resolving energy-related problems and issues, and to identify future areas where joint efforts may enhance mutual goals and objectives.

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Chapter 7

RECREATION AND OPEN SPACE ELEMENT

GOALS, OBJECTIVES, POLICIES

Goal 7.

The City of Rockledge will ensure that residents have access to a full range of recreational opportunities.

The City of Rockledge will ensure the conservation of open space areas within the City to provide aesthetically pleasing buffer areas, to serve as wildlife habitats, to act as groundwater recharge areas, to give definition to the urban area, and to enhance and preserve natural resources.

Objective 7.1.

The City will continue to have established agreements with Brevard County Parks and Recreation District 4, and the School Board of Brevard County to fulfill the parks, recreation, and open space needs for the residents of Rockledge, which have been identified in the analysis.

Policy 7.1.1. The City will work with the Brevard County Parks and Recreation District 4, and the City's Citizens Recreation Advisory Board (CRAB) to conduct a survey of Rockledge residents to determine their recreational preferences and recreational facility attendance figures.

Policy 7.1.2. The City will review the recreational facility guidelines and site guidelines found in tables 7-4 and 7-5 of the analysis and revise them as necessary to include local conditions and the results of the recreational survey, and recommendations of the CRAB identified in policy 7.1.1. These guidelines will then be adopted as recreational levels of service standards for the City.

Policy 7.1.3. Continue the intergovernmental coordination involved in the established Brevard County Parks and Recreation District 4.

Policy 7.1.4. Continue to work with the school board through the District 4 Parks and Recreation office and CRAB to expand the use and availability of school facilities to the citizens of Rockledge.

Policy 7.1.5. Once the City has adopted local levels of service for recreational facilities and reasonable recreational need, every effort will be made in coordination with park and recreation district 4 to meet the current and projected recreational needs of the City's residents.

Policy 7.1.6. Until policy 7.1.2 is implemented, the following standards relating to parks shall apply:

Minimum Level of Service Standards

Facility Type*	Level of Service Standard	
	Unit	Population
Neighborhood Park	1	10,000
Community Park	1	15,000
Regional Park	1	100,000
Open Space (Acres)	1	1,000
Swimming Pools	1	25,000
Golf Courses (18 holes)	1	25,000
Basketball Courts	1	5,000
Tennis Courts	1	2,000
Baseball/Softball Diamonds	1	3,000
Soccer/Football Fields	1	6,000
Picnic Areas (Acres)	1	6,000
Hiking/Nature Trails (miles)	1	5,000
Fishing Sites	1	5,000
Skateboard Park	1	40,000

*Does not include School amenities

Objective 7.2.

All identified recreational facilities and natural resources under the control of the City will be accessible to all residents and tourists in the City.

Policy 7.2.1. The City will work with the Parks and Recreation District 4 in creating a survey that will identify the need for handicapped facilities in the City to ensure the accessibility of recreational facilities for the handicapped (ADA compliant), elderly and economically disadvantaged.

Policy 7.2.2 The City of Rockledge has coordinated with District 4 and has constructed Community Park of Rockledge and helped with the purchase of the Cruickshank Sanctuary. In addition, Chelsea Park was asked to provide a private park of 4 acres in their 386-unit subdivision.

Policy 7.2.3. To encourage the development of a passive park on Rockledge Drive for the residents to gain access to the Indian River and to benefit from its natural beauty and preserve historically significant sites while preserving the character, appearance, and unique qualities of planning district 1 (Rockledge Drive).

Policy 7.2.4. The City will maintain existing levels of shore access throughout the 10-year planning period.

Policy 7.2.5. To ask for the cooperation of new development in providing sidewalks and/or bike paths for the use of the residents of the City.

Policy 7.2.6 The City will open up all of our stormwater retention facilities for open space and recreational use, upon their completion and acceptance by the City.

Objective 7.3.

The City shall maintain all programs to coordinate the development of joint public/private recreational resources.

Policy 7.3.1. Continue to encourage support from garden clubs and other service organizations in landscaping, supporting, and establishing recreational facilities.

Policy 7.3.2. Work with the District 4 Parks and Recreation to achieve multiple community benefits during parks and recreational facility development such as using a multi-purpose field for storm water retention or developing a park with passive recreation areas which fulfill open space needs within the City.

Policy 7.3.3. Adopt regulations requiring the dedication of park land or fees in lieu thereof by all new residential

developments to insure that future park sites are developed to meet the demand for recreational activities associated with their residential developments.

Objective 7.4.

The City will continue to enforce the open space requirements of the Land Development Regulations.

Policy 7.4.1. The City will continue to work with the Parks and Recreation District 4 and CRAB to develop an acquisition program for community, district and regional parks and natural reservations throughout the City, which will also fulfill the active recreational, passive recreational and open space needs of Rockledge residents throughout the City.

Policy 7.4.2. The City will develop maintenance regulations, which will define open space and set standards for open space preservation in local land development.

Objective 7.5.

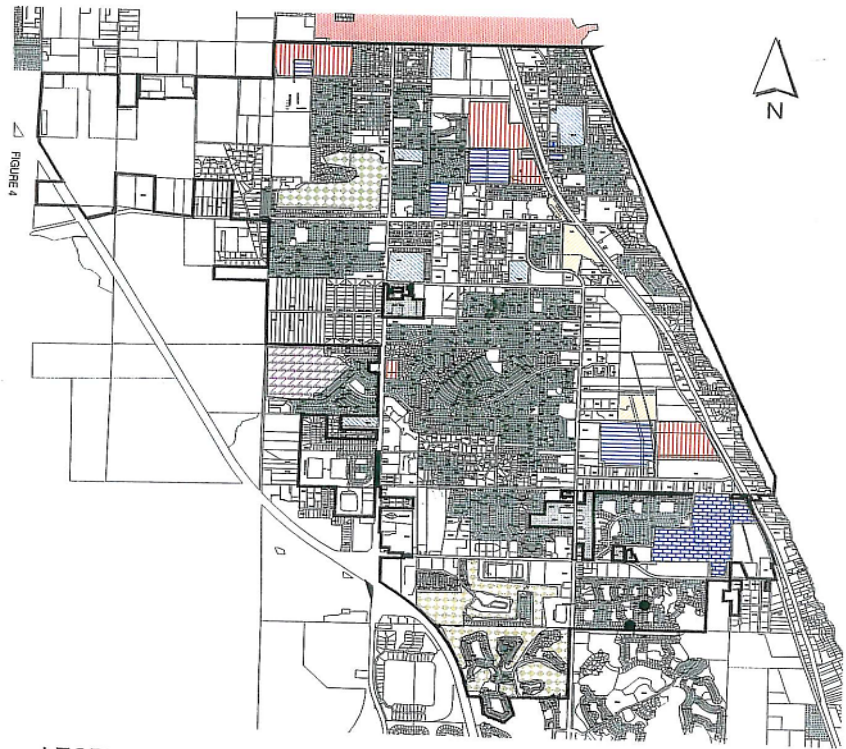
Whenever possible, The City and School Board will cooperate in seeking future school sites adjacent to and designed in an integrated manner with park sites so as to maximize students' access to parks and open space. This effort will involve formalization and improvement of coordination and cooperation activities in their land development regulations.

Policy 7.5.1. The City will seek to coordinate and cooperate with the School Board to ensure efficient and joint use of existing and future park/school sites.

Policy 7.5.2. The City will seek to utilize existing school facilities for park and other recreational needs so as to enhance citizens access to parks and recreation.

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Rockledge Recreation - Parks- Open Space Map



LEGEND

	Storm water Park		Wetland Conservation area
	Public Park		Golf Course
	Public School		EEL's Open Space
	City owned property		County Enclave areas

prepared 10/14/2007
Don Griffin

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Chapter 8

INTERGOVERNMENTAL COORDINATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 8.

The City will maintain an ongoing commitment to intergovernmental coordination to insure that the growth management goals of the comprehensive plan will be effectively implemented.

Objective 8.1.

The City will continue to have an established annual review of the plans of other local governments and districts, and meetings to coordinate actions on subjects of mutual concern. To include at least the following:

- (a) Brevard County Comprehensive Plan;
- (b) City of Cocoa Comprehensive Plan;
- (c) State agencies and Central Brevard County jurisdictions, as appropriate;
- (d) School Board of Brevard County District Plan.

Policy 8.1.1. An annual summary report of intergovernmental coordination activities and progress is available in the city manager's office. .

Policy 8.1.2. The City will provide general intergovernmental information to appropriate local governments, including those listed in objective 8.1, through scheduled meetings and upon request.

Policy 8.1.3. In the event of a conflict with the comprehensive plan of another local government which the city council determines to be irreconcilable, the City will appeal to the ECFRPC's informal mediation process.

Policy 8.1.4. The LPA will continue to respond to annexation opportunities. Ongoing intergovernmental coordination between Brevard County's Planning and Development Department and the City will include resolution of annexation issues.

Policy 8.1.5. The City's local planning agency will study the possibility of developing an interlocal agreement with Brevard County regarding a potential future annexation planning area.

Objective 8.2.

Any proposed development will be evaluated for its impact on adjacent local governments, the region or the state pursuant to the development and adoption of applicable criteria. Where a potential impact exists as determined by the City of Rockledge, the City will solicit review and comment from the appropriate unit(s) of government before a development permit is issued.

Policy 8.2.1. Future development projects in Rockledge will include an assessment of impact on the comprehensive plans of adjacent jurisdictions when the project impacts public services or land uses adjacent to Rockledge.

Policy 8.2.2. Amendments to this comprehensive plan, including the FLUE and the CIE, will be assessed for impact on the comprehensive plans of adjacent jurisdictions, when the amendment impacts public services or land uses adjacent to Rockledge.

Policy 8.2.3. Development which is proposed in any element of this plan will be reviewed for impact on the comprehensive plans of adjacent local governments when the development impacts public services or land uses adjacent to Rockledge.

Objective 8.3.

Any public services in the City that are provided either through interlocal agreement, contract with a governmental entity, or private service provider, will include coordination of LOS standards when a service agreement is established or renewed.

Policy 8.3.1. The City will comply with the operating procedures and master plan of the Public Works Department, City of Cocoa regarding LOS standards for potable water service and expansion of the distribution system within Rockledge.

Objective 8.4.

Traffic Circulation. Transportation improvement requirements shall be continually coordinated with other affected governmental entities to insure that the most efficient and cost-effective course of action is followed. Every five (5) years assessment shall be made to measure the amount of intergovernmental coordination which has occurred based upon the number of agreements consummated.

Policy 8.4.1. Interlocal solutions to the transportation needs and problems of the City shall be accomplished through the coordination of transportation improvements with local, TPO, regional and state plans. Adherence to this policy requires, at a minimum, that consideration be given to:

A. Coordinating actions or interlocal agreements between local government entities (including TPO's where applicable) being undertaken for the purposes of:

1. Addressing transportation impacts of a development project in one (1) jurisdiction on an adjacent jurisdiction. Determination of the extent of impact should be based upon actual traffic loadings contributed by the project;
2. Coordinating or assisting in the development of the traffic circulation elements of comprehensive plans as required by F.S. § 163.3177;
3. Coordinating interagency review procedures, including which activities will be included; and
4. Insuring that transportation planning and programming are continuing and part of the comprehensive planning process in the region.

B. Interagency coordination being established and maintained in the:

1. Determination and designation of transportation corridors of major statewide or regional significance, as required in F.S. § 339.155(6)(c);
2. Development of strategies to provide for the orderly and systematic acquisition of rights-of-way located within the designated corridors, as required in F.S. § 339.155(6)(c)1.; and
3. Development and operation of transportation facilities and services within the corridors, as required in F.S. § 339.155(6)(c)2.

Objective 8.5.

Drainage. To establish and maintain effective levels of intergovernmental coordination and cooperation on the planning, design, construction and operation of surface drainage systems of multiple governmental usage or responsibility with other affected governmental agencies within two (2) years following plan adoption.

Policy 8.5.1. Interagency staff coordination through formal and informal means such as interlocal agreements, jointly sponsored projects, watershed working groups and established staff to staff liaison will be maintained with Brevard County and other governmental agencies regarding downstream drainage canal capacities so as to insure that flooding problems are not created by insufficient downstream flow capacity limitations.

Policy 8.5.2. Information about the City's surface water management system will be provided to the county as requested for use in the planning, design and implementation of county-operated drainage systems.

Policy 8.5.3. The City will actively participate in intergovernmental coordination efforts regarding water quality management.

Policy 8.5.4. The City will actively participate in the preparation of applicable surface water improvement and management (SWIM) plans being undertaken by the St. Johns River Water Management District which will involve or include land areas in the City or water bodies affected by drainage from the City.

Policy 8.5.5 The City shall implement the projects listed in the Water Supply Facilities Work Plan. All adopted projects shall

be financially feasible and identified in the St. Johns River Water Management District Water Supply Plan.

Objective 8.6.

Wastewater. Throughout the planning process the City will participate in intergovernmental discussion related to the provision of wastewater service and disposal of treated wastewater effluent within Brevard County.

Policy 8.6.1. The City will support the coordination and possible multi-jurisdictional consolidation of wastewater treatment service.

Policy 8.6.2. The City and Brevard County will review annually those wastewater objectives and policies which are relevant to the provision of service in the two (2) county enclaves or areas identified through an urban reserve agreement.

Objective 8.7.

Potable water. The City of Rockledge will maintain a franchise agreement with the City of Cocoa for potable water service.

Policy 8.7.1. The potable water franchise agreement will be negotiated periodically to include all necessary legal requirements, rates, service area specifications and relevant information pertinent to the provision of potable water service to the citizens of Rockledge.

Policy 8.7.2. The City will continue to require that development projects must obtain approval for potable water service from the City of Cocoa Public Works Department before a development permit may be issued.

Policy 8.7.3. Expansion of the distribution system will continue to be funded by user fees and connection charges in accordance with the requirements of the franchise agreement.

Policy 8.7.4. The City of Rockledge shall adopt the ten-year water supply work plan as an Exhibit A supplement to the Public Facilities Element or passed by resolution by City Council.

Objective 8.8.

Solid Waste. The City will coordinate with Brevard County, Department of Solid Waste Management, on county-wide planning efforts to meet future needs for solid waste facility capacity.

Policy 8.8.1. Where appropriate, the City will participate in any future intergovernmental activities related to the expansion of the county solid waste disposal facility or other disposal alternatives to meet future needs.

Objective 8.9.

Recreation and Open Space. The City will continue to participate in the intergovernmental coordination process with Brevard County Parks and Recreation District 4.

Policy 8.9.1. The City will represent the interest and needs of the City of Rockledge, as identified in the recreation and open space element of the comprehensive plan, on the District 4 recreation board.

Policy 8.9.2. Where appropriate, the City will participate in the development of district-wide facilities to meet the recreation and open space needs of Rockledge residents.

Objective 8.10.

Coastal Area and Indian River Lagoon. The City may participate in intergovernmental activities, which may include the SJRWMD and the IRL program, related to the coastal area and protection of the Indian River Lagoon system.

Policy 8.10.1. The City shall implement all other policies of this comprehensive plan which address coastal area intergovernmental activities, including the following plan elements:

- a. Future land use
- b. Traffic circulation

- c. Public facilities
- d. Coastal management
- e. Conservation
- f. Recreation and open space

Intergovernmental Coordination Objectives and Policies that appear in both elements:

IGC	Traffic Circulation
Obj. 8.4	Obj. 2.7
Pol. 8.4.1	Pol. 2.7.1
IGC	Drainage
Obj. 8.5	Obj. 4.17
Pol. 8.5.1	Pol. 4.17.1
Pol. 8.5.2	Pol. 4.17.2
Pol. 8.5.3	Pol. 4.17.3
Pol. 8.5.4	Pol. 4.17.4
IGC	Wastewater
Obj. 8.6	Obj. 4.12
Pol. 8.6.1	Pol. 4.12.1
Pol. 8.6.2	Pol. 4.12.2
IGC	Potable Water
Obj. 8.7	Obj. 4.22
Pol. 8.7.1	Pol. 4.22.1
Pol. 8.7.2	Pol. 4.22.2
Pol. 8.7.3	Pol. 4.22.3
IGC	Solid Waste
Obj. 8.8	Pol. 4.27.3
Pol. 8.8.1	
IGC	Recreation and Open Space
Obj. 8.9	Pol. 7.1.3
Pol. 8.9.1	Pol. 8.9.2

Objective 8.11.

The City will seek coordination mechanisms to insure that the planning activities, services and facilities of the school board are consistent with the City's comprehensive plan. Key coordinating mechanisms follow:

Policy 8.11.1. Providing growth projections and estimates to assist the City in its planning function.

Policy 8.11.2. Communicating major residential project review (pursuant to F.S. Chapters 163 and 235) to consider joint park/school dedications to meet future demands;

Policy 8.11.3. Cooperating in the City's effort to study and implement innovative methods, including park/school site dedications and contributions, regarding ways of addressing infrastructure needs associated with the City's growth.

Policy 8.11.4. Seeking inclusion within the City's land development regulations provisions for consideration of school board input in the development approval process.

Policy 8.11.5. During the site plan review process, the school board and the City will jointly approve those plans which do not add to traffic congestion and the traffic control/circulation patterns will not cause the City to expend funds.

Policy 8.11.6. All proposed site plans will meet the existing storm water retention standards of the City, and will be integrated into the City's overall storm water master plan.

Policy 8.11.7. The School Board of Brevard County and The City of Rockledge will work to relieve existing traffic congestion problems at all existing facilities.

Objective 8.12.

The City of Rockledge will continue to implement, a modified conflict resolution program, based upon the created and adopted East Central Florida Regional Planning Council's Conflict Resolution program.

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Chapter 9
CAPITAL IMPROVEMENTS ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 9.

The City of Rockledge will insure the provision of adequate public facilities to all residents within its jurisdiction in a timely and efficient manner.

Capital improvements to public facilities will be planned and implemented according to the goals, objectives and policies of all elements in the comprehensive plan, and the City's fiscal policies.

Objective 9.1.

The capital improvements element will establish adopted levels of service for public facilities and include capital improvement projects to meet the needs of the City. The five-year schedule of improvements shall identify projects which:

- (a) Meet existing deficiencies;
- (b) Provide repair or replacement of existing facilities;
- (c) Accommodate desired future growth.

Policy 9.1.1. The following levels of service (LOS) standards are hereby adopted and will be maintained as growth occurs in the City:

LOS STANDARD FOR ROCKLEDGE PUBLIC FACILITIES

(Comprehensive plan elements contain detailed analyses of level of service standards)

For the purpose of concurrency evaluation, the City of Rockledge has adopted the following language and specifications:

FACILITIES:

A. *Roadways:* The City has adopted a concurrency plan for the dispersement of trips along major roadways and has adopted the Florida Department of Transportation 2008 LOS manual and software in determining the level of service on each one of these roadways. The City has also adopted by reference the Institute of Transportation Engineers, 6th Edition, Trip Generation Manual for the determination of trips generated by each project. The City has also adopted by reference the access management guide, as outlined in Department of Transportation Rule 14-97. The City has also adopted by reference the Brevard County 2025 Long Range Transportation Plan as prepared by JHK and Associates for the Brevard County Transportation Planning Organization and dated March 2006.

Roadways	Classification	Minimum acceptable LOS
Barton Blvd.	Minor Arterial	LOS E
Eyster Blvd.	Urban Collector	LOS E
Murrell Road	Minor Arterial	LOS E
Pluckebaum Road	Urban Collector	LOS E
Gus Hipp Blvd.	Urban Collector	LOS E
Barnes Blvd.	Urban Collector	LOS E
SR 5/U.S. # 1		
Rockledge Blvd.	Major Arterial	LOS D
Fiske Blvd.	Minor Arterial	LOS D
Florida Ave.	Minor Arterial	LOS E
Roy Wall Blvd.	Urban Collector	LOS E

These are the minimum levels of service; the City will seek to program through the CIP improvements to achieve higher levels of services.

B. *Wastewater treatment plant.*

- (a) Average gallons per capita per day: 78 gpcd
- (b) Quality of treatment is in compliance with FDEP effluent parameters.

- (c) For commercial/industrial/institutional development generation rates from F.A.C., Volume 9, chapter 17 will apply. See "wastewater analysis" for detailed list of categories.

Commercial	16 categories
Industrial	2 categories
Institutional	8 categories

C. *Drainage:*

Design storm event	=	100-year frequency, (100 year pre/post development, if site has a positive outfall, 100 year total retention, if site does not have an adequate outfall), 24 hour duration event, using 13.5 inches of rainfall.
On-site storm water management	=	Retention and treatment of the first one inch of rainfall runoff for areas greater than 1 acre. Areas less than 1 acre, 1/2 inch of retention and treatment is required.
Storm water quantity	=	Post development storm water runoff flow rates, quantities, peaks, and velocities shall be equal to or less than levels which existed prior to development.
Storm water quality	=	No degradation of existing water quality condition in receiving water bodies.

- D. *Potable water:* The City of Rockledge requires that all new development be reviewed for concurrency by the Cocoa Water Treatment Facility to insure adequate capacity is available at their facility to accommodate existing populations and the newly proposed development.

- Dyal Water Treatment Plant (franchise agreement with the City of Cocoa).
- LOS based upon Cocoa Comprehensive Plan, (1988), Potable Water Element, sub-area "water use."
- City of Rockledge (132 average gpcd, 199 peak gpcd) Note: Rockledge does not have storage facilities for potable water.
- Regional system: pressure 55--65 psi, peak flow coefficient 1.6.

E. *Solid waste.*

	Disposal: Brevard County Landfill	
	Rockledge contribution rate:	1.2 tons per capita per year
	Collection:	

	Rockledge residential:	Two/week each household
	Commercial/Industrial:	Two--six/week each location as needed.

F. *Recreation.*

Community Park	4 acres per 1,000 population
Urban District Park	4 acres per 1,000 population

Policy 9.1.2. The five-year schedule of capital improvements will include the following:

- Project description and location
- Need:
 1. Correct deficiency,
 2. Repair/replacement,
 3. Future growth.
- Estimated cost
- Target year to fund project
- Proposed revenue source
- Priority ranking

The schedule will be approved annually by the City Council as part of the annual review of the capital improvements element.

Policy 9.1.3. The City has a capital improvements review committee. . The committee consists of the city manager or his appointed representative, department heads from finance, public works and other representatives as deemed necessary by the city manager. The committee evaluates and rank capital improvement projects proposed for inclusion in the five-year schedule as approved by City Council.

Policy 9.1.4. Capital improvement projects will be ranked according to the following set of criteria and combined with a fiscal impact review, as part of the annual budgeting process. Criteria for numerical ranking of capital improvements projects (see the form which follows policy 9.1.7).

Policy 9.1.5. The City will, whenever cost-effective and in the City's best interest, assign a higher priority to those projects which correct existing facility deficiency or repair/replacement needs, as identified in plan elements. This priority will be included in the adopted five-year schedule of capital improvements.

Policy 9.1.6. The City will manage its fiscal resources to ensure the provision of needed capital improvements for any development orders issued prior to plan adoption.

Policy 9.1.7. Fiscal policies in the capital improvements element will be reviewed annually to insure compatibility with and support of other elements in the comprehensive plan.

Criteria for Numerical Ranking of Capital Improvements Projects

	<u>Weight Yes</u>	<u>No(0)</u>	<u>Score N/A(1) Weight x Score</u>
Priority I:			
1.The project is needed to protect public health and safety.	3		

2.The project fulfills the City's legal commitment to provide facilities and services.	3		
3.The project corrects an existing facilities deficiency or provides for needed replacement of facility components, in order to preserve or achieve full use of existing facilities.	3		
4.The project is required in order to comply with federal, state or substate rules or regulations.	3		
5.The project is financially feasible.	3		
6.The project maintains adopted LOS standards.	3		
Priority II:			
1.The project increases efficient use of existing facilities.	2		
2.The project prevents or reduces future improvement costs.	2		
3.The project provides services to developed areas currently lacking full service.	2		
4.The project promotes in-fill development and discourages urban sprawl.	2		
5.The project supports the GOP's of the FLUE.	2		
Priority III:			
1.The project represents a logical extension of facilities and services within the designated service area.	1		
2.The project promotes economic development within the City and/or redevelopment of blighted areas.	1		
TOTAL POSSIBLE SCORE = 30 POINTS			_____ TOTAL SCORE

Objective 9.2.

All land use decisions which impact the capital improvements element or future land use element will be coordinated with available or projected fiscal resources, levels of service, and the schedule of capital improvements. The city manager will oversee the coordination process, in conjunction with the City's planning commission, and approved by city council.

Policy 9.2.1. City staff will recommend to the City Council only those land use decisions which are consistent with the future land use element, the capital improvements element and the overall intent of the comprehensive plan.

Policy 9.2.2. Service areas for public facilities, as defined in plan elements and the future land use element in particular will be utilized to guide the availability of public facilities for future development.

Policy 9.2.3. "Development order" shall include a zoning change, subdivision platting, building permit, site development plan, and other land use applications as determined by the City.

Objective 9.3.

Annual review of the capital improvements element will be included in the City's budget process. As part of this review the finance department shall be responsible for:

- (1) Addressing the fiscal impact of capital improvement projects on revenue and expenditures; and
- (2) Updating the fiscal assessment section of the capital improvements element.

Policy 9.3.1. The fiscal assessment review and update will include, but is not limited to, the following:

- a. Forecasted summary of revenues and expenditures for a five-year period;
- b. Projected debt service capacity including:
 - Projected revenue bond debt service as a percentage of total debts;
 - Ratio of total debt to total revenue;
 - Projection of operating cost considerations.

Policy 9.3.2. The City will adopt a capital improvement budget (CIB) as part of the annual budgeting process. The CIB will be coordinated with the annual review of the capital improvements element.

Policy 9.3.3. The sewer enterprise fund will provide capital improvement revenue and bonding capacity for the expansion of the sewer system as identified in the public facilities element and the capital improvements element. The City will seek supplemental grant funds whenever possible.

Policy 9.3.4. The City will give priority consideration to the utilization of "user pays" financing strategies including, but not limited to, user charges, connection fees, special assessments, dedication in lieu of payment, and development exaction.

Policy 9.3.5. The capital improvements budget-general fund will be a potential source of revenue for capital improvement projects as determined by the finance department, the capital improvements review committee, and approved in the annual budgeting process.

Policy 9.3.6. In providing capital improvements, the City shall limit the maximum ratio of outstanding indebtedness to no greater than fifteen (15) percent of the property tax base (assessed value).

Objective 9.4.

Public facility improvements that are needed to support new growth will maintain adopted levels of service. Improvements resulting from the impact of new development will be financed on a "fair share" basis by the developer.

Policy 9.4.1. The City will give priority consideration to the adoption of "fair share" guidelines based on the premise that

new development will pay for itself. The guidelines will be applied wherever development necessitates improvements to public facilities.

Policy 9.4.2. Development projects will be evaluated prior to approval for impact on adopted LOS standards. The comprehensive plan monitoring program will provide the necessary information on public facility capacities and LOS standards.

Objective 9.5.

The City will not approve development which requires public facility improvements that exceed the City's ability to provide these in accordance with the adopted LOS standards unless the facility improvements are available concurrent with the impact of development.

Policy 9.5.1. Before a development is approved, the city staff will determine that any required public facility improvements relative to level of service standards do not exceed the City's fiscal ability to fund facility improvements.

Policy 9.5.2. Development orders shall only be issued when the city staff has determined that the adopted LOS standards for public facilities will be maintained, or:

- a. The development is timed to insure that as phases of the development are completed, necessary improvements to the service system are also completed.
- b. The developer makes improvements to the service system that would allow development without lowering the LOS standard.
- c. The developer lowers the density of the proposed development to a level that would not cause a lowering of the LOS standard.
- d. The existing LOS standard in the comprehensive plan is amended to reflect a lower LOS standard.

Policy 9.5.3. If in the development process, facilities which maintain adopted LOS are not in place at the time a development permit is issued, the facilities must:

- (a) Be under construction when the permit is issued;
- (b) Be the subject of a binding contract when the permit is issued;
- (c) Have been included in the local government's budget at the time the permit is issued.

Objective 9.6.

The City will maintain an ongoing commitment to intergovernmental coordination in order to determine the best possible solution to providing capital improvements for public facilities.

Policy 9.6.1. The City will appoint representatives as needed to participate in all intergovernmental activities pertaining to local government public facility issues in Brevard County.

Policy 9.6.2. The capital improvements review committee will work to address multi-jurisdictional issues concerning the funding of public services when it is in the best interest of the residents of Rockledge.

Policy 9.6.3. The City will support the possibility of multi-jurisdictional consolidation of wastewater treatment service when it is in the best interest of the residents of Rockledge as determined by the City Council. .

Policy 9.6.4 The City shall coordinate with the City of Cocoa and St. Johns River Water Management District to ensure the objectives and policies with the St. Johns River Water Management District water supply plan are being met and that information is provided to both organizations for the updated plan.

Objective 9.7.

Public expenditures in the coastal high hazard area (CHHA) will be limited to maintaining existing infrastructure and correcting infrastructure deficiencies.

Policy 9.7.1. Public expenditures for capital improvements in the CHHA will be included in the capital improvements element and reviewed annually.

Objective 9.8.

The City and School Board will coordinate and cooperate to address public school facilities pursuant to the provisions of F.S. §§ 163.3161(3), 163.3164(24) and 163.3177(10)(h).

Policy 9.8.1. The City will cooperate with the school board in their efforts regarding school planning, site selection and construction and coordinating with the school board in development approval pursuant to F.S. Ch. 235.

Policy 9.8.2. The City shall seek to coordinate and cooperate with the School Board to ensure that schools are adequately and efficiently provided commensurate with growth and that the increased demand for educational facilities generated by development is consistent with the comprehensive plan. Key coordinating mechanisms shall include:

- (1) Promoting joint infrastructure park/school facilities;
- (2) Considering the adequacy and availability of educational infrastructure during appropriate review of development order applications;
- (3) Seeking the provision of adequate infrastructure, on and off-site, normally associated with new or expanded schools where consistent with state law restrictions on expenditures by the School Board;
- (4) Incorporating the School Board's educational plant survey and capital improvement program in the comprehensive plan or technical support documents to provide the public with accessible information and effective coordination and cooperation regarding educational infrastructure; and
- (5) Seeking that any new major residential development or redevelopment submit information regarding projected school enrollments from the project, based upon methodology in the City's land development regulations (LDR).

Policy 9.8.3. As part of the comprehensive plan and LDR revision program the City [will] coordinate and cooperate in developing language regarding: the location of future schools, school site locational criteria, acceptable school locations (purchasing, leasing and dedication), student transportation issues related to new residential development (bus stops, sidewalks and walking students), and residential development approvals. Implementation of the LDR revisions shall be achieved by:

- (1) Seeking to provide consistency with relevant school board policies and procedures; and
- (2) Providing specific coordination and cooperation mechanisms.

Policy 9.8.4. The City will coordinate and cooperate with the school board provision of their annual general educational facilities report, listing of capacity-deficient public schools, the school board's educational plant survey and capital improvement program.

City of Rockledge Capital Improvements Element Five-Year Schedule

Revised 12/09

TABLE INSET:

<u>Element Project Description</u>	<u>Status</u>	<u>Need</u>	<u>Concurrency need</u>	<u>Estimate of Cost</u>	<u>Proposed Revenue Source</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>Long Range 2015/2025</u>
						<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	
						<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	
						<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	

Traffic			<u>Yes/No</u>								
1. <u>Traffic control system, US # 1 and Gus Hipp</u>		<u>G</u>	<u>No</u>	<u>\$100,000</u>	<u>FDOT</u>						<u>X</u>
2. <u>Widen Barnes Blvd. from 2 to 4-lanes (Fiske to Murrell)</u>		<u>G</u>	<u>Yes</u>	<u>\$6,000,000</u>	<u>Brevard County/Impact Fees, TRIP grant</u>	<u>X</u>					
3. <u>Eyster Blvd. widening 2 to 4 lanes (Fiske to Huntington Lane)</u>		<u>G</u>	<u>Yes</u>	<u>\$1,000,000</u>	<u>LOGT, Impact Fee, ISETEA, fair share mitigation</u>						<u>X</u>
4. <u>US # 1, 4 to 6-lane construction</u>	<u>Under const.</u>	<u>G</u>	<u>Yes</u>	<u>\$26,000,000</u>	<u>FDOT</u>	<u>X</u>					
5. <u>Traffic control, Fiske/Roy Wall intersection</u>		<u>G</u>	<u>No</u>	<u>\$100,000</u>	<u>FDOT/CIPB</u>						<u>X</u>
6. <u>Traffic control, Fiske/Levitt intersection</u>		<u>G</u>	<u>No</u>	<u>\$100,000</u>	<u>FDOT/CIPB</u>						<u>X</u>
Drainage											
7. <u>Drainage improvements, Barton Park Manor Purchase-- regional retention area</u>	<u>Under Construction</u>	<u>R & R</u>	<u>No</u>	<u>\$200,000</u>	<u>CIPB/FEMA/SU/EPA</u>	<u>X</u>					
8. <u>14 baffle boxes constructed along Indian River "Rockledge Dr." and all intersecting streets or outfalls</u>	<u>On-going</u>	<u>R & R</u>	<u>No</u>	<u>\$216,000</u>	<u>SU, dedicated per year/ St. Johns, Indian River Lagoon License Plate/FDEP</u>	<u>X</u>	<u>X</u>				<u>Until completed</u>
Continued on next page											
<u>Element Project Description</u>	<u>Status</u>	<u>Need</u>	<u>Concurrency need</u>	<u>Estimate of Cost</u>	<u>Proposed Revenue Source</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>Long Range 2015/2025</u>
8a. <u>Huntington Lakes Master</u>				<u>\$850,000</u>	<u>SU/CIPB Third party donations</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	

<u>Stormwater facility</u>												
9. <u>Drainage improvements 80 Acre--S. Rockledge Master Retention Area</u>		<u>R & R</u>	<u>No</u>	<u>\$750,000</u>	<u>SU/S.W.I.M./ Florida Forever</u>							<u>X</u>
10. <u>Casa Loma S/D drainage improvement replace 60" pipe with 72"</u>		<u>R & R</u>	<u>No</u>	<u>\$350,000</u>	<u>SU</u>				<u>X</u>			
<u>Waste Water/Reuse</u>												
11. <u>Force main replacement, Barnes Blvd. to LS # 29</u>		<u>R & R</u>	<u>Yes</u>	<u>\$500,000</u>	<u>R & R funds</u>	<u>X</u>						
11a <u>Fiske Blvd Force Main Replacement</u>		<u>R & R</u>	<u>No</u>	<u>\$500,000</u>	<u>R & R funds</u>	<u>X</u>						
12. <u>Reclaim water lines, residential hook-ups per year</u>	<u>On-going</u>	<u>G</u>	<u>Yes</u>	<u>\$200,000</u>	<u>CIPB</u>			<u>X</u>	<u>X</u>	<u>X</u>	<u>Until 100% usage</u>	
13. <u>Reuse meter installation</u>		<u>R & R</u>	<u>No</u>	<u>\$250,000</u>	<u>R&R Funds</u>	<u>X</u>						
14. <u>New sewer force main along Barton Blvd. west to newly annexed property</u>		<u>G</u>	<u>Yes</u>	<u>\$1,161,325</u>	<u>Capital improvements cash account</u>				<u>X</u>			
<u>Solid Waste</u>												
<u>Recreation and Open Space</u>												
15. <u>Community Park of Rockledge</u>	<u>On-going</u>	<u>G</u>	<u>No</u>	<u>\$100,000</u>	<u>CIPB, Bond, FRDAP grant</u>				<u>X</u>		<u>X</u>	
16. <u>Taylor Park restoration, phase II and III</u>	<u>On-going</u>	<u>R & R</u>	<u>No</u>	<u>\$50,000</u>	<u>CIPB, Private donations, grants</u>						<u>X</u>	

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<u>Element Project Description</u>	<u>Status</u>	<u>Need</u>	<u>Concurrency need</u>	<u>Estimate of Cost</u>	<u>Proposed Revenue Source</u>	<u>2 0 1 0</u>	<u>2 0 1 1</u>	<u>2 0 1 2</u>	<u>2 0 1 3</u>	<u>2 0 1 4</u>	<u>Long Range 2015/2025</u>
<u>17. Levitt Park improvements phased park</u>		<u>G</u>	<u>No</u>	<u>\$50,000</u>	<u>CIPB/Donations, FRDAP Grants</u>	<u>X</u>			<u>X</u>		
<u>18. Anderson Park improvements</u>		<u>G</u>	<u>No</u>	<u>\$250,000</u>	<u>CIPB/Florida Forever/FRDAP/Donat ions</u>	<u>X</u>	<u>X</u>				
<u>19. McLarty Park Improvements</u>		<u>G</u>	<u>No</u>	<u>\$50,000</u>							<u>X</u>
<u>20. Rockledge Park Improvements</u>		<u>G</u>	<u>No</u>	<u>\$50,000</u>							<u>X</u>
<u>Public Works</u>											
<u>21. New Public Works Compound</u>		<u>G</u>	<u>No</u>	<u>\$2,500,000</u>	<u>CIPB</u>						<u>X</u>
<u>Fire Department</u>											
<u>Police Department</u>											
<u>22. Expand current police station/covere d area/upgrade generator phase I and II</u>		<u>G</u>	<u>No</u>	<u>\$4,000,000</u>	<u>CIPB \$2 mil. Reserve fund \$2 mil. loan</u>	<u>X</u>					

KEY NEED D = DEFICIENCY G = GROWTH R & R = REPAIR AND REPLACEMENT

KEY REVENUE SOURCE CDBG = COMMUNITY DEVELOPMENT BLOCK GRANT CIPB = CAPITAL IMPROVEMENTS PROGRAM BUDGET FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION LOGT = LOCAL OPTION GAS TAX SU = STORMWATER UTILITY

Implementation

Monitoring and Evaluation

The role of monitoring and evaluation is vital to the effectiveness of any planning program and particularly for the capital improvements element. This is largely because The City's revenue and expenditure streams are subject to fluctuations in the market and economy. It is the behavior of these streams which will be used to predict fiscal trends in order to maintain The City's adopted level of service standards for public facilities. Therefore, the capital improvements element requires a continuous program for monitoring and evaluation, and pursuant to F.S. Ch. 163, this element will be reviewed on an annual basis to insure that required fiscal resources are available to provide public facilities needed to support adopted LOS standards.

The annual review will be the responsibility of the city manager, appropriate city departments, the local planning agency, and the city council.

The review will include the following considerations, and will include an examination of these considerations in order to determine their continued appropriateness:

1. Any corrections, updates, and modifications concerning costs, revenue sources, acceptance of facilities pursuant to dedications which are consistent with the element, or the date of construction of any facility enumerated in the element;
2. The capital improvement element's consistency with the other elements and is [its] support of the future land use element;
3. The City's ability to provide public facilities and services within the urban service area in order to determine any need for boundary modification or adjustment;
4. The priority assignment of existing public facility deficiencies;
5. The City's progress in meeting those needs determined to be existing deficiencies;
6. The criteria used to evaluate capital improvement projects in order to insure that projects are being ranked in their appropriate order of priority;
7. The City's effectiveness in maintaining the adopted LOS standards;
8. The City's effectiveness in reviewing the impacts of plans and programs of state agencies and water management districts that provides public facilities within the County's jurisdiction;
9. The effectiveness of potential impact fees, and mandatory dedications or fees in lieu of, for assessing new development a pro rata share of the improvement costs which they generate;
10. The impacts of special districts and any regional facility and service provision upon the City's ability to maintain its adopted LOS standards;
11. The ratio of outstanding indebtedness to city revenue;
12. Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements;
13. The transfer of any unexpended account balances;
14. The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment; and
15. Capital improvements needed for the latter part of the planning period, for inclusion in the five-year schedule of improvements.

Programs to Ensure the Implementation of the Capital Improvements Element Goals, Objectives and Policies

1. The capital improvements element will be updated annually as part of the City's budget cycle.
2. The city manager's office will monitor land use decisions for consistency with the capital improvements element and future land use element.
3. Maintaining the adopted LOS will function as a primary criteria for assessing the impact of new development on public facilities.
4. The public works department will continue to track facility demand and capacity information as site plans and subdivision plats are approved.
5. Financial operations of the City will include maintaining enterprise and special funds, connection fees, and general fund balance as revenue sources for capital improvement projects.

Objective 9.9.

The City shall coordinate with the School Board to ensure future needs are addressed consistent with the adopted level of service standards for public schools.

Policy 9.9.1. Capital Facilities Plan. The City of Rockledge shall adopt as part of its Capital Improvements Element, the Brevard County School District five-year program and budget as adopted September 9, 2010. Such program and budget shall be updated each year by the school district as part of the budget. The program shall include planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved in the five-year period. There are no schools within the City limits that are identified in the school boards 2010-2011 work program, as currently being over capacity, nor are any of the schools projected to need student capacity expansions in the next five years.

Policy 9.9.2. Proportionate Share. The City shall coordinate with the School Board as provided in the adopted interlocal agreement to ensure that future development pays a proportionate share of the costs of capital facility capacity needed to accommodate new development, and to assist in maintaining the adopted level of service standards via impact fees and other legally available and appropriate methods.
(Ord. No. 1504-2008, § 6, 9-17-08)

Chapter 10

PROCEDURES FOR MONITORING EVALUATION

Sec. 10-1. Citizen participation in the planning process.

- (a) *Introduction.* Active public participation in the planning process is a required and vital part of a successful planning program and is instrumental in facilitating the implementation of the adopted plan. The Local Government Comprehensive Planning and Development Act recognizes this by directing local governments to establish a set of procedures designed to provide for an effective public participation process. Traditionally, the approach taken for involving the public has consisted of preparing a set of procedures which, if followed, would result in the identification of community preferences. These preferences were then one (1) factor to be considered as development of the

plan progressed. This approach for the most part failed to recognize or take advantage of the potential for using public participation as a means for arriving at a consensus or compromise among various groups to achieve community preferences. Adoption of a plan which has community support is much more likely to be implemented than one which does not. Active and continuous consensus building during the process will not only facilitate the adoption of a viable planning document but also its implementation.

The following procedures which outline the major steps in a public participation program for Rockledge support the objective of testing and building political, legal, and economic feasibility in the plan's goals, policies and implementation strategies. It attempts to maximize the role of the public by introducing them into the process at the beginning and maintaining their involvement as the plan is implemented over time.

(b) *Citizen participation methods and activities.* Two major programs may be undertaken by the City to promote active public involvement in the planning process during the five-year period following plan adoption. Each of these programs is discussed below:

(1) *Citywide information program.*

- a. Develop an information booklet or series of booklets available to residents of the City which provide(s) information on the planning process (statutory requirements, etc.), the City's planning program, the adopted comprehensive plan, major physical development issues, and how the public may become involved in the process. The booklet should identify major planning activities scheduled to be carried out and could function as an "implementation and monitoring plan" that would introduce the public to the process.
- b. Initiate bi-monthly newsletters which would keep the public informed about the progress on plan implementation, meeting schedules, development decisions or actions having major impact on the City. In addition, activities being undertaken by adjacent jurisdictions or other governmental agencies having the potential to affect the City could be included.
- c. Publicize information on the City's website, Facebook page or electronic reader board to inform the citizens of Rockledge of the various events that the City is organizing.

(2) *Citizens advisory group(s).* The City's existing public participation procedures and program initiated as part of the plan development process offers an excellent precedence and an important base for further public involvement in the planning process. The work already undertaken in encouraging public participation can provide the foundation for the establishment of a series of neighborhood working groups which can:

- a. Provide feedback to the City on how well various implementation activities initiated through the plan appear to be working within their respective areas of the City;
- b. Assist in assessing the appropriateness of adopted goals and objectives in light of changing needs and desires over time;
- c. Recommend new activities to be undertaken to facilitate the implementation of the plan.

The establishment of various working groups may be part of a larger steering committee appointed for the express purpose of advising local officials on planning and development positions resulting from the work undertaken by neighborhood groups. It is the intent that the steering committee and neighborhood groups will assist in achieving the realistic compromises and necessary consensus to allow local officials to adopt viable plans of action.

(c) *Adopted public notice requirements.* The City has adopted provisions for insuring that the public is notified of pending land use changes. These provisions have been adopted as part of the City Land Development Regulations and are reproduced as follows:

Sec. 25-332. Change of zoning classification procedure.

- (a) After the duly signed application with all attachments, exhibits, fees and information herein required has been filed with the City and approved as to form and content by the city manager, the request for rezoning and a copy of said application and supporting material will be placed on the agenda of the next meeting of the city council, and the city council shall refer it to the planning commission. The planning commission shall hold at least one (1) public hearing thereon, with due public notice, and shall submit in writing its

recommendation on the proposed change to the city council for official action. The recommendation of the planning commission shall state the relationship of the proposed change to the comprehensive plan of the City of Rockledge and shall be made within a reasonable time but no later than within two (2) months after the time of reference. If a recommendation is not made within two (2) months after the time of reference, then the city council may act on the adoption.

- (b) The city council shall review the recommendations made by the planning commission and hold a public hearing to consider the request. It shall be the responsibility of the city clerk to give due public notice of such public hearing.
- (c) Following said public hearing, the city council, by ordinance, may modify or change the existing zone classification for the lands of said petitioners or it may deny said petition. In the case of denial of said petition, the city council shall thereafter take no further action on another application for substantially the same proposal on the same premises until after twelve (12) months from the date of last such disapproval.

Sec. 10-2. Monitoring procedures for evaluation.

Upon adoption of the comprehensive plan, the City will initiate a long-term monitoring program designed to produce sufficient levels of information in order that progress toward meeting the plan's goals and objectives may be measured and documented. The monitoring program involves several steps which upon completion will result in an update of the baseline data, measurement of the degree to which objectives were met, and an indication of which policies may require modification. These steps are discussed below:

- (1) *Step 1--Program development.* For each of the measurable objectives adopted as part of the comprehensive plan, the City will undertake the following procedures:
 - Operationalize the terms in the objective.
 - Identify the type of data required.
 - Identify the source of the data.
 - Determine the availability of the data and its existing status.
 - Assess the completeness of the data.
 - Identify data collection requirements.
 - Determine the causal linkage between the data and the results to be monitored.
 - Identify the type of analysis required as part of the causal relationship.
 - Assess the data manipulation necessary to perform the analysis.
 - Identify the storage requirements for the data.
- (2) *Step 2--Program initiation.* For each of the data items identified in step 1, the City will undertake efforts to establish an ongoing data collection program. This program would ensure that those data required as part of the monitoring program will be routinely collected on an established schedule. The schedule may vary depending on the data being collected. The collection program may involve city efforts, those of other local governments or other public or private agencies. If necessary, institutional arrangements with other agencies will be made to secure the necessary information on a regular and continuing basis.
- (3) *Step 3--Monitoring funding.* Funding for the monitoring program will be appropriated each year as part of the funding required by the planning department to implement the comprehensive plan.
- (4) *Step 4--Annual report.* Following the end of each fiscal year, a trends and conditions report will be prepared by the City utilizing the data collected through the monitoring program in order to provide a preliminary assessment on the implementation status of the comprehensive plan. This report will serve as a mechanism to update appropriate baseline data and also provide the necessary information to assess existing levels of service on public facilities within the City in order to meet the requirements of concurrency. The report will be widely distributed throughout the City to ensure maximum understanding of the part of city residents as to the status of the City's planning

program.

An additional section of this report will identify recommendations for improving the monitoring system.

- (5) *Step 5--Preliminary evaluation report.* At the conclusion of the fourth year following plan adoption, the City will undertake a full assessment of their planning program which will result in the following:
- Identification of the degree to which goals, objectives, and policies had been achieved.
 - An assessment of the problems encountered which prevented full achievement or realization of the goals, objectives, and policies.
 - Suggested modifications to the comprehensive plan.
- (6) *Step 6--Evaluation and recommendations.* The results of the preliminary evaluation and appraisal report will be widely disseminated to city residents. With input from the various neighborhood groups and steering committee, recommendations will be made to the local planning agency (LPA) on the modification of goals, objectives, and policies needed to correct identified problems.
- (7) *Step 7--Adoption of evaluation and appraisal report (EAR) and amendments to the comprehensive plan.* The LPA and city council will take the necessary actions to amend the comprehensive plan and bring into consistency with the adopted EAR.

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Chapter 11

CONSISTENCY OF CITY AND STATE COMPREHENSIVE PLANS

The following state comprehensive plan goals are addressed in the City of Rockledge Comprehensive Plan. However, not every policy under these state goals applies to this municipality because, (1) the state policy is not directed to the municipal level of government, or (2) the subject area of the policy does not apply to this particular municipality.

State goals and policies which apply to the Rockledge Plan are listed with the corresponding Rockledge goal, objective or policy (i.e., state goal 8/policy 4 is addressed by Rockledge policy 6.8.2).

The following state goals have been addressed in the Rockledge Comprehensive Plan:

(4) Housing	(14) Property Rights
(6) Public Safety	(15) Land Use
(7) Water Resources	(16) Urban and Downtown Revitalization
(8) Coastal and Marine Resources	(17) Public Facilities
(9) Natural Systems and Recreational Lands	(18) Cultural and Historical Resources
(10) Air Quality	(19) Transportation
(11) Energy	(20) Governmental Efficiency
(12) Hazardous and non-hazardous materials and waste	(25) Plan Implementation
(13) Mining	

The following state goals are not applicable and are not addressed within the Rockledge Comprehensive Plan:

(1) Children	(21) Economy
(2) Families	(22) Agriculture
(3) Elderly	(23) Tourism
(4) Health	(24) Employment

Goal No./Name	State Comprehensive Plan		City of Rockledge	
	Policy	Goal	Objective	Policy
4 Housing				
	1	3	4	--
	2	3	4	2
	2	3	4	1
	3	3	1	2
	3	3	1	3
	3	3	1	1
	3	3	6	2
	3	3	6	3
	3	3	1	1
	4	3	1	2
	4	3	1	3
	4	3	1	4
6 Public safety				
	25	4	--	--
	25	4	15	1
	25	4	15	7
	25	4	15	7
	25	4	17	--
	25	4	17	1

	25	4	17	2
	25	4	18	--
	25	4	18	1
	25	4	18	2
	25	4	18	3
	25	4	20	--
	25	4	20	2
	25	4	20	3
	25	4	20	4
	25	4	20	11
7 Water resources				
	1	6	2	7
	2	4	14	--
	2	4	14	1
	4	4	15	3
	4	4	19	--
	4	4	19	1
	4	4	19	2
	4	4	19	3
	4	4	19	4
	4	4	19	5
	4	4	20	7
	4	6	8	1
	4	6	8	2
	4	6	8	3
	4	6	8	4
	5	4	22	2
	5	6	2	6
	8	4	--	7
	8	4	15	--
	8	4	18	--
	8	4	19	1
	8	4	19	2
	8	4	19	3
	8	4	19	4
	8	4	19	5
	8	4	19	5
	8	4	18	1
	8	6	8	2
	8	6	8	3
	8	6	8	4
	8	6	8	5
	8	6	8	1
	9	6	2	2
	9	6	2	3
	9	6	2	4
	9	6	2	5
	9	6	2	5
	9	6	6	6
	9	6	6	7
	9	6	7	1
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	10	4	14	--
	10	4	15	--
	10	4	15	--
	10	4	15	1
	10	4	15	2
	10	4	15	3
	10	4	15	4

	10	4	15	5
	10	4	15	6
	10	4	15	8
	10	4	15	9
	10	4	15	10
	10	4	15	11
	10	4	16	--
	10	4	15	7
	10	4	20	11
	10	4	16	1
	10	4	17	--
	10	4	17	1
	10	4	17	2
	10	4	17	3
	10	4	17	4
	10	4	18	--
	10	4	18	1
	10	4	18	2
	10	4	18	3
	10	4	20	--
	10	4	20	1
	10	4	20	2
	10	4	20	3
	10	4	20	4
	10	4	20	6
	10	4	20	7
	10	4	20	8
	10	4	20	9
	10	4	20	10
	10	4	18	5
	10	6	6	1
	10	6	6	2
	10	6	6	3
	10	6	6	4
	10	6	6	5
	10	6	6	7
	10	6	7	1
	11	4	24	--
	11	4	24	1
	11	4	24	2
	11	6	2	1
	11	6	2	2
	11	6	2	3
	11	6	2	4
	12	4	--	--
	12	4	9	1
	12	4	9	2
	12	4	9	3
	12	4	14	--
	12	4	14	1
	12	4	15	2
	12	4	15	3
	12	4	15	4
	12	4	15	5
	12	4	15	6
	12	4	15	8
	12	4	15	9
	12	4	15	10
	12	4	15	11

	12	4	16	--
	12	4	15	7
	12	4	20	11
	12	4	16	1
	12	4	17	--
	12	4	17	2
	12	4	17	3
	12	4	17	4
	12	4	20	--
	12	4	20	1
	12	4	20	2
	12	4	20	3
	12	4	20	4
	12	4	20	6
	12	4	20	7
	12	4	20	8
	12	4	20	9
	12	4	20	10
	12	6	6	1
	12	6	6	2
	12	6	6	3
	12	6	6	4
	13	4	6	3
	13	4	9	--
	13	6	2	2
	13	6	6	2
8 Coastal and marine resources				
	2	4	15	--
	3	4	18	2
	4	4	--	5
	4	4	15	--
	4	4	15	1
	4	4	15	3
	4	4	15	4
	4	4	15	5
	4	4	15	6
	4	4	15	9
	4	4	15	10
	4	4	15	11
	4	4	16	--
	4	4	15	7
	4	4	20	11
	4	4	15	3
	4	4	20	7
	4	4	20	8
	4	4	20	9
	4	4	20	10
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	7	6	5	3
	7	6	5	4
	7	6	5	5
	7	6	5	6
	7	5	1	1
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	7	5	5	2
	7	5	5	3
	7	5	6	1

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	7	5	7	1
	7	5	7	2
	7	5	7	3
	7	5	8	--
	7	5	8	1
	7	5	8	2
	7	5	8	3
9 Natural systems and recreational lands				
	1	--	4	1
	1	6	4	2
	1	6	4	3
	1	6	4	4
	1	6	4	7
	1	6	4	8
	2	6	4	5
	2	6	4	6
	2	7	3	3
	3	6	3	2
	3	6	3	3
	3	6	3	4
	3	6	3	5
	3	6	4	7
	7	4	--	--
	7	4	19	--
	7	4	19	1
	7	4	19	2
	7	4	19	3
	7	4	19	4
	7	4	19	5
	7	6	4	8
	7	6	5	6
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	10	6	4	2
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	10	6	4	4
	10	6	4	5
	10	6	4	6
	10	6	4	7
	10	6	4	8
	11	7	2	--
	12	7	3	--
	13	7	3	1
10 Air quality				
	2	6	1	1
	2	6	1	2
	2	6	1	3
	2	6	1	4
	2	6	1	5
	2	6	1	6
	2	6	1	7
	5	6	1	7
12 Hazardous and non-hazardous materials waste				
	--	4	--	--
	1	4	27	--
	1	4	27	1
	1	4	27	3
	1	6	7	1
	1	6	7	2

	1	6	7	3
	1	6	7	4
	6	6	7	2
	6	6	7	3
	7	4	9	4
	7	4	28	2
	8	4	10	1
	8	4	10	2
	8	4	13	--
	8	4	13	1
	8	4	28	2
	8	6	7	4
	9	4	9	--
	9	4	9	1
	9	4	9	2
	9	4	9	3
	9	4	9	4
	9	4	5	1
	9	6	5	2
	10	6	7	1
13 Mining				
	2	6	9	2
	3	6	9	2
14 Property rights				
	3	6	4	1
	3	6	4	2
	3	6	4	5
	3	6	4	6
	3	6	8	4
15 Land use				
	2	1	--	--
	2	1	1	--
	2	1	1	1
	2	1	1	2
	2	1	1	3
	2	1	2	--
	2	1	2	1
	2	1	2	2
	2	1	3	--
	2	1	3	1
	2	1	3	2
	2	1	4	--
	2	1	4	1
	2	1	4	2
	2	1	5	--
	2	1	5	1
17 Public facilities				
	--	4	--	--
	--	9	--	--
	1	4	1	1
	1	4	1	5
	1	4	2	--
	1	9	2	2
	2	4	4	1
	3	4	24	5
	3	9	4	1
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	4	9	6	--

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	6	4	20	4
	6	9	3	4
	6	9	4	1
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	7	4	17	--
	7	4	21	3
	8	9	3	--
	9	4	--	--
	9	4	20	1
	9	4	20	4
	9	9	3	3
	9	9	3	4
	9	9	3	5
18 Cultural and historical resources				
	3	1	--	--
	3	1	1	--
	3	1	1	1
	3	1	1	5
	3	1	1	7
	6	1	--	--
	6	1	1	--
	6	1	1	7
	6	2	6	--
	6	2	6	1
19 Transportation				
	--	2	--	--
	2	2	7	--
	2	2	7	1
	3	2	7	--
	3	2	7	1
	7	2	3	--
	7	2	3	1
	9	2	1	--
	9	2	1	2
	9	2	1	3
	13	2	7	--
	13	2	7	--
	14	2	4	--
	14	2	4	1
	14	2	4	2
	14	2	4	3
20 Governmental efficiency				
	--	4	--	--
	--	8	--	--
	1	4	17	--
	1	4	17	--
	1	4	17	1

	1	4	17	2
	1	4	17	3
	1	4	17	4
	1	8	1	--
	1	8	1	1
	1	8	1	2
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	1	8	1	4
	1	8	1	5
	3	4	16	1
	3	4	20	1
	3	4	20	4
	3	4	20	4
	5	4	17	--
	5	4	17	1
	5	4	17	1
	5	4	17	4
	5	8	--	--
	7	8	1	4
	7	8	1	5
	8	4	17	3
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	8	8	5	--
	8	8	6	--
	8	8	7	--
	8	8	8	--
	8	8	9	--
	8	8	10	--
	13	3	1	--
	13	3	1	3
	13	4	15	8
	13	4	17	--
	13	4	17	1
	13	4	17	3
	13	4	17	4
	13	9	4	--
	13	9	4	1
25 Plan implementation				
	--	8	--	--
	3	4	15	8
	3	4	15	9
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	7	1	--	--
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Chapter 12

ACRONYMS AND DEFINITIONS

Sec. 12-1. Acronyms.

AADT	Average Annual Daily Traffic	
ACOE	Army Corp of Engineers	
ADA	Americans with Disabilities Act	

AMI	Area Median Income	
APPA	Appendix A	
ART -PLAN	LOS software	
ART-TAB	LOS software	
BEBR	Bureau of Economic and Business Research	
BMP	Best Management Practices	
CAC	Citizens Advisory Council	
CBD	Central Business District	
CEMP	Comprehensive Emergency Management Plan	
CHHA	Coastal High Hazard Area	
CIB	Capital Improvements Budget	
CIE	Capital Improvements Element	
CIP	Capital Improvement Plan	
CIPB	Capital Improvement Program Budget	
COR	Conservation Open space and Recreation	
CPTED	Crime Prevention Through Environmental Design	
CRAB	Citizens Recreation Advisory Board	
CTC	Community Transit Corridor	
CUP	Consumptive Use Permit	
DCA	Department of Community Affairs	
DCFS	Department of Children and Family Services	
DRI	Development of Regional Impact	
DWSP	District Water Supply Plan	
EA	(Federal) Environmental Assessment	
EAR	Evaluation and Appraisal Report	
ECFRPC	East Central Florida Regional Planning Council	
EPA	Environmental Protection Agency	
FAR	Floor Area Ratio	
FDACS	Florida Department of Agriculture and Consumer Services	

FDEP	Florida Department of Environmental Protection	
FDOT	Florida Department of Transportation	
FEC	Florida East Coast railway	
FEMA	Federal Emergency Management Agency	
FHWA	Federal Highway Administration	
FWCC	Fish and Wildlife Conservation Commission	
FIHS	Florida Intrastate Highway System	
FIND	Florida Inland Navigation District	
FIRM	Flood Insurance Rate Map	
FISH	Florida Inventory of School Houses	
FLUE	Future Land Use Element	
FNAI	Florida Natural Areas Inventory	
F.A.C.	Florida Administrative Code	
FRDAP	Florida Recreation Development Assistance Program	
F.S.	Florida Statutes	
GED	General Education Development	
GIS	Geographic Information System	
GPCD	Gallons Per Capita Per Day	
HCD	Hospital Campus District	
HUD	Housing and Urban Development	
ICC	International Code Council	
IFAS	Institute of Food and Agricultural Sciences	
IGC	Inter governmental Coordination	
IP	Industrial Park	
IRL	Indian River Lagoon	
ISTEA	Intermodal Surface Transportation Efficiency Act	
LDR	Land Development Regulations	
LEED	Leadership in Environmental and Energy Design	

LEED -- ND	Leadership in Environmental and Energy Design-- Neighborhood Development	
LOGT	Local Option Gas Tax	
LOS	Level Of Service	
LPA	Local Planning Agency	
L RTP	Long Range Transportation Plan	
MGD	Million Gallons per Day	
MSA	Metropolitan Statistical Area	
PUD	Planned Unit Development	
RCE	Residential Country Estate	
RMU	Redevelopment Mixed Use	
RMUL -TAB	LOS Software	
RPA	Recreational Public Active	
RPMU	Recreational Public Mixed Use	
R & R	Repair and Replacement	
RVP	Recreational Vehicle Park	
SCAT	Space Coast Area Transit	
SCS	U.S. Soil Conservation Service	
SIG-TAB	LOS Software	
SJRWMD	St. Johns River Water Management District	
SLOSH	Sea Land Overland Surges from Hurricanes	
SMSA	Standard Metropolitan Statistical Area	
SSC	Species of Special Concern	
SU	Stormwater Utility	
SWIM	Surface Water Improvement and Management	
TAC	Technical Advisory Committee	
TAZ	Traffic Analysis Zone	
TBD	To Be Determined	
TCEA	Transportation Concurrency Exception Area	
TDM	Transportation Demand Management	
TDP	Transit Development Plan	
TPO	Transportation Planning Organization	

TRIP	Transportation Regional Incentive Program	
TSM	Transportation System Management	
TSP	Total Suspended Particulates	
UMUL-TAB	LOS Software	
USFWS	U.S. Fish and Wildlife Service	
USGS	U.S. Geological Survey	
USGB	U.S. Green Building	
UZLN -TAB	LOS Software	
VOC	Volatile Organic Carbon	
WMD	Water Management District	

Sec. 12-2. Definitions.

Activity Center. A designated portion of urbanized area characterized by intense activities and comprised of a concentration of land uses which could include employment, mixed residential, commercial, educational, cultural, and recreational activities.

Adjacent. To have property lines, or portions thereof, in common or facing each other across a right-of-way, street or narrow water body.

Affordable Housing. Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed thirty percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in Chs.420.0004, FS (1991).

Affordable Rental. Monthly rent and utilities do not exceed 39 percent of that amount which represents the percentage of the median adjusted gross annual income for extremely-low-income, very-low-income, low-income, or moderate-income persons.

Agricultural Uses. Activities within land areas which are predominantly used for the cultivation of crops and livestock including: nurseries; ornamental horticulture areas; groves; confined feeding operations; specialty farms; and silviculture areas.

Airport facility. Any area of land or water improved, maintained or operated by a governmental agency for the landing and takeoff of aircraft, or privately owned paved runways of four thousand (4,000) or more feet in length, and any appurtenant area which is used for airport buildings, or other airport facilities or rights-of-way.

Alley means a right-of-way providing a secondary means of access and service to abutting property.

Amendment Any action of a local government, which has the effect of amending, adding to, deleting from or changing an adopted comprehensive plan or plan element or map or map series, including an action affecting a prior plan amendment adoption ordinance, but shall not mean a legislative act which only codifies local legislation or makes corrections, updates and modifications of the capital improvements element concerning costs, revenue sources, acceptance of facilities or facility construction dates consistent with the plan as provided in Subsection 163.177(3)(b), FS, and corrections, updates, or modifications of current costs in other elements, as provided in Subsection 163.3187(2), FS Throughout this chapter, references to a plan or comprehensive plan shall also be deemed to refer to a plan amendment.

Annexation The adding of real property to the boundaries of an incorporated municipality, such addition making such real property a part of the municipality.

Area wide. A descriptive term applied in reference to a geographic area, generally including all or portions of two (2) or more

local governmental jurisdictions but may also be applied to a portion of one local governmental jurisdiction if a large geographic area is encompassed.

Arterial road. A roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

Beach. means the zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves. "Beach," as used in the coastal management element requirements, is limited to oceanic and estuarine shorelines.

Best Management Practices. Design, construction, operational or maintenance techniques which are accepted by research institutes, professional societies or regulatory agencies as the most advanced and effective for any given application. For example, best management practices (also known as "BMP's" have been developed for stormwater pollution control, agricultural activities, silvicultural management and construction practices.

Bicycle Facilities. A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking facilities (such as bike racks), mapping of all bikeways, and shared roadways not specifically designated for bicycle use.

Bicycle and Pedestrian Ways. Any road, path or way which is open to bicycle travel and traffic afoot, and excludes motor vehicles.

Buffer. An area or zone between two (2) land uses which is intended to ameliorate, reduce or mitigate the adverse affects one (1) may have on the other. Examples include the placement of office parks between industrial uses and nature preserves, or the preservation of a naturally vegetated upland zone around wetlands as a part of a development project.

Building. Any structure having a roof and used or built for the shelter or enclosure of persons, animals, chattels, or property of any kind.

Capital Budget. The portion of a government's budget which reflects capital improvements scheduled for a fiscal year.

Capital Improvement. Physical assets constructed or purchased to improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purposes of this rule, physical assets, which have been identified as existing or projected needs in the individual comprehensive plan elements, shall be considered capital improvements.

Care Facility. A housing facility which provides a family living environment for the residents, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents and serving children, adolescents, or adult residents.

Central Business District (CBD). That portion of a highly urbanized area where the predominant land use is intense business activity. A central business district and similar areas are characterized by high density development, large numbers of pedestrians, commercial vehicles, loadings and unloading of goods and people, a large demand for parking space, and a high degree of turnover in parking.

Certified Local Government. A general purpose unit of local government that has received certification to conduct development of regional impact reviews within its jurisdiction pursuant to the provisions and requirements of F.S. § 380.065, or designated for historic preservation management activities pursuant to U.S. Department of Interior criteria.

Clustering. The grouping together of structures and infrastructure on a portion of a development site.

Coastal Area.

- (a) As used in the "coastal resources sub-element":

The geographical area defined by the city limits of Rockledge.

- (b) As used in the "hurricane evacuation planning sub-element":

The hurricane vulnerability area (level of threat A) as defined by the Hurricane Evacuation Study (East Central Florida Regional Planning Council). Includes the area bounded by Rockledge Drive on the west and the Indian River Lagoon on the east.

- (c) As used in the "post disaster redevelopment and coastal high hazard sub-element":

The area bounded by U.S. 1 on the west and the shore of the Indian River Lagoon on the east, including Rockledge Drive.

Coastal Barriers. Barrier islands, spits, peninsulas, or similar land forms which front on the Atlantic Ocean and which separate estuaries or harbors from the open waters of the Atlantic Ocean.

Coastal Dune. A mount or ridge of loose sediments, usually sand sized sediments, lying landward of the beach fronting on the Atlantic Ocean.

Coastal High Hazard Areas. The coastal high-hazard area is the area seaward of below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. It includes all lands within the area, regardless of elevation, from the mean low water line to the inland extent of the category 1 storm surge area. It is depicted by, but not limited to, the areas illustrated in the most current SLOSH Storm Surge Atlas.

Coastal or Shore Protection Structures. Shore-hardening structures, such as seawalls, bulkheads, revetments, rubblemound structures, groins, breakwaters, and aggregates of materials other than natural beach sand used for beach or shore protection, and other structures which are intended to prevent erosion or protect other structures from wave and hydrodynamic forces including beach and dune restoration.

Coastal Zone. That area of the region which lies within the watersheds of coastal estuaries (i.e., the Halifax River, Mosquito Lagoon, the Indian River and the Banana River) or the Atlantic Ocean.

Cogeneration. The simultaneous production of electricity and useful thermal energy from the same combustion process accomplished through the capture of waste heat that otherwise escapes from an engine or turbine as electrical or mechanical power is generated. Possible uses of the heat include industrial processes, sterilization, production of hot water and comfort heating.

Collector Road. A roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commercial Uses. Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Community Park. Designed to serve residents of a group of neighborhoods, preferably adjacent to a junior or senior high school. Community parks have a service area which is 0.5 (1/2) to three (3) miles in radius, and serve up to five thousand (5,000) people. Such parks provide both passive and active recreation, but may be more dedicated to the active pursuits (e.g., pools, softball/baseball fields, tennis courts).

Community Redevelopment Agency. A local governmental agency established under Part III of Chapter 163 or created with similar powers and responsibilities by special act for the purpose of planning, coordinating, and assisting in the implementation, revitalization, and redevelopment of a specific downtown area of a city.

Community Redevelopment Area. A slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a combination thereof which the governing body designates as appropriate for community redevelopment.

Compatibility. A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Cotposition. The makeup of various land uses by type, extend, intensity, density, or otherwise, which are included in a development or land use category.

Concurrency. The necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.

Concurrency Management System. The procedures and/or process that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

Cone of Influence (Zone of Influence) means an area around one or more major waterwells the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or drawn down depth.

Conservation Uses. Activities or conditions within land areas designated for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitats.

Contiguous. means next to, abutting, touching or adjacent.

Crime Prevention Through Environmental Design (CPTED). means a proactive approach, using the following four (4) principles in the design and care of the built environment, to reduce the incidence and fear of crime:

1. Natural Surveillance: the placement of physical features, activities and people in such as way as to maximize visibility;
2. Natural Access Control: the physical guidance of people coming and going from a space by the judical placement of entrances, exists, fencing, landscaping and lighting;
3. Territorial reinforcement: the use of physical attributes that express ownership; and,
4. Maintenance: allows for the continued use of a space for its intended purpose; serves as an additional expression of ownership; prevents reduction of visibility from landscaping overgrowth, and obstructed or inoperative lighting.

Density. An objective measurement of the number of people or residential units allowed per unit of land, such as residents or employees per acre.

Developer. Any person, including a governmental agency, undertaking any development.

Development. The term "development" means:

- (1) The carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into two more parcels.
- (2) The following activities or uses shall be taken for the purposes of this chapter to include "development," as defined in this section:
 - (a) A reconstruction, alteration of the size, or material change in the external appearance of a structure on land.

- (b) A change in the intensity of use of land, such as an 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.
 - (c) Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any "coastal construction" as defined in S. 161.921.
 - (d) Commencement of drilling, except to obtain soil samples, mining, or excavation on a parcel of land.
 - (e) Demolition of a structure.
 - (f) Clearing or fill of land as an adjunct of construction.
- (3) The following operations or uses shall not be taken for the purpose of this chapter to include "development" as defined herein:
- (a) Work by a highway or road agency or railroad company for the maintenance or improvement of a road or railroad track, if the work is carried out on land within the boundaries of the right-of way.
 - (b) Work by any utility and other persons engaged in the distribution or transmission of gas or water, for the purpose of inspecting, repairing, renewing, or constructing on established rights-of-way any sewers, mains, pipes, cables, utility tunnels, powerlines, towers, poles, tracks or the like.
 - (c) Work for the maintenance, renewal, improvement, or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.
 - (d) The use of any land for the purpose of growing plants, crops, trees and other agricultural or forestry products; raising livestock; or for other agricultural purposes.
 - (e) A change in the use of land or structure from a use within a class specified in an ordinance or rule to another use in the same class.
 - (f) A change in the ownership or form of ownership of any parcel or structure.
 - (g) The creation or termination of rights of access, riparian rights, easements, covenants concerning development of land, or other rights in land.
- (4) Development, as designated in an ordinance, rule, or development rule includes all other development customarily associated with it unless otherwise specified. When appropriate to the context, "development" refers to the act of developing to the result of development. Reference to any specific operation is not intended to mean that the operation or activity, when part of other operations or activities, is not development. Reference to particular operations is not intended to limit the generality of subsection (1).

Development Controls. Standards in the comprehensive plan which control the development or use of land and which are in addition to the densities, intensities, and uses assigned to land by the future conditions map.

Development Order. Any order granting, denying, or granting with conditions an application for a development permit.

Diversion. With regard to stormwater management systems, refers to the separation of the "first flush" of stormwater runoff (which contains the majority of stormwater pollutants) into a retention basin, while allowing the tail water following the first flush to be discharged into surface waters or a detention basin, as appropriate. The diversion is accomplished through use of a specially designed baffle. (See also, "detention," "retention").

Drainage Basin. The area defined by topographic boundaries which contributes stormwater to a drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

Drainage Detention Structure. A structure which collects and temporarily stores stormwater for the purposes of treatment through physical, chemical, or biological processes with subsequent gradual release of the stormwater.

Drainage Facilities. Systems of man-made structures designed to collect, convey, hold, divert or discharge stormwater, and includes stormwater sewers, canals, detention structures and retention structures.

Drainage Retention Structure. A structure designed to collect and prevent the release of a given volume of stormwater by complete on-site storage.

Drinking Water Standards. State drinking water standards appear in Chapter 17-22, F.A.C.

Dwelling (Residential) Unit. A house, apartment, or condominium unit, trailer, group of rooms, or single room intended for occupancy as separate living quarters with direct access from the outside of the building or through a common hall and with complete kitchen facilities for the exclusive use of the occupants, including rental units contained in a multi-unit structure or complex which are licensed by the State Department of Business Regulation, Division of Hotels and Restaurants, as "apartments," "rental condominiums" and "retirement housing" or live-aboard vessels located in multi-family "Residential" designated areas which are required to hook up to marine sanitation systems

Easement. Any strip of land created by a subdivider for public or private utilities, drainage, sanitation, or other specified uses having limitations, the title to which shall remain in the name of the property owner, subject to the right of use designated in the reservation of the servitude.

Economic Development. Any business creation, expansion, relocation, or investment which results in an addition to the economic activities of an area.

Economic Development Enhancement Program. Any program that seeks to promote economic development.

Educational Uses. Activities and facilities of public primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities or parking.

Emergency Water Shortage Plans. Plans developed by WMD's which detail the graded response to various levels of water shortage during drought conditions developed pursuant to F.S. § 373.175.

Endangered Species. Species in danger of extinction if the deleterious factors affecting their populations continue to operate, since their numbers have already declined to such a critically low level or their habitats have been so seriously reduced or degraded that without active assistance their survival in Florida is questionable. Includes those species listed as "endangered" by the USFWS, FGFWFC, FDACS and assigned state element ranks of S1 by the FNAI. (See also "threatened species," "species of special concern").

Estuary. A semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters. "Estuaries" includes bays, embayments, lagoons, sounds and tidal streams.

Evacuation Routes. Routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety in the event of a hurricane.

Evaluation and Appraisal Report. The report as adopted by the local governing body in accordance with the requirements of Section s.163.3191, FS.

Financial Feasibility. Sufficient revenues are currently available or will be available from committed funding sources for the first 3 years, or will be available from committed or planned funding sources for the years 4 and 5, of

a 5-year capital improvement schedule for financing capital improvements, such as ad valorem taxes, bonds, state and federal funds, tax revenues, impact fees, and developer contributions, which are adequate to fund the projected costs of the capital improvements identified in the comprehensive plan necessary to ensure that adopted level-of-service standards are achieved and maintained within the period covered by the 5-year schedule of capital improvements. A comprehensive plan shall be deemed financially feasible for transportation and school facilities throughout the planning period addressed by the capital improvements schedule if it can be demonstrated that the level-of-service standards will be achieved and maintained by the end of the planning period even if in a particular year such improvements are not concurrent as required by 163.3189, Florida State Statutes.

First Flush. The initial volume of stormwater runoff generated following the onset of rainfall which contains the majority of stormwater pollutants. For the purpose of stormwater regulations, the first flush is usually defined as the runoff generated by the first one (1) inch of rainfall, or the first one-half (1/2) inch of runoff. (See also "detention," "diversion," and "retention").

Floodplains. Areas inundated during a 100-year flood event, identified by the National Flood Insurance Program as an A zone or V zone on flood insurance rate maps (FIRM's) or flood hazard boundary maps, or identified by the USGS, WMD's, or local governments.

Floridian Aquifer. The confined, artesian aquifer underlying the East Central Florida Region which serves as the principal supply of water for this region.

Functional Relationship. A complementary and interactive relationship among land uses or development, including at a minimum a substantial and positive exchange of human interaction, goods, resources, institutions, services, jobs or workers between land uses or developments.

Goal. The long-term end toward which programs or activities are ultimately directed.

Grey Water. Wastewater obtained from domestic sinks and tubs, but excluding that part of the plumbing waste stream which includes human wastes ("blackwater").

Group Home. A facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult congregate living facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Habitat Corridor. A relatively natural connection between two parks, preserves or other managed areas. Habitat corridors may be terrestrial, aquatic, or both. They serve not only to permit the movement of individual organisms, but may also provide the biological connectivity necessary to thwart the random ecological, meteorological or genetic events which might otherwise doom populations of plants or animals isolated in a preserve, by allowing periodic out breeding with external populations, or colonization of the preserve by new founders (especially after local extinctions within the preserve). (See also "wildlife corridor").

Hazardous Waste. Solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may cause, or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

Hazardous Waste Facility. Any building, site, structure, or equipment at or by which hazardous waste is disposed of, stored, or treated.

Hazardous Waste Management. The systematic control of the collection, source separation, storage, transportation, processing, treatment, recovery and disposal of hazardous wastes.

Hazardous Waste Transfer Facility. A facility for the temporary collection of hazardous waste prior to transport to a processing plant or to final disposal.

Historic Resources. All areas, districts or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government or potentially eligible for designation as historically, architecturally, or archaeologically significant.

Hurricane Shelter. A structure designated by local officials or identified in plans as a place of safe refuge during a storm or hurricane.

Hurricane Vulnerability Zone. The areas delineated by the regional or local hurricane evacuation plan as requiring evacuation.

Improvements. May include, but are not limited to, street pavement, curbs and gutters, sidewalks, alley pavements, walkway pavements, water mains, sanitary sewers, storm sewers or drains, street names, signs, landscaping, permanent reference monuments permanent control points, or any other improvement by a governing body.

In Compliance. Consistent with the requirements of Florida State Statute 163.3177, when a local government adopts an educational facilities element, 163.3178, 163.3189, 163.3191, and 163.3245, with the state comprehensive plan, with the appropriate strategic regional policy plan, and with Chapter 9J-5, Florida Administrative Code, where such rule is not inconsistent with this part and with the principles for guiding development in designated areas of critical state concern and with part III of chapter 369, where applicable.

Industrial Marina. Marinas which exclusively serve commercial interests. These facilities may include fish houses, docking areas, boatyards, shipyards and oil/coal terminals. (See also "marina," "port facility")

Industrial Uses. The activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

Infrastructure. Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

Integrated Pest Management. A program of agricultural and/or silvicultural pest control which combines chemical pesticides with biological controls and special cultivation measures which, collectively, reduce the amount of chemical pesticides used while maintaining a nearly equivalent amount of pest control.

Intensity. An objective measurement of the extent to which land may be developed or used, including the consumption or use of the space above, on or below ground: the measurement of the use of or demand on natural resources; and the measurement of the use of or demand on facilities and services.

Inter-district Transfer (of water). The transport of water from within one (1) WMD to another. Since WMD's are organized along surface watershed boundaries, such a transfer will usually also be an interbasin transfer, where surface water is involved. However, an inter-district transfer of ground water may not be an interbasin transfer. Inter-district transfers are regulated pursuant to § 17-40.05 F.A.C.

Interbasin Transfer (of water). The transport of water, usually for the purpose of public water supply, from one surface water or ground water basin to another. However, "interbasin transfer" may also refer to those instances wherein water is moved between basins for reasons other than public water supply, such as agricultural drainage canals.

Isolated Wetlands. Wetlands which do not have a direct surface water connection to waters of the state as defined in F.S. § 403.031(12); essentially, those wetlands which are not subject to the permitting jurisdiction of the FDEP. (See also "wetlands").

Land Development Regulations. Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or sign regulations or any other regulation controlling the development of land.

Land Use. The development that has occurred on the land or the development that is proposed by a developer on the land, or the use that is permitted or permissible on the land under an adopted comprehensive plan or element or portion thereof, land development regulations, or a land development regulation, as the context may indicated.

Leachate. A discharge, in the form of an aqueous solution, particulate suspension or emulsion, from an underground source carried through the groundwater which penetrates and/or permeates the source. For example, groundwater flowing through a landfill and carrying chemical wastes picked up from domestic wastes off the site of the landfill would constitute leachate.

Level of Service. An indicator of the extent or degree of service provided by or proposed to be provided by a facility based on the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

Limited Access Facility. A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access, and includes expressways, interstates and toll roads.

Limnetic Zone. The open water area of a lake or pond which is too deep to support the growth of rooted submerged, emergent or floating-leaf aquatic macrophytes (i.e., wetland plant species). (See also "wetlands," "littoral zone").

Littoral Zone. The interface between the open water area of a lake or pond and the surrounding uplands which will support the growth of submerged, emergent or floating-leaf aquatic macrophytes (i.e., wetland species of plants). (See also "wetlands," "limnetic zone").

Living Marine Resources. Oceanic or estuarine plants or animals, such as mangroves, sea grasses, algae, coral reefs, and living marine habitat, fish, shellfish, crustacea and fisheries; and sea turtles and marine mammals.

Local Comprehensive Plan. Any or all local comprehensive plans or elements or portions thereof prepared, adopted, or amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act.

Local Government Entity. A unit of government or any officially designated public agency or authority of a unit of government with less than statewide jurisdiction, or any officially designated public agency or authority of such a governmental entity. The term includes a county, an incorporated municipality, a consolidated city-county government, a Transportation planning organization, an expressway or transportation authority, a turnpike project, a regional planning council, or a school board or other special district.

Local Planning Agency. The agency designated to prepare the comprehensive plan required by Chapter 163, Florida Statutes. In the City of Rockledge it is our Planning Commission.

Local Road. A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

Locally Unpopular Land Use. A term that has been applied to projects which have historically generated intense local opposition to their siting. It is often used in referring to such land uses as prisons, hazardous waste facilities, landfills, power plants and other uses perceived by the public as posing a health or safety risk.

Lot. A designated parcel, tract or area of land established by plat, subdivision or as otherwise permitted by law, to be used, developed or built upon as a unit.

Lot or Parcel of Record. a quantity of real property as a single unit described and identified in a deed and/or plat recorded in the public records of a county in the State of Florida.

Low and Moderate Income Housing. Rental or owner housing that is affordable to lower income families and households whose annual income does not exceed eighty (80) percent of the median income for the area.

Low Income Household. Has the meaning provided in s. 420.0004, FS.

Low-Income Persons. One or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 89 percent of the median annual adjusted gross income for households within the state, or 89 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.

Major and Minor Arterial Roadways. A major arterial roadway is intended and designed to function primarily as a corridor of through traffic movement, rather than the provision of access to individual parcels of land. Major arterials generally have higher operating speeds, and are of greater overall length than minor arterials. A major arterial augments the interstate highway systems, while minor arterials augment the major arterial systems.

Major Trip Generators or Attractors. Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends, including but not being limited to developments or regional impact and similar types of development.

Manufactured housing. Means a residential manufactured home meeting the definition in s. 320.01, FS.

Marina. Any facility for the sale, repair, rental, storage and servicing of boats, which requires direct, contiguous access to a water course, water body or coastline associated with jurisdictional waters of the state.

Marine Habitat. Areas where living marine resources naturally occur, such as mangroves, sea grass beds, algal beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster bars or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore springs, near shore mineral deposits, and offshore sand deposits. This definition includes, but is not necessarily limited to, those community types classified as "estuarine" or "marine" by the Florida Natural Areas Inventory.

Marine Resources. Living oceanic or estuarine plants or animals, such as mangroves, seagrasses, algae, coral reefs, and living marine habitat; fish, shellfish, Crustacea and fisheries; and sea turtles and marine mammals.

Mass Transit. Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guide way transit, express bus, and local fixed route bus.

Mean High Water. The average height of the high water over a 19-year period. For shorter periods of observation, "mean high water" means the average height of the high waters after corrections are applied to eliminate known variations and to reduce the result to the equivalent of a mean 19-year value.

Mean High- Water Line. The intersection of tidal plane of mean low water with the shore.

Mean Low Water. The average height of the low waters over a 19-year period. For shorter periods of observation, "mean low water" means the average height of low waters after corrections are applied to eliminate known variations and to reduce the result to the equivalent of a mean 19-year value.

Mean Low-Water Line. The intersection of the tidal plane of mean low water with the shore.

Metropolitan Core Area. See "central business district (CBD)."

Minerals. All solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding live shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the state.

Mobile Home. A structure, transportable in one (1) or more sections which, the traveling made, is eight (8) body feet or more in width and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained therein. a structure meeting the definition in s.320.01, FS

Moderate Income Household. has the meaning provided in s.420.0004,FS

Moderate-Income Persons. One or more natural persons or a family, the total annual adjusted gross household income of which is less than 129 percent of the median annual adjusted gross income for households within the state, or 129 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.

Mosquito Impoundment. A diked coastal wetland area used to impound water for the control of airborne arthropods, including mosquitoes. Impoundments usually have little or no hydrological connection with the estuary.

Municipality. Any incorporated city, town, or village.

Native Vegetation. Trees, shrubs, herbs, and other plants which are indigenous to the State of Florida, and were not introduced by man.

Native Wildlife. Those animals, to include all species of mammals, birds, fish, reptiles, amphibians, and invertebrates, which are indigenous to the State of Florida, and were not introduced by man.

Natural Community. A naturally occurring ecological association of native plants and animals found in the State of Florida. Natural communities include, but are not necessarily limited to, those identified in the Florida Natural Areas Inventory list of natural community types. (See also "native vegetation," "rare or endangered ecosystems").

Natural Drainage Features. The naturally occurring features of an area which accommodate the flow of stormwater, such as streams, rivers, lakes and wetlands.

Natural Drainage Flow. The pattern of surface and storm water drainage through or from a particular site before the construction or installation of improvements or prior to regrading.

Natural Reservations. Areas designated for conservation purposes, and operated by contractual agreement with or managed by a federal, state, regional or local government or non-profit agency.

Neighborhood Park. A park which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

Newspaper of General Circulation. A newspaper published at least on a weekly basis and printed in the language most commonly spoken in the area within which it circulates, but does not include a newspaper intended primarily for members of a particular professional or occupational group, a newspaper whose primary function is to carry legal notices, or a newspaper that is given away primarily to distribute advertising.

Nonpoint Source Pollution. Any source of water pollution that is not a point source.

Objective. A specific, measurable, intermediate end that the city is striving to achieve and which marks progress toward a goal.

Open Spaces. Undeveloped lands suitable for passive recreation or conservation uses.

Outlying Business District. An area within the influence of an urbanized area that is normally separated by some distance from the central business district and its fringe area, but that has the intense activity characteristic of a central area. The principal land use is business, and there may be heavy traffic or through movements, causing vehicles to operate at lower speeds than in fringe areas. Also characterized by large demand for parking and high turnover and moderate pedestrian traffic. This category does not include off-street shopping on one (1) side of a street only. Moderate to heavy strip development on both sides of a street shall be considered as outlying business district areas.

Paratransit. Transit services, including ride sharing, car or van pools, demand responsive buses, and other public transit

services, which are characterized by their nonscheduled, non-fixed route nature.

Park. A neighborhood, community or regional park.

Parties Affected. Any persons or firms owning property in, or residing in, either a municipality proposing annexation or contraction or owning property that is proposed for annexation to a municipality or any governmental unit with jurisdiction over such area.

Pattern. The form of the physical dispersal of development or land use.

Peacetime Emergency Plan. The plans prepared by the Florida Division of Emergency Management, county civil defense or county emergency management agency addressing weather-related natural hazards and man-made disasters except nuclear power plant accidents and war. The plan covers hazard mitigation, emergency preparedness, emergency response, emergency recovery.

Person. An individual, corporation, governmental agency, business trust, estate, trust, partnership, or association.

Planning Act. The Local Government Comprehensive Planning and Land Development Regulation Act.

Plat. A map or delineated representation of the subdivision of lands, being a complete exact representation of the subdivision and other information in compliance with the requirement of all applicable sections of this chapter and of any local ordinances, and may include the terms "replat," "amended Plat," or "revised Plat."

Playground. A recreation area with play apparatus.

Point Source Pollution. Any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

Policy. The way in which programs and activities are conducted to achieve an identified regional goal.

Pollution. Is the presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property. Pollution includes, but is not necessarily limited to, violations of FDEP standards for air quality (Chapter 17-2, F.A.C.), water quality (Chapter 17-3, F.A.C.), dredge and fill (Chapter 17-4 and 17-12, F.A.C.), and drinking water (Chapter 17-22, F.A.C.).

Pond. A small, quiet body of standing water, usually sufficiently shallow to permit the potential growth of rooted plants from shore to shore.

Port Facility. Harbor or shipping improvements used predominantly for commercial purposes including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways, or all other property or facilities necessary or useful in connection with commercial shipping. (See also, "marina," "industrial marina").

Potable Water. Water which is suitable for drinking. Implies that the water meets the criteria of §§ 17-3.071, 17-3.404, and/or 17-22, F.A.C.

Potable Water Facilities. A system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, storage tanks, reservoirs, and distribution mains.

Prime Groundwater Recharge Areas. Recharge areas designated by WMD's pursuant to F.S. § 373-095(3).

Principal Building. A building which is occupied by, devoted to, a principal use or an addition to an existing principal building which is larger than the original existing building. In determining whether a building is of primary importance, the use of the entire parcel shall be considered. There may be more than one principal

building on a parcel.

Principal Use. The primary or main use of a parcel of land as distinguished from an accessory use. There may be more than one principal or main use on a parcel of land.

Private Recreation Sites. Sites owned by private, commercial or non-profit entities available to the public for purposes of recreational use.

Proposed Evaluation and Appraisal Report. A draft evaluation and appraisal report prepared by the local planning agency that is transmitted to the local governing body for review and adoption.

Public Access. The ability of the public to physically reach, enter or use recreation sites including beaches and shores.

Public Buildings and Grounds. Structures or lands that are owned, leased or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public Facilities. Transportation systems or facilities, wastewater treatment systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems or facilities that are owned, leased or operated by a government entity, provided that such facilities are determined to be significant regional facilities. (See also "regionally significant").

Public Notice or Due Public Notice. As used in connection with the phrase "public hearing" or "hearing to be held after due public notice" - means publication of notice of the time, place, and purpose of such hearing at least twice in a newspaper of general circulation in the area, with the first publication not less than 14 days prior to the date of the hearing and the second to be at least 5 days prior to the hearing.

Public Recreation Sites. Sites owned or leased on a long-term basis by a federal, state, regional or local government agency for purposes of recreational use.

Public Transit. Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Public Utility. Includes any public or private utility, such as, but not limited to, storm drainage, sanitary sewers, electric power, water service, gas service, or telephone line, whether underground or overhead.

Purchase of Development Rights. The acquisition of a governmentally recognized right to develop land, which is severed from the realty and held or further conveyed by the purchaser.

Rare or Endangered Ecosystem. A natural, native ecological community type which due to its limited distribution, small area extent or rate of disappearance/modification is in danger of being lost as a viable component of the natural landscape. Includes those natural community types assigned state element ranks of S1 or S2, or which are identified by the FGFWFC, FDEP, or ECFRPC as rare or endangered on the basis of quantitative habitat inventories. (See also "natural community").

Recreation. The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreational Facility. A component of a recreational site used by the public such as a trail, court, athletic field or swimming pool.

Recreational Uses. Activities within areas where recreation occurs.

Recycling. The reuse of liquid gaseous, or solid waste in manufacturing, agriculture, power production, or other processes.

Regional Airport. A certified air carrier (AC) airport having regularly scheduled instate or interstate flights which serve the residents of more than one (1) local governmental jurisdiction.

Regional Goal. means the long-term end toward which programs or activities are ultimately directed.

Regional Highway Network or System. means any roadway which meets the definition of being regionally significant (see also "regionally significant"), and may include but not be limited to:

1. Interstates and other federal highways;
2. State highways, as components of the state highway system;
3. Highways that are components of an adopted Transportation planning organization plan;
4. Other highways or roadways:
 - a. Whose location or service area lies within two (2) or more local governmental jurisdictions;
 - b. That provide access to regional activity centers, including developments of regional impact;
 - c. Linking two (2) or more state roads; or
 - d. That carry a significant amount of background and project traffic generated by a regional activity center.

Regional Park. A large park (two hundred fifty (250) acres or more) on the periphery of an urban area (thirty (30) minutes to one (1) hour driving time) serving a population of one hundred thousand (100,000) or more. Such parks provide largely passive recreational opportunities which do not require intensive development (e.g., camping, nature and bridle paths, picnicking).

Regional Planning Agency. The agency designated by the state land planning agency to exercise responsibilities under law in a particular region of the state. The City of Rockledge's is East Central Florida Regional Planning Council.

Regional Water (supply) Authority. Authorities created by agreement between local governments for the purpose of developing, storing, and supplying water for country or municipal purposes.

Regionally Significant. As defined in § 27E-4.02(8)(a)-(e), F.A.C. means:

1. A resource or facility whose area, extent or service delivery area lies within two (2) or more local governmental jurisdictions.
2. A resource or facility whose uniqueness, function, benefit or importance identifies it as being of greater than local concern.
3. A resource or facility defined to be of greater than local concern or importance by state or federal legislative or administrative action.
4. A resource or facility whose proper and efficient management involves the participation or involvement of two (2) or more governmental entities.
5. Facilities or resources identified as being of regional or state significance in an adopted state agency functional plan or state rule, or in the comprehensive regional policy plan or other rule of a regional planning council.

Relocation Housing. Dwellings which are made available to families displaced by public programs, provided that such dwellings are decent, safe, sanitary and within the financial means of the families or individuals displaced.

Resident Population. Inhabitants counted in the same manner utilized by the U.S. Bureau of the Census, in the category of total population resident population does not include seasonal population.

Residential Uses. Activities within land areas used predominantly for housing.

Resource Recovery. The process by which materials, excluding those under control of the atomic energy commission, which still have useful physical or chemical properties after serving a specific purposes are reused or recycled for the same or other purposes, including use as an energy source.

Regional Shopping Center. A shopping center which typically ranges from approximately 399,999 square feet to 1,999,999 square feet or more of gross leasable area and provides a full range of shopping goods, general merchandise, apparel, furniture and home furnishings. Such center is usually built around a full-time department store as the major drawing power. Regional shopping centers are approximately 39 acres in size or larger and generally require a minimum market support population in excess of 159,999 people and a trade area extending 19 to 15 miles or more modified by such factors as competitive facilities and travel time over access highways.

Retention. To prevent the discharge of a given volume of stormwater into surface waters through complete on-site storage. (See also, "detention," "diversion").

Retrofitting. To improve or re-construct an existing facility with the intent of bringing it into compliance (or, where that is not feasible, more nearly into compliance) with modern standards for such facilities. This term is most frequently used in reference to upgrading of wastewater treatment plants to more advanced treatment standards, or improvement of existing drainage systems to include stormwater pollutant control facilities where such facilities are either non-existent or insufficient.

Reuse (of water). The practice of using water which is no longer fit for a particular use for a different application which can tolerate water of lesser quality. For example, capturing the "greywater" from sinks and tubs within homes and using it for lawn irrigation and car washing.

Reverse Osmosis. A process of "desalinization" whereby water is forced, under pressure, through a semi-permeable membrane, removing salt and producing potable water.

Right-of-way. Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Risk Area. The areas delineated in the Brevard County Coastal Hurricane Evacuation Plan as being vulnerable to the effects of a hurricane and requiring evacuation.

Roadway Capacity. The maximum volume of traffic which can be accommodated on a roadway at a given level of service.

Roadway Functional Classification. The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, collector roads, and local roads, which may be sub-categorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Saffir/Simpson Hurricane Scale. A scale that assigns a number from 1 to 5 to a hurricane based on wind speed and barometric pressure.

Saltwater Intrusion. The process by which saline water contaminates fresh groundwater supplies, making them unusable for use as drinking water. Intrusion may be "lateral", from the ocean, or "vertical" from the relict seawater which underlay the Florida Aquifer.

Sanitary Sewer Facilities. Structures or systems designed for the collection, transmission, treatment or disposal of sewage and includes trunk mains, interceptors, treatment plants and disposal systems.

Sanitary Sewer Force Main. A sewerage conduit, which connects directly to, and transmits sewage to, a treatment plant.

Sanitary Sewer Trunk Main. A sewerage conduit, which connects directly to, and transmits sewage to, an interceptor.

School. Any building or group of buildings with classrooms the use, of which meet state requirements for elementary, middle or higher education, or a preschool, which has a regularly scheduled curriculum for its attendees. A school may also include as accessory uses, but not be limited to gymnasiums, auditorium stage, kitchen facilities, recreation facilities, offices and meeting rooms for school officials, child day care facilities and the like.

Sea Grass Bed. The natural, vegetative community which is formed by the presence of one (1) or more of the following aquatic, flowering plant species on the bed of an estuary: *Halodule wrightii*, *Thalassia testudinum*, *filiforme*. Synonymous with the classification of the estuarine community identified as "grass bed" by the Florida Natural Areas Inventory.

Seasonal Employment. Employment which does not last year-round, but which recurs at the same time each year.

Seasonal Population. Part-time inhabitants who utilize, or may be expected to utilize public facilities or services, but are not residents. Includes tourists, migrant farm workers, and other short-term and long-term visitors.

Sea turtle. Those species of turtle which swim freely in the Atlantic Ocean and the estuaries of the region, including the Atlantic green turtle (*Chelonia mydas*), the Atlantic loggerhead turtle (*Caretta caretta*), the Atlantic hawksbill turtle (*Eretmochelys imbricata*), the Kemp's Ridley turtle (*Lepidochelys kempi*) and the Atlantic leather back turtle (*Dermochelys coriacea*). With the exception of the Kemp's Ridley turtle, all of these species may potentially nest on the Atlantic beaches of the region.

Septic Tank. An on-site sewage disposal system, consisting of a watertight receptacle constructed to promote separation of solid and liquid components of wastewater, to provide limited digestion of organic matter, to store solids, and to allow clarified liquid to discharge for further treatment and disposal in a soil absorption system.

Services. The programs and employees determined necessary by a local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities and infrastructure set out in the local plan or required by local, state or federal law.

Shopping Center. A group of architecturally unified commercial establishments built on a site which is planned, developed, owned, and managed as an operating unit related in its location, size, and type of shops to the trade area that the unit serves. The unit provides on-site parking in definite relationship to the types and total size of the stores.

Shoreline or Shore. The interface of land and water and, as used in the coastal management element requirements, is limited to oceanic and estuarine interfaces.

Significant Regional Facility or Resource. See "regionally significant."

Solid Waste. Garbage, rubbish, refuse, or other discharged solid or semi-solid materials resulting from domestic, commercial, industrial, agricultural, or governmental operations, but does not include solids or dissolved material in domestic sewage effluent or other significant pollutants in water resources such as silt, dissolved or suspended solids in industrial waste water effluents, dissolved materials in irrigation return flows or other common water pollutants, or hazardous waste.

Solid Waste Facilities. Structures or systems designed for the collection, processing or disposal of solid wastes and includes transfer stations, processing plants, recycling plants, and disposal systems.

Solid Waste Processing Plants. A facility for incineration, resource recovery, or recycling of solid waste prior to its final disposal.

Solid Waste Transfer Station. A facility for temporary collection of solid waste prior to transport to a processing plant or to final disposal.

Species of Special Concern. Species which are not "threatened" or "endangered," yet warrant special attention because they are:

- (1) Species that, although they are perhaps relatively abundant and widespread in the state, are especially vulnerable to certain types of exploitation or environmental changes and have experienced long-term population declines; or
- (2) Species whose status in Florida has a potential impact on other endangered or threatened populations of same or other species, both within or outside the state.

For example, although the gopher tortoise (*Gopherus polyphemus*) is relatively abundant, it has been listed as a species of special concern (SSC) by the FGFWFC because its abundance may affect that of several endangered, threatened or SSC species (indigo snake, gopher frog, Florida mouse) which share its burrows in a commensal relationship. Species of special concern include those which are designated SSC by the FGFWFC or FDACS. (See also "endangered species," "threatened species").

Spoil Island. A deposit comprised of sand and shell material dredged from wetland or deep water habitats for the construction or maintenance of navigation channels or other engineering works. Spoil islands are often characterized by fringing mangrove and/or salt marsh vegetation, a zone of opportunistic upland freshwater or salt-tolerant plant species (often including cedar trees), an inner area which is either bare of vegetation or covered only by grasses and small herbaceous species. Spoil islands may be important nesting habitat for certain bird species, including brown pelicans, least terns, and a variety of wading birds and shore-birds.

State Comprehensive Plan. The goals and policies contained within the state comprehensive plan.

State Land Planning Agency. The Department of Community Affairs may be referred to in this part as "DCA".

Storage. When used in conjunction with hazardous waste, means the containment or holding of a hazardous waste, either on a temporary basis or for a period of years, in such a manner as not to constitute disposal to such hazardous waste.

Stormwater. The flow of runoff water which results from a rainfall event.

Stormwater Detention Facility. A structure which collects and temporarily stores stormwater for the purpose of treatment through physical, chemical, or biological processes with subsequent gradual release of the stormwater.

Stormwater management system. Has the meaning described in Rule ss.17- 40.210(21), FAC

Stormwater Management Systems Facilities. A system of man-made structures or natural resources designed or used to collect, convey, hold, divert or discharge stormwater, and includes stormwater sewers, canals, detention structures, retention structures, lakes, holding basins, wetlands, and natural depressions.

Stormwater Retention Facility. A structure designed to collect and prevent the release of a given volume of stormwater by complete on-site storage.

Street. Includes any access way such as a street, road, lane, highway, avenue, boulevard, alley, parkway, viaduct, circle, a court, terrace, place, or cul-de-sac, and also includes all of the land lying between the right-of-way lines as delineated on a plat showing such streets, whether improved or unimproved, but shall not include those access ways such as easements and rights-of-way intended solely for limited utility.

Structural Controls. Dams, weirs, locks, levees, canals, pumps, drainage wells or other artificial mechanisms or works designed to modify the stage and/or flow of surface waters. Includes, at minimum, those structures adopted as official "works of the district" by the governing boards of the WMD's.

Structure. Anything constructed, installed or portable, the use of which requires a location on a parcel of land. It includes a movable structure while it is located on land which can be used for housing, business, commercial, agricultural, or office purposes either temporarily or permanently. "Structure" also includes fences, billboards, swimming pools, poles, pipelines, transmission lines, tracks, and advertising signs.

Subdivision. The platting of real property into two or more lots, parcels, tracts, tiers, blocks, sites, units, or any other division of land; and includes establishment of new streets and alleys, additions, and resubdivisions; and, when appropriate to the context, related to the process of subdividing or the lands or area subdivided.

Submerged Vegetation. Plants which normally grow entirely underwater, and may or may not be anchored to a substrate by roots or hold fasts. Includes certain species of algae, aquatic mosses, aquatic ferns and aquatic flowering plants.

Sufficiency Review. DCA review of an adopted Evaluation and Appraisal Report to determine whether it has been submitted in a timely fashion and whether it contains components in accordance with the prescribed criteria in s.163.3191, FS, and this Chapter 9J-5, .FAC

Support Documents. Any surveys, studies, inventory maps, data, inventories, listings or analysis used as basis for or in developing the local comprehensive plan.

Surface Waters. Lakes or ponds excavated to generate fill material for a development and/or to provide recreational and aesthetic amenities. Other water upon the surface of the earth, contained in bounds created naturally or diffused, including water from natural springs, is defined as "lake", "pond" or "stream".

Surficial Aquifer. An unconfined, non-artesian body of water stored in the soil. The top of the surficial aquifer may form the groundwater table.

Suitability. The degree to which the existing characteristics and limitations of land and water are compatible with a proposed use or development.

Threatened Species. Species that are likely to become endangered in the state within the foreseeable future if current trends continue, including:

- (1) Species in which most or all populations are decreasing because of over exploitation, habitat loss, or other factors;
- (2) Species whose populations have already been heavily depleted by deleterious conditions and which, while not actually endangered, are nevertheless in a critical state; and
- (3) Species which may still be relatively abundant but are being subjected to serious adverse pressures throughout their range.

Includes those species listed as "threatened" by the USFWS, FGFWFC, FDACS and assigned state element ranks of S2 by the FNAI. (See also "endangered species," "species of special concern").

Transfer of Development Rights. A governmentally recognized right to use or develop land at a certain density, or intensity, or for a particular purpose, which is severed from the realty and placed on some other property.

Transportation Corridor Management. The coordination of the planning of designated future transportation corridors with land use planning within and adjacent to the corridor to promote orderly growth, to meet the concurrency requirements of this plan, and to maintain the integrity of the corridor for transportation purposes.

Transportation Concurrency Exception Area (TCEA). A specific geographic area, or areas, delineated in the local government comprehensive plan for urban infill development, for urban redevelopment, and for downtown revitalization within the designated central business district that could be excepted from the traffic circulation concurrency requirements.

Transportation Demand Management (TDM). Strategies and techniques that can be used to increase the efficiency of the transportation system. TDM focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

Transportation Disadvantaged. Those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

Transit-Oriented Development (TOD). A mixed use community or neighborhood designed to encourage transit use and pedestrian activity.

Transportation System Management (TSM). A range of improvement strategies that are non-facility and low capital oriented to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system in the short range.

Treatment. When used in connection with hazardous waste, means any method, technique, or process, including neutralization, designed to change the physical, chemical, or biological character or composition of any hazardous waste so as to neutralize it or render it nonhazardous, safe for transport, amenable to recovery, amenable to storage or disposal, or reduced in volume or concentration. The term includes any activity or processing designed to change the physical form or chemical composition of hazardous waste so as to render it nonhazardous.

Urban-District Park. A park located in a large urban area or on its periphery, within thirty (30) to forty (40) minutes driving time of the population it services. Such parks serve a population of about fifty thousand (50,000) people and incorporate both active and passive recreational opportunities (e.g., hiking and riding trails, nature center, boating, swimming, sports fields).

Urban Fringe Area. The portion of an urbanized area immediately outside the central business district. This area exhibits a wide range of business activities (small businesses, light industry, warehousing, automobile service centers and intermediate strip development, with some concentrated residential areas). Traffic in these areas generally involves trips that do not have an origin or destination within the area. An area also exhibits less pedestrian traffic and lower parking turnover than a central business district. However, large parking areas serving the central business district might be present.

Urban Infill or Infill Development. The development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place: the average density is at least 5 dwelling units per acre and vacant developable land is not more than 10 percent of the area.

Urban Redevelopment Area. Demolition and reconstruction or substantial renovation of existing building or infrastructure within urban infill areas or existing urban service areas.

Urban Residential Area. An area within the urbanized area in which the predominant land use is residential development (small businesses may be present) with a few pedestrians and low parking turnover.

Urban Service Area. An area in which a full range of urban services, such as central water and sewer, fire protection, law enforcement, schools, health facilities, and transportation access, are available or planned to be available.

Urban Sprawl. Urban development or uses which are located in predominantly rural areas, or rural areas interspersed with generally low-intensity or low-density urban uses, and which are characterized by one or more of the following conditions:

- (a) The premature or poorly planned conversion of rural land to other uses;
- (b) The creation of areas of urban development or uses which are not functionally related to land uses which predominate the adjacent area; or
- (c) The creation of areas of urban development or uses which fail to maximize the use of existing public facilities or the use of areas within which public services are currently provided. Urban sprawl is typically manifested in one or more of the following land use or development patterns: Leapfrog or scattered development; ribbon or strip commercial or other development; or large expanses or predominantly low-intensity, low-density, or single-use development.

Vegetative Communities. Ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation and animals. Vegetative

communities in the East Central Florida region may include, but are not necessarily limited to, those identified by the Florida Natural Areas Inventory Community List for East Central Florida.

Very Low-Income Family. 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 metropolitan statistical areas (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Very Low-Income Household. Has the meaning provided in s.420.0004, FS

Vested Rights. Rights which have so completely and definitely accrued to or settled in a person, which it is right and equitable that government should recognize and protect, as being lawful in themselves, and settled according to the current law.

Viable. With respect to a natural vegetative community or ecosystem, means that the community:

- (1) Possesses the flora characteristic of the community type;
- (2) That there are no non-native species among the dominant plants which comprise the community;
- (3) Alterations or modifications to the community, other than the fact of isolation, have not been so extreme as to eliminate or severely diminish the value of the community as fish and/or wildlife habitat; and
- (4) The community, under the proper conditions or management (e.g., occasional controlled burning), is capable of maintaining a stable existence as a community type.

Water-Dependent Natural Ecosystems. Those ecosystems or natural vegetative communities whose continued stable existence depends upon a hydrological regime which limits the ecosystem's distribution to areas associated with surface water or high groundwater table conditions, including those community types listed as palustrine, lacustrine, riverine, marine and estuarine by the Florida Natural Areas Inventory.

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 or marinas, recreation, electrical generating facilities, or water supply.

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.

Watershed. See "drainage basin."

Water Course. Any natural or artificial channel, ditch, canal, stream, river, creek, waterway or wetland through which water flows in a definite direction, either continuously or intermittently, and which has a definite channel, bed, banks or other discernible boundary.

Water Recharge. The process by which water which falls on the land surface percolates into the soil and is stored in an underground aquifer. Recharge may be to a surficial aquifer, or (under special conditions) to the artesian Floridan Aquifer.

Water Recharge Areas. Land or water areas through which groundwater is replenished.

Water Reclamation. Similar to "water reuse," but implies that some form of processing and/or decontamination is required before the water can be used. For example, wastewater can be treated to advanced standards and then reused for irrigation. Even greywater may need some processing to reduce health risks associated with its use.

Water Reuse. The recovery of water after its application for one (1) use (which requires relatively high-quality water), and diverting it to another use which requires water of lesser quality. A farm on which high-quality groundwater is used for irrigation, but tail water collected from runoff is pumped back on to the land to supplement the groundwater withdrawal, is an example of direct reuse. Some reuse applications may require prior treatment of the "waste" water, such as in the use of greywater. (See also "water reclamation")

Water Wells. Wells excavated, drilled, dug, or driven for the supply of industrial, agricultural or potable water for general public consumption.

Wetlands. Lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For the purposes of this classification wetlands must have one (1) or more of the following three (3) attributes:

- (1) At least periodically, the land supports predominantly hydrophytes (i.e., wetland indicator plant species as given in § 17-4.022, F.A.C.);
- (2) The substrate is predominantly undrained hydric soil (as indicated by SCS soils classifications); and
- (3) The substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of each year. (See also, "isolated wetlands.")

Wildlife Corridor. A special case of "habitat corridor," in which the primary purpose of the biological connection between preserves is to allow the movement of individual animals in their search for food or mates. Such connections are not necessarily "roadways for animals," but may instead serve to allow long-term cross-breeding between scattered populations, or allow colonization of habitat which is unutilized by a particular species. However, in the case of large animals with large home-range requirements (e.g., black bear, Florida panther), the corridors may provide connections between areas that would in themselves be too small to provide suitable habitat, but together satisfy the species' requirements. The terms "habitat corridor" and "wildlife corridor" are usually used interchangeably and meant to be synonymous, since "wildlife corridor" connections for specific species of large wildlife will also provide the functions implicit in "habitat corridors."

Workforce Housing. A single family owner occupied, or multi-family owner occupied, or rental unit, that has a mortgage or rental payment, including utilities, not exceeding 20% of the annual gross income of households at or below 140% of the Area Median Income (AMI), as adjusted for family size.

Chapter 13

PUBLIC SCHOOL FACILITIES ELEMENT

GOALS, OBJECTIVES, AND POLICIES

Goal 13.

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.

Objective 13.1.

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 13.1.1. The City of Rockledge hereby adopts the following tiered level of service (LOS) standards for public schools, based upon permanent FISH capacity, which shall address the correction of existing school facility deficiencies. The tiered LOS will terminate, upon achieving the LOS standard of one hundred (100) percent of permanent FISH capacity for all schools of the same type by the school year 2011-2012.

Facility Type	2007-08	2008-09	2009-10	2010-11	2011-12
Elementary	127%	130%	115%	105%	100%
Middle Schools	122%	120%	100%	100%	100%
Jr./Sr. High	133%	135%	110%	105%	100%
Sr.High	139%	130%	115%	100%	100%

Source: Kimley-Horn and Associates, Inc. 2008

Policy 13.1.2. The City of Rockledge hereby adopts the school board's current public school attendance boundaries as the Concurrency Service Areas (CSA).

Policy 13.1.3. 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 the City of Rockledge or the school district may propose a change to the CSA boundaries. The following procedures shall be used for modifying a CSA map:

- 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. Adjustment measures to achieve the LOS standard shall include boundary adjustments, shifts to

contiguous CSA's with available capacity, proportionate share mitigation (land donation or payment), or construction of a traditional or charter school or permanent expansions. When considering changes to concurrency service area, factors such as transportation costs, court approved desegregation plans and other relevant factors will be used to analyze maximum school capacity utilization.

- B. The City of Rockledge and the COC will review the proposed modification of the CSA and send their comments to the school district within forty-five (45) days of receipt of the proposed change.
- C. The modification of a CSA shall be effective upon adoption by the school board.

Policy 13.1.4. The parties shall observe the following process for changes in the use of schools:

- 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.

(Ord. No. 1504-2008, § 7, 9-17-08)

Objective 13.2.

The City of Rockledge 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 13.2.1. The City of Rockledge shall not approve any non-exempt residential development application for a new residential preliminary plat, site plan or functional equivalent until the school district school has issued a school capacity availability determination letter (SCADL) verifying available capacity.

Policy 13.2.2. The City of Rockledge shall consider the following criteria to exempt residential uses from the requirements of school concurrency:

Criteria: Single-family lots of record, existing at the time the public school facilities element addressing school concurrency implementation becomes effective.

- A. Any new residential development that has a 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.
- B. Any amendment to any previously approved residential development that does not increase the number of dwelling units or change the type of dwelling units (single-family to multifamily, etc.).
- C. Age restricted communities with no permanent residents under the age of 18. Exemption of an age restricted community will be subject to a restrictive covenant limiting the age of permanent residents to eighteen (18) years and older.

Policy 13.2.3. The City of Rockledge, 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 13.2.2. The minimum process requirements are described below:

- A. A residential development application including a school impact analysis (SIA) is submitted to the City of Rockledge for review.
- B. The City of Rockledge 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 the City of Rockledge:

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 ninety-day negotiation period for mitigation.

Policy 13.2.4. The City of Rockledge 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:

- A. Contribution of land or payment for land acquisition in conjunction with the provision of additional school capacity; or
- B. Mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits; or
- C. Donation of buildings for use as a primary or alternative learning facility; or
- D. Renovation of existing buildings for use as learning facilities; or
- E. Construction or expansion of permanent student stations or core capacity; or
- F. Construction of a public school facility in advance of the time set forth in the school district's five-year capital facilities work program.

Policy 13.2.5. For mitigation measures in Policy 13.2.4 (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.

- 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 13.2.6. The City of Rockledge and the school district shall provide a ninety-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, the City of Rockledge 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 capital facilities work program and reflected in the next update to the capital improvements element.
- B. If mitigation is denied, the City of Rockledge must deny application based upon no available school capacity.
- C. A City of Rockledge 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 13.2.7. The City of Rockledge 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 13.2.8. The City of Rockledge shall notify the school district when an approved residential development has paid impact fees and when the development order for the residential development expires.

(Ord. No. 1504-2008, § 7, 9-17-08)

Objective 13.3.

Beginning with an effective date of 2008, all new public schools built within the City of Rockledge will be coordinated with the school district to be consistent with the City of Rockledge'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 13.3.1. The City of Rockledge, 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 13.3.2. The City of Rockledge 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 13.3.3. The City of Rockledge shall encourage the location of schools near residential areas by:

- A. Assisting the school district in the identification of funding and/or construction opportunities (including developer participation or City of Rockledge 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 13.3.4. The City of Rockledge, 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 13.3.5. The City of Rockledge, 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 13.3.6. No later than December 1, 2008, the City of Rockledge shall adopt school concurrency provisions into its Land Development Regulations (LDR) to implement school concurrency. The city shall rely upon the policies in this public school facilities element and the interlocal agreement to implement concurrency in the interim.

Policy 13.3.7. The City of Rockledge, in conjunction with the school district and the municipalities within the City of Rockledge shall identify issues relating to public school emergency preparedness, such as:

- 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.

(Ord. No. 1504-2008, § 7, 9-17-08)

Objective 13.4.

Beginning with an effective date of 2008 and no later than December 1st of each year thereafter, the City of Rockledge will include in its capital improvements element (CIE), the school district's annually updated five-year schedule of capital improvements 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 13.4.1 The City of Rockledge shall annually update the capital improvements element to incorporate the school district's annually adopted five-year capital facilities work program's "summary of capital improvements program" and "summary of estimated revenue" tables which shall identify school facility capacity projects which are necessary to address existing deficiencies and meet future needs and demonstrate the school district can maintain the adopted LOS standard for the five-year planning period supported by data and analysis demonstrating financial feasibility.

Policy 13.4.2. The City of Rockledge 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 a public school facilities map series which are coordinated with the City of Rockledge Future Land Use Map or Map Series, including the planned general location of schools and ancillary facilities for the five-year planning period and the long-range planning period. The Map Series shall include:

- A. Existing Public School Facilities Map - type and location of ancillary plants.
- B. Five-Year Planning Period Map - generally planned public school facilities and ancillary plants.

Policy 13.4.3. The City of Rockledge, 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 13.4.2.

- A. Existing and Five-Year Proposed Elementary School Facilities Map - type and location of ancillary facilities.
- B. Existing and Five-Year Middle School Facilities Map generally planned public school facilities and ancillary plants.
- C. Existing and Five-Year High School Facilities Map - generally planned public schools and ancillary facilities.
- D. Ten-Year Planning Period Map 2012-2017 "Existing and Proposed Elementary, Middle and High Schools" - generally planned public school facilities and ancillary buildings.
- E. City of Rockledge Elementary School Boundaries.
- F. City of Rockledge Middle School Boundaries.
- G. City of Rockledge High School Boundaries.

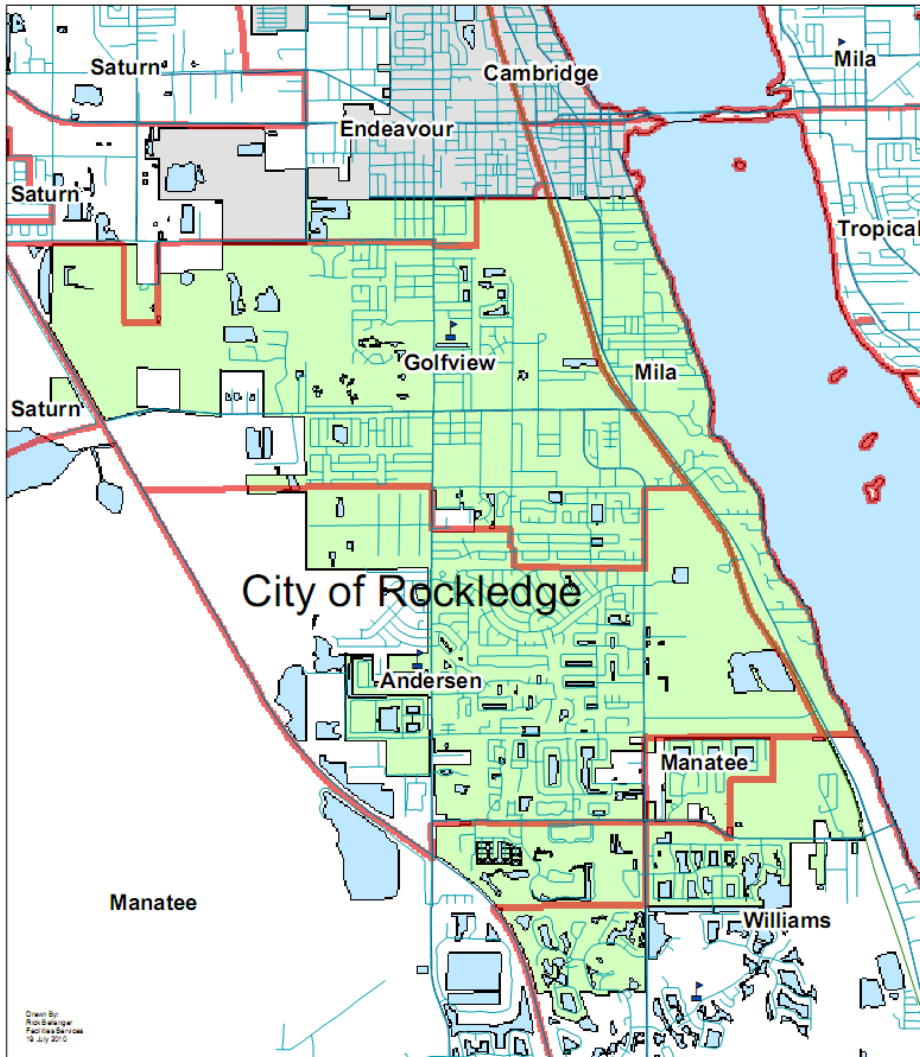
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School Facilities Element
Map Series

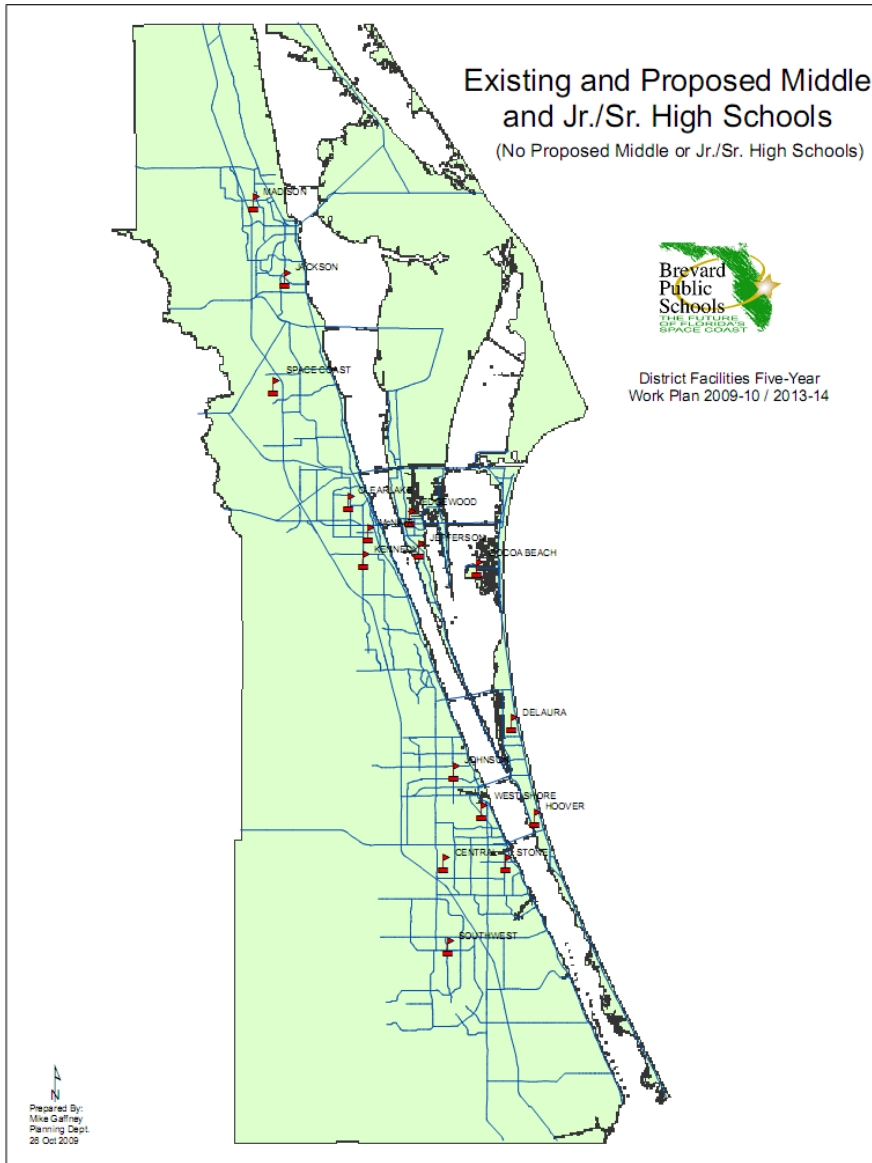
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Brevard County Elementary School Boundaries within the City of Rockledge

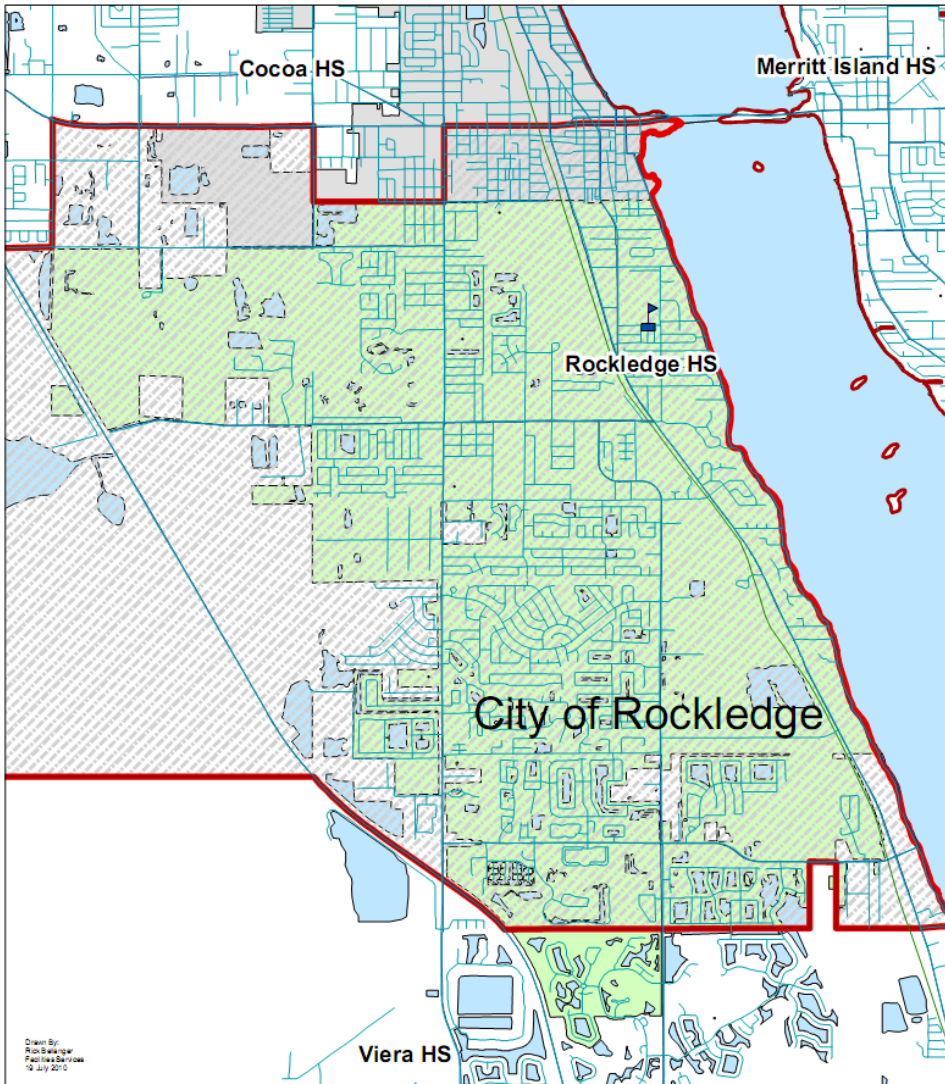


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Brevard County High School Boundaries
within the City of Rockledge



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Brevard County Public Schools Utilization 2009-10 to 2013-14

Feasible Accommodation Plan Incorporating Growth Projections, New Schools, New Additions, Redistricting and Busing



School	Type	Utilization Factor	School Year 2009 - 10			School Year 2010 - 11			School Year 2011 - 12			School Year 2012 - 13			School Year 2013 - 14		
			FISH Capacity <i>Area 1</i>	Perm. Capacity Membership	Adjusted Student Projection	FISH Capacity <i>Area 1</i>	Adjusted Student Projection	Perm. Capacity Utilization	FISH Capacity <i>Area 1</i>	Adjusted Student Projection	Perm. Capacity Utilization	FISH Capacity <i>Area 1</i>	Adjusted Student Projection	Perm. Capacity Utilization	FISH Capacity <i>Area 1</i>	Adjusted Student Projection	Perm. Capacity Utilization
Elementary School Concurrency Service Areas																	
Alamogordo	Elementary	100%	733	665	91%	645	595	92%	645	597	93%	645	609	94%	645	624	97%
Andersen	Elementary	100%	850	717	84%	850	725	85%	850	759	89%	850	792	93%	850	818	96%
Apollo	Elementary	100%	910	761	84%	910	741	81%	910	716	79%	910	700	77%	910	669	74%
Altamonte	Elementary	100%	802	687	86%	714	644	90%	714	669	94%	714	665	93%	714	688	98%
Audubon	Elementary	100%	754	475	63%	754	438	58%	754	600	80%	754	558	74%	754	528	70%
Cambridge	Elementary	100%	765	536	70%	649	525	81%	649	532	82%	649	552	85%	649	559	86%
Cape View	Elementary	100%	591	381	61%	591	366	62%	591	359	61%	591	366	62%	591	369	62%
Carroll	Elementary	100%	828	742	90%	762	694	90%	762	695	91%	762	638	84%	762	609	80%
Challenger 7	Elementary	100%	578	489	85%	578	459	79%	578	454	79%	578	446	77%	578	443	77%
Columbia	Elementary	100%	707	550	78%	707	542	78%	707	532	76%	707	522	74%	707	507	72%
Coral Gables	Elementary	100%	593	431	73%	593	447	75%	593	468	79%	593	469	79%	593	478	81%
Coral	Elementary	100%	1,170	759	65%	1,148	860	75%	1,148	865	76%	1,148	1,038	90%	1,148	1,078	94%
Croton	Elementary	100%	754	516	68%	732	630	86%	732	645	88%	732	666	91%	732	701	95%
Discovery	Elementary	100%	1,024	939	92%	848	738	87%	848	840	99%	848	820	97%	848	774	91%
Endeavour	Elementary	100%	910	581	64%	888	821	92%	888	745	84%	888	795	90%	888	788	90%
Enterprise	Elementary	100%	824	769	93%	714	712	100%	714	682	93%	714	625	88%	714	600	84%
Flagler	Elementary	100%	764	732	96%	764	722	95%	764	718	94%	764	718	94%	764	714	93%
Gardendale	Elementary	100%	703	447	64%	703	459	65%	703	479	69%	703	497	71%	703	515	73%
General	Elementary	100%	745	631	85%	701	638	91%	701	672	96%	701	685	98%	701	683	98%
Golden Gate	Elementary	100%	811	641	79%	797	641	80%	797	641	80%	797	641	80%	797	641	80%
Grady	Elementary	100%	661	431	65%	624	368	59%	624	429	69%	624	455	73%	624	452	73%
Holmes	Elementary	100%	624	378	61%	624	368	59%	624	410	66%	624	427	68%	624	438	70%
Imperial Estates	Elementary	100%	729	653	90%	729	663	91%	729	661	91%	729	695	95%	729	703	96%
Indian Creek	Elementary	100%	754	779	103%	732	754	103%	732	691	94%	732	704	96%	732	719	98%
Jupiter	Elementary	100%	916	806	88%	810	771	95%	810	707	87%	810	754	93%	810	787	97%
Lockmar	Elementary	100%	910	787	86%	910	815	90%	910	899	99%	910	897	98%	910	867	95%
Longleaf	Elementary	100%	772	705	91%	772	697	90%	772	671	87%	772	641	83%	772	607	79%
Menaloe	Elementary	100%	968	1,018	103%	880	770	88%	880	768	87%	880	762	86%	880	778	88%
McKuffie	Elementary	100%	958	824	86%	772	719	93%	772	695	90%	772	707	92%	772	728	94%
Meadowdale Int.	Elementary	100%	930	840	90%	930	881	95%	930	885	95%	930	839	90%	930	829	89%
Meadowdale Prim.	Elementary	100%	842	741	88%	842	730	89%	842	753	89%	842	787	93%	842	805	96%
Meadowdale	Elementary	100%	768	420	55%	768	568	74%	768	722	94%	768	724	94%	768	727	95%
Mims	Elementary	100%	707	489	69%	707	468	66%	707	453	64%	707	437	62%	707	423	60%
Oak Park	Elementary	100%	910	664	73%	910	631	69%	910	610	67%	910	599	66%	910	583	64%
Ocean Breeze	Elementary	100%	722	536	74%	668	518	91%	668	518	91%	668	515	91%	668	515	91%
Palm Bay	Elementary	100%	936	702	75%	870	757	87%	870	829	95%	870	838	96%	870	856	98%
Pinewood	Elementary	100%	505	405	80%	505	385	76%	505	384	76%	505	395	78%	505	400	79%
Port Malabar	Elementary	100%	874	715	82%	790	729	92%	790	774	98%	790	778	98%	790	778	98%

Facilities Services / JFS

March 9, 2010

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Brevard County Public Schools Utilization 2009-10 to 2013-14

Feasible Accomodation Plan Incorporating Growth Projections, New Schools, New Additions, Redistricting and Busing



School	Type	Utilization Factor	School Year 2009 - 10			School Year 2010 - 11			School Year 2011 - 12			School Year 2012 - 13			School Year 2013 - 14		
			FISH Capacity	10/16/2009 Member-ship	Perm. Capacity Utilization	FISH Capacity	Adjusted Student Projection	Perm. Capacity Utilization	FISH Capacity	Adjusted Student Projection	Perm. Capacity Utilization	FISH Capacity	Adjusted Student Projection	Perm. Capacity Utilization	FISH Capacity	Adjusted Student Projection	Perm. Capacity Utilization
Quest	Elementary	100%	932	849	91%	910	838	92%	910	842	93%	910	861	95%	910	867	95%
Riverview	Elementary	100%	574	495	86%	552	380	71%	552	348	63%	552	361	65%	552	361	65%
Riviera	Elementary	100%	751	575	77%	707	617	87%	707	602	85%	707	655	93%	707	693	98%
Rosevelt	Elementary	100%	624	413	66%	624	406	65%	624	385	62%	624	376	60%	624	373	60%
Seabell	Elementary	100%	755	573	76%	719	609	85%	719	616	86%	719	621	86%	719	629	87%
Saturn	Elementary	100%	954	738	77%	848	789	93%	848	791	93%	848	827	98%	848	838	99%
Sea Park	Elementary	100%	475	305	64%	475	298	63%	475	297	63%	475	291	61%	475	285	62%
Shenwood	Elementary	100%	609	594	98%	609	548	90%	609	519	85%	609	517	85%	609	513	84%
South Lake	Elementary	100%	599	406	68%	533	392	74%	533	383	72%	533	383	72%	533	389	73%
Sunrise	Elementary	100%	895	846	95%	885	838	94%	885	815	91%	885	835	95%	885	867	98%
Sunrise	Elementary	100%	835	648	78%	835	648	78%	835	648	78%	835	648	78%	835	648	78%
Surfside	Elementary	100%	515	437	85%	475	410	86%	475	410	86%	475	410	86%	475	410	86%
Turner	Elementary	100%	910	712	78%	910	682	75%	910	619	68%	910	606	67%	910	606	67%
University Park	Elementary	100%	834	666	80%	780	759	98%	780	761	98%	780	769	99%	780	788	100%
Westside	Elementary	100%	857	517	60%	697	594	85%	697	618	89%	697	660	95%	697	684	98%
Williams	Elementary	100%	831	796	96%	835	784	94%	835	757	91%	835	809	97%	835	830	99%
Elementary Totals			42,334	34,577		40,528	34,995		40,528	34,816		40,528	35,291		40,528	35,577	

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Brevard County Public Schools Utilization 2009-10 to 2013-14

Feasible Accommodation Plan Incorporating Growth Projections, New Schools, New Additions, Redistricting and Busing

Maximum Utilization Elementary Schools:																	
105%	98%	94%															
103%	109%	119%															
99%	91%	90%															
98%	91%	88%															
100%	95%	100%															
Maximum Utilization Jr / Sr High Schools:																	
105%	98%	94%															
103%	109%	119%															
99%	91%	90%															
98%	91%	88%															
100%	95%	100%															
Maximum Utilization High Schools:																	
105%	98%	94%															
103%	109%	119%															
99%	91%	90%															
98%	91%	88%															
100%	95%	100%															
Middle School Concurrency Service Areas																	
School	Type	Utilization Factor	School Year 2009 - 10			School Year 2010 - 11			School Year 2011 - 12			School Year 2012 - 13			School Year 2013 - 14		
			FISH Capacity	Perm. Capacity	Utilization	FISH Capacity	Adjusted Student Projection	Perm. Capacity	FISH Capacity	Adjusted Student Projection	Perm. Capacity	FISH Capacity	Adjusted Student Projection	Perm. Capacity	FISH Capacity	Adjusted Student Projection	Perm. Capacity
			Note 1			Note 1											
Central	Middle	90%	1,524	969	64%	1,524	1,182	78%	1,524	1,323	81%	1,524	1,300	86%	1,524	1,334	88%
Clearlake	Middle	90%	702	405	58%	702	380	55%	702	614	87%	702	695	98%	702	793	85%
Delaura	Middle	90%	922	667	72%	922	627	68%	922	748	81%	922	748	81%	922	723	78%
Hoover	Middle	90%	656	438	67%	656	521	79%	656	580	89%	656	598	91%	656	559	85%
Jackson	Middle	90%	651	638	98%	651	607	93%	651	590	91%	651	587	90%	651	593	90%
Jefferson	Middle	90%	820	673	82%	820	635	77%	820	532	65%	820	505	62%	820	514	63%
Johnson	Middle	90%	1,041	894	86%	1,041	868	83%	1,041	858	82%	1,041	842	81%	1,041	826	79%
McKeeson	Middle	90%	786	712	89%	786	738	109%	786	582	74%	786	577	74%	786	677	87%
McKeeson	Middle	90%	742	579	78%	742	566	76%	742	537	72%	742	509	69%	742	485	65%
McKeeson	Middle	90%	742	579	78%	742	566	76%	742	537	72%	742	509	69%	742	485	65%
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McKeeson	Middle	90%	742	579	78%	742	566	76%	742	537	72%	742	509	69%	742	485	65%
McKeeson	Middle	90%	742	579	78%	742	566	76%	742								

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Brevard County Public Schools Utilization 2009-10 to 2013-14

Feasible Accommodation Plan Incorporating Growth Projections, New Schools, New Additions, Redistricting and Busing



School	Type	Utilization Factor	School Year 2009 - 10	School Year 2010 - 11	School Year 2011 - 12	School Year 2012 - 13	School Year 2013 - 14
			FISH Capacity Note 1	FISH Capacity Note 1	FISH Capacity Note 1	FISH Capacity Note 1	FISH Capacity Note 1
Senior High School Concurrency Service Areas							
Astronaut	High	95%	1,451	1,168	1,441	1,382	1,441
Bayshore	High	95%	2,588	2,098	2,232	2,126	2,232
Cocoa	High	95%	1,669	1,669	1,669	1,669	1,669
Eau Gallie	High	95%	2,251	1,942	1,942	1,942	1,942
Heritage	High	95%	2,335	2,335	2,335	2,335	2,335
Melbourne	High	95%	2,361	2,361	2,361	2,361	2,361
Meritt Island	High	95%	1,874	1,874	1,874	1,874	1,874
Palm Bay	High	95%	2,944	2,944	2,944	2,944	2,944
Rockledge	High	95%	1,679	1,679	1,679	1,679	1,679
Satellite	High	95%	1,435	1,435	1,435	1,435	1,435
Thurston	High	95%	1,847	1,847	1,847	1,847	1,847
Viera	High	95%	2,146	2,146	2,146	2,146	2,146
High Totals			24,678	18,410	23,408	23,408	23,408
Schools of Choice Without Geographic Boundaries							
Freedom 7	Elementary	100%	453	413	453	413	453
Stevenson	Elementary	100%	573	484	573	484	573
West Melbourne	Elementary	100%	551	414	551	414	551
Edgewood	Jr/Sr High	90%	1,158	948	1,031	948	1,031
West Shore	Jr/Sr High	90%	1,205	985	1,111	985	1,111
Schools of Choice			4,001	3,284	3,719	3,284	3,719
Brevard Totals			96,453	67,855	81,124	68,693	81,124

Notes:
 1: By statute until March 1, 2011, relocatable capacity constructed in 1998 or later is to be added to permanent capacity for the purpose of determining the level of service (LOS).