

CITY OF BROOKSVILLE

Comprehensive Plan



April 2017

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INTRODUCTION

BROOKSVILLE 2050

Welcome to the City of Brooksville Comprehensive Plan. While this document is intended, in the short term, to address the years from 2017 to 2027, the Plan establishes Goals, Objectives and Policies designed to shape the City through and beyond the year 2050. The Plan represents the collective ideas and dreams of Brooksville stakeholders who participated in the Brooksville Vision Foundation’s meetings from 2011 through 2015. This document describes the preferred future of Brooksville expressed by stakeholders. These stakeholders spoke with a strong voice about what they value in their community and what they want for its future – safe, walkable neighborhoods and parks, a thriving downtown district that maintains the historic charm that has existed for decades, a strong educational foundation for Brooksville’s youth, vibrant local business districts, and excellent housing and employment opportunities throughout the City.

A Vision for the Future

Creating a vision means not being limited to what is, but to opening up new horizons to what could be. This guiding Vision for the City of Brooksville represents an important step forward in building a brighter, more livable future for its citizens.

The City of Brooksville’s Mission

The City of Brooksville’s Mission is to be a viable, self-reliant and safe community. In order to achieve this mission, the City’s key goals are to:

- Beautify the city and enhance its infrastructure.
- Enhance and sustain a vibrant economy.
- Provide effective and efficient public safety services.
- Stimulate public awareness and social empowerment for citizens of all ages, races, and culture.
- Establish and maintain organizational integrity and operational efficiency utilizing proven management principles.

The Comprehensive Plan includes policies and implementation tools that the City can use to achieve its mission and can be used by the City as a guide for the future physical development of Brooksville. The Comprehensive Plan projects future land development patterns based on past trends and future goals. The community vision includes broad goals and preferred land development patterns expressed by the community. These goals are represented as Guiding Principles - statements that describe the collective values and ideals of stakeholders. These Guiding Principles represent a “checklist” of community values that can be used to guide public decision-making. In addition to Guiding Principles, a Vision Illustration was also created with

public input. This Vision Illustration outlines the preferred form of growth and development as expressed by participants in the visioning process.

Guiding Principles

The Guiding Principles provided below are the foundation of Brooksville's Vision. They represent the collective values and ideals of a diverse mix of people.

Land Use

- Pursue development and revitalization that efficiently use land by providing for a mix of uses and ample open space.
- Maintain the City's historic character and ensure that new development and redevelopment are consistent with that historic character.
- Facilitate a fair, predictable, and inclusive planning process.

Transportation

- Encourage multiple transportation options by investing in roads, transit, sidewalks and bikeways.
- Promote the development of a vibrant, walkable and mixed-use Central Business District.
- Take advantage of the existing rail line by promoting Transit Oriented Development in close proximity to the line, allowing for the establishment of a transit station and increasing public investment toward housing, employment, and entertainment.

Housing and Community

- Provide high quality, accessible housing which gives people choices.
- Maintain Brooksville's housing affordability.
- Sponsor and promote cultural activities that celebrate the history and cultural and ethnic diversity of Brooksville and Hernando County and work towards inclusiveness for all community members.
- Ensure that all Brooksville residents have access to public amenities, quality schools, parks and open space.
- Strengthen K-12 education in Brooksville and create more opportunities for extra-curricular activities geared toward youth.

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- Ensure open lines of communication between citizens and public agencies in planning and decision-making processes.

Conservation and Open Space

- Preserve and enhance Brooksville's unique urban environmental setting.
- Create an interconnected network of sidewalks, trails and parks that provide access to all areas of the City.

Public Safety

- Create attractive neighborhood and commercial areas that are safe, pedestrian-friendly places to live and visit.
- Ensure that community services and public safety officers are responsive to Brooksville residents, businesses and visitors.

Economic Development

- Capitalize on Brooksville's strategic location within the region to attract and retain businesses.
- Create incentives for local entrepreneurs and provide resources to enhance local business opportunities.
- Strengthen Brooksville's role in providing adult education and vocational training.
- Build Brooksville's image as a "hub city," a center for many different regional activities.
- Enhance community pride through a strategic marketing program that highlights economic and community development opportunities.

Urban Design

- Invest in streetscape improvements that enhance Brooksville's street-level appearance.
- Provide signage that promotes local events and businesses and directs visitors to areas and amenities.
- Promote the use of urban design standards that guide high-quality design that is reflective of the character of the community.

Public Facilities

- Ensure that adequate infrastructure for existing development is maintained and serviced.

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- Create and maintain infrastructure capable of accommodating new development as a strategy for encouraging economic growth.
- Consistently maintain transportation and public facilities over the long term.

Vision Illustration

In addition to Guiding Principles, a Vision Illustration for the City was created. A Vision Illustration visually represents the future development patterns and the collective desires and goals of the participants. The Brooksville Vision Illustration shows the general location of where new development patterns are desired at a city-wide level.

The Brooksville Vision Illustration is intended for use as a guiding source for applying broad planning efforts throughout the City. It also illustrates “big picture” ideas and concepts for the entire city and shows the location of preferred development patterns based on public input. This map reflects existing areas of development and other development constraints. It illustrates what citizens could expect to see across the City if the objectives set forth in the Vision are achieved.

The Brooksville Vision Illustration is integrated into this Plan as a Future Land Use Map Overlay for use in future development proposals. The major theme that emerged from the visioning process was that most participants desired to have cleaner, safer streets and neighborhoods, with a lively mix of retail, commercial and entertainment uses throughout Brooksville. Common themes also included more open space and parks and more opportunities for pedestrian and bicycle mobility. Participants also wanted to ensure that the existing employment base was maintained, with a focus on fostering economic development from industry to local entrepreneurship throughout the City. The Vision Illustration is presented at the conclusion of this Introduction.

The Vision

The City of Brooksville offers a unique environment that no other jurisdiction within the Tampa Bay region can offer. Historically, Brooksville has been the main focal point for Hernando County. Among other things, the City is the center of government for Hernando County, is a major center in the County for employment and specialized services and provides a unique environment of historic culture. Brooksville’s history has helped to create a fabric that permits its residents opportunities for enlightening interactions and life experiences. The concentration of the City population in a relatively small area makes it feasible to provide very specialized public and private services that cannot and will not be found elsewhere in Hernando County. Intensification and concentration of different types of land uses in the City encourages the development of specialized retail, commercial and office uses, and the centralized nature and population of the City are conducive to the development of diverse attractions. Overall, these characteristics will positively affect the local economy, and permit expanded opportunities for tourism and specialized land uses. The City’s existing, emerging and potential activity areas will become intense mixed-use centers where different modes of transportation merge, resulting in further enhancement of their centralized character. The Historic Central Business and Residential District, the area surrounding the existing rail line through the City’s core, the areas

surrounding the intersections of South Broad Street (U.S. Highway 41) and Cortez Boulevard (State Road 50), South Broad Street and Ponce DeLeon Boulevard (U.S. Highway 98), Cortez Boulevard, West Jefferson Street and Cobb Road, North Broad Street and Yontz Road, and Cortez Boulevard and East Jefferson Street are the existing, emerging and future locations of these intensive types of activity centers. The City's landscape will not be homogeneous, but rather will be an interconnected series of activity centers of varying sizes and intensities. Less intensive land uses will locate between and around the periphery of the different activity centers. These land uses will complement the mixed-use activity centers and provide less intensive living and working environments.

Brooksville's location in the northern portion of the Tampa Bay area also provides a unique opportunity for development of a more mixed use and transit oriented community. Recently, developers, land use and transportation planners and policy makers in the Tampa Bay region have embarked on an effort in concert to shape our cityscapes, natural and physical environments. Ultimately, their collective decisions impact the quality of our lives by defining the places where we live, work, shop, and recreate, and through building the transportation systems needed to navigate to and from each place. With Tampa Bay's recent regional transportation initiatives, transit investment and transit oriented development (TOD) have been identified as one of the most important variables to our community's economic sustainability. As stewards of our vibrant communities, these groups have been evaluating our current conditions, seeking comparable examples of success from around the country, and considering the critical elements needed for a stronger future community.

Despite the economic slowdown at the beginning of this century, US trends point to the importance of transit-oriented planning and development nationally and worldwide. The changing demographics of the typical homeowner from primarily suburban families to increases in single, married without children, and retired homebuyers are redefining the housing development market. Builders and planners are already reacting to these changes with a focus on development patterns known to provide more walking and transit use, while generating less traffic. Developers and home buyers across the U.S. are increasingly investing in traditional neighborhoods, urban living, and transit oriented development projects. The City of Brooksville, through this Vision, is incorporating transit-oriented planning into the development of the City's future.

The City of Brooksville contains a number of development activity centers and corridors. An activity center is a focal point within the context of a larger, contiguous area surrounding it, containing concentrated activity that attracts people from outside its boundaries for purposes of interaction within that area. Activity centers can be different sizes depending upon the amount and type of interaction for each and the size of the market it draws. A hierarchy with six types of activity centers has been identified in the City of Brooksville:

- Transit Oriented Development Activity Center

The City's Transit Oriented Development Activity Center is located in close proximity to the existing rail line that runs through the core of Brooksville. It is adjacent to and integrated with the Historic Central Business and Residential Activity Center and be of a

walkable design with the highest priority given to pedestrian activity. The area will contain support transit systems including but not limited to light rail and buses, and will be designed to include the easy use of bicycles, scooters, and rollerblades as daily support transportation systems. The Transit Oriented Development Activity Center will ultimately be a regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses, with high density, high-quality development surrounding the rail line.

- Historic Central Business and Residential Activity Center

This designation refers to the City's historic downtown business and residential development. It contains a high concentration of government uses, commercial uses, historic residential low density development and potential higher density residential development. The Historic Central Business and Residential District is the primary focus for preservation and rehabilitation of historic buildings, business retention, recruitment, and cultural activities.

- Regional Mixed-Use Activity Centers

These activity centers designate locations for existing and future regional shopping centers as well as major office and employment areas. Higher residential densities can also be considered in and around these areas as services and facilities become available to provide the necessary infrastructure. Existing viable low density residential uses found within or adjacent to the Mixed-Use Regional Activity centers should be protected through policies of the Comprehensive Plan.

- Industrial and Manufacturing Activity Center

The City's Industrial and Manufacturing Activity Center is located along Cobb Road in the northwest portion of Brooksville. With immediate access to State Road 50 and the Suncoast Parkway, the Industrial and Manufacturing Activity Center is intended to provide an appropriately-located area for various manufacturing enterprises, industrial establishments, research developments and compatible office and commercial services that enhance the City's economic base and provide well-paying jobs for residents of the area, while at the same time ensuring a high quality of life free from excessive noise, odors, dust, smoke, heavy traffic congestion and air and water pollution.

- Mixed-Use Activity Centers

The Mixed-Use Activity Centers are points of concentration that provide focal points for surrounding neighborhoods. These typically include a variety of public facilities and services including commercial and office development through integration of viable residential neighborhoods and the redevelopment of appropriate areas for higher intensity uses. These activity centers will be encouraged to develop as activity centers surrounding residential areas.

- Residential Activity Centers

Residential Activity Centers serve as smaller scale community centers. They can include limited commercial and office uses to serve the surrounding residential development at the neighborhood scale. Neighborhood activity centers reflect the character of their location.

By encouraging development into points of concentration it is possible to achieve population thresholds (whether through residents and/or employees) and/or agglomeration economies that will provide a wider array of goods and services. This is one of the attractions of an urban environment.

The corridor network is the road network. Distinctions between different scales of the corridors are made by using the functional classification of the roads (e.g., arterial, collectors, local streets). There is a direct relationship between the growth of activity centers and the expansion of corridors. The amount, type and frequency of interaction between activity centers affects corridor development, and the amount, type and frequency within corridors affects nodal development. Presently, the road network is the only component of the corridor system linking the activity centers. The possibility of enhanced bus service and rail mass transit in the future will provide another component to the corridor system.

The corridors have a three-fold purpose in the City of Brooksville. One, they link and make the activity centers accessible. Two, they act as edges or boundaries that define geographical areas within the City. Three, the corridors themselves are linear areas of interaction. Businesses located along the corridor attract customers traveling through the corridor. Although certain links may be appropriate for higher intensities and development, not all corridors are appropriate for this type of interaction.

As a result of the development of the City's activity centers, Brooksville in the year 2050 continues to be a neighborly place where we seek to preserve and enrich our community's distinctive small town character, historic downtown, and unique setting in Hernando County. We continue to welcome development that practices sound environmental stewardship and creates good jobs and good neighborhoods. As we grow, we will develop a safe and expanded transportation network while promoting active living through walking, biking, and other cultural and recreational opportunities.

As stated previously, the Guiding Principles are the foundation of Brooksville's Vision, representing the collective values and ideals of a diverse mix of people. Adherence to these Guiding Principles will result in the City of Brooksville not only being characterized as simply a small town, but instead as a vibrant, well-balanced and friendly city where we all *really* live!

Making the Vision a Reality

City of Brooksville

The Brooksville Vision brings to life the concepts and ideas contributed by area residents and stakeholders through a public involvement process. This Vision reflects what the future residents want for their community. This future reflects an understanding that new development patterns will be necessary to promote a vibrant and active local economy, provide more housing choices for all income levels and create cleaner and safer neighborhoods that are easily accessible using a variety of transportation options.

CHAPTER 1

FUTURE LAND USE

Introduction

The Future Land Use Element is a guide for future development and redevelopment within the City of Brooksville. It designates the general distribution, location, and extent of the uses of land for residential, commercial, industrial, recreation, conservation, education, public buildings and grounds, other public facilities, and other categories of the public and private uses of land. The Future Land Use Element regulates the location and intensity of uses through the spatial representation on the Future Land Use Map and the Goals, Objectives and Policies. The policies state the City's position on various matters relating to growth and change and illustrate how the City and community expects to achieve the goals and objectives. More specifically, the Future Land Use Element has been developed to:

- Improve the physical environment of the community;
- Protect the public health, safety and welfare, and promote the common good;
- Insure that long-range considerations are included in the determination of short-range plans;
- Facilitate the equitable determination and implementation of community policies on physical development by effecting managed growth and balancing the common welfare with individual interests;
- Ensure that all parties are afforded the opportunity to participate in the decision making process;
- Effect both political cooperation and technical coordination in community development by bringing professional and technical knowledge to bear on governmental decisions concerning the physical development of the community;
- Promote a healthy, stable and vigorous local economy which can offer the community an ample range of employment opportunities; and
- Achieve the above intent in a cost-effective manner for the residents of the City of Brooksville.

Redevelopment and New Development

Approximately 1,244 acres, or 15.7 percent, of the Brooksville land area is classified as undeveloped. Slightly more than 71 percent (888 acres) of the undeveloped 1,244 acres is presently designated for residential use. Almost all of the undeveloped residential property within the City is contained in undeveloped or partially developed planned districts with entitlements totaling 2,612 dwelling units providing for an estimated additional 6,269 residents. The existing entitlements will provide more than adequate housing stock for the anticipated population increase from the present total of 8,006 to 10,736 in 2030 as projected by the University of Florida Bureau of Economic and Business Research (BEBR). Therefore, Brooksville's future will be driven by redevelopment and new development. Redevelopment is a process in developed areas to rehabilitate, infill, use underutilized areas more efficiently, and/or replace developed areas by changing the types of uses, intensities or densities of the land uses,

usually to achieve an economically higher and better use of the land. For the purposes of this Plan, new development occurs on vacant land and it adds to the total overall built environment. The same considerations that new development must address are also applicable to redevelopment projects. However, those considerations must be weighed differently. For example, the need to mitigate adverse impacts are different for a redevelopment project from a new development. These different priorities are reflected in the objective areas of the Goal, Objectives and Policies.

The City of Brooksville offers its residents a unique environment. Capitalizing upon its assets and maintaining the opportunities of a concentrated and diverse setting for all socio-economic groups is a key to Brooksville's continued and future success. This can be achieved, in part, through the enhancement of existing amenities, increases and diversification of the employment and service bases, and the preservation and enhancement of the existing historic environment.

Goal: To ensure that the character, magnitude, and location of all land uses provide a system for orderly growth and development that achieves a balanced natural, physical, and economic environment, and enhances the quality of life of all residents. Additionally, the City seeks to ensure that land use patterns and development encourage walking, bicycling, and public transportation use, and to make these transportation options a safe and convenient choice.

Objective 1: Plan, design, and create complete and well-structured neighborhoods whose physical layout and land use mix promote walking, bicycling, and public transportation use as a means of accessing services, food, retail, employment, education, childcare, recreation, and other destinations.

Policy 1-1: Encourage mixed-use development to allow siting of residential, retail, office, recreational, and educational facilities within close proximity to each other to encourage walking and bicycling as a routine part of everyday life.

Policy 1-2: Encourage transit-oriented development by encouraging higher density and compact infill development whenever feasible near existing and planned public transportation facilities.

Policy 1-3: Require safe and convenient walking, bicycling, and public transportation features in new or renovated development.

Policy 1-4: Increase options for healthy eating and living by identifying food deserts and developing zoning regulations that encourage private sector provision of healthy food options, seeking programs to make fresh food available to those areas, ensuring bus access is provided to grocery stores and collaborating with public health agencies and organizations to support programs and activities related to nutrition, including classes in gardening, cooking and physical activity.

Objective 2: Require street design that creates public space that is safe and welcoming for pedestrians and bicyclists.

- Policy 2-1:** Encourage street-oriented buildings; locate parking lots in rear of retail and business centers.
- Policy 2-2:** Provide pedestrian-scale lighting.
- Policy 2-3:** Encourage a high proportion of streets where building façades have abundant windows and entrances facing the street and create a human-scaled wall near the lot line.
- Policy 2-4:** Encourage ground-level business uses along multi-modal corridors that support pedestrian activity, such as retail, restaurants, and services.
- Policy 2-5:** Reduce the proportion of street frontages and rights of way lined by parking lots, blank walls, or empty lots.
- Policy 2-6:** Where parking lots are located between commercial buildings and streets, require or encourage creation of a pedestrian path from the street to the entrance.
- Policy 2-7:** Utilize traffic-calming designs and other measures to improve safety for motorists, pedestrians and cyclists. It aims to encourage safer, more responsible driving and potentially reduce traffic flow.
- Policy 2-8:** Consider separated bike lanes to create safe, low-stress bicycle networks where feasible.

Objective 3: The City shall maintain land development regulations that effectively guide and manage future growth.

- Policy 3-1:** The City shall maintain a unified Land Development Code that will regulate: all land uses shown on the Future Land Use Map, the subdivision of land, the location, size and the height of signs, areas subject to seasonal or periodic flooding, and the type of land use based on suitability for the topography, soil conditions and the availability of facilities and services.
- Policy 3-2:** As part of the unified land development code, the City shall develop and adopt regulations that provide for drainage and stormwater design standards and protect potable water well fields and aquifer recharge areas.
- Policy 3-3:** The adopted, unified development code shall ensure that properly designed and safe ingress/egress is available to all sites, and that on-site

traffic flow and parking shall be adequate to meet annual maximum daily requirements.

Policy 3-4: The adopted, unified development code shall ensure and provide that development orders shall be issued only upon certification that water, sewer, and solid waste and other required services are available to serve the proposed development at the adopted level of service, or are committed to be available concurrent with a development's completion.

Policy 3-5: In conformance with Objective 3 above, the City shall establish, adopt and implement density and intensity standards for all future land uses, as applicable, and as indicated on the Future Land Use Map and the adopted City Zoning Map.

Density and intensity standards for land uses in the City of Brooksville are listed as follows:

Suburban Residential. Permissible densities shall be limited to a maximum of 2.5 dwelling units per gross acre. Provisions for clustering and non-residential uses with a maximum Floor Area Ratio (FAR) of 0.30 may be considered and shall be approved through a Planned Development Project site-plan controlled zoning.

Single Family Residential. Permissible densities shall be limited to a maximum of 7 dwelling units per acre. Non-residential uses may be considered with a maximum Floor Area Ratio (FAR) of 0.30 and shall be approved through a Planned Development Project site-plan controlled zoning.

Mobile Home/Multi-Family Residential. Permissible densities shall be limited to a maximum of 18 dwelling units per acre. Non-residential uses may be considered with a maximum Floor Area Ratio (FAR) of 0.50 and shall be approved through a Planned Development Project site-plan controlled zoning.

A. CPA2007-L2. Development of the parcel labeled as amendment CPA 2007-L2 on the Future Land Use Map shall be limited to not exceed 10 dwelling units per acre.

Mobile Home Residential. Permissible densities shall be limited to a maximum of 8 dwelling units per acre and may include mobile (manufactured) homes and conventional dwelling types. Non-residential uses may be considered with a maximum Floor Area Ratio (FAR) of 0.30 and shall be approved through a Planned Development Project site-plan controlled zoning.

Multi-Family Residential. Permissible densities shall be limited to a maximum of 18 dwelling units per acre and may include conventional dwelling types. Non-residential uses may be considered with a maximum Floor Area Ratio (FAR) of 0.50 and shall be approved through a Planned Development Project site-plan controlled zoning.

2050 Vision Overlay. The plan overlay categories are intended to address the City's desire to encourage urban-scale, transit-oriented mixed-use developments as discussed in the Introduction of this Plan. As shown in the Illustration Map, there are eight land use types: Transit Oriented Development (TOD), Regional Mixed Use, Mixed Use, Historic Central Business and Residential Mixed Use, Light Industrial/Commercial/Office, Light Industrial/Office/Manufacturing/Mining/Distribution, Medium Density Residential and Medium and Low Density Residential.

Transit Oriented Development. The Transit Oriented Development category mandates that, at a minimum, two land use types--a multi-family residential and a non-residential component or a mixture of office, commercial, light industrial and/or manufacturing uses--are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the rail system. When residential uses are included, a minimum residential density of 6 dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (FAR) requirement for this category shall be 0.30 and the maximum non-residential FAR for this category shall not exceed 2.0. A maximum residential density of 20 dwelling units per gross acre will be permitted. Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use) is strongly encouraged.

Regional Mixed Use. The Regional Mixed Use category requires incorporating two or more different uses within walking distance of one another and may include a variety of housing types. The category accommodates a wide range of retail commercial, office, light manufacturing, civic, and residential uses to create vibrant activity centers with compatible activities. The minimum residential density shall be 8 dwelling units per gross acre and the maximum is 25 units per acre. The minimum non-residential

development intensity (FAR) requirement for this category shall be 0.30 and the maximum non-residential FAR for this category shall not exceed 2.0.

Mixed Use. At a minimum, a mixed use development must include two different non-residential land uses and may include residential uses. For purposes of the Mixed Use category, the non-residential land uses category may include office, retail, light industrial, and recreational uses. The minimum FAR shall be 0.30 and the maximum shall be 1.0. The minimum residential density shall be 6 dwelling units per gross acre and the maximum is 10 units per acre.

Historic Central Business and Residential Mixed Use. This category permits a high concentration of government uses, commercial uses, historic residential low density development and potential higher density residential development. Minimum FAR for non-residential uses is 0.50 and the maximum is 2.0. Maximum residential density shall be 25 dwelling units per acre.

Light Industrial/Commercial/Office. This category permits commercial uses, office uses and light industrial uses. The minimum FAR shall be 0.30 and the maximum shall be 1.0.

Light Industrial/Office/Manufacturing/Mining/Distribution. This category permits light industrial uses, office uses, manufacturing uses, mining uses and distribution. The minimum FAR shall be 0.30 and the maximum shall be 1.0.

Medium Density Residential. Permissible densities shall be limited to a maximum of 8 dwelling units per gross acre. Provisions for clustering and non-residential uses with a maximum Floor Area Ratio (FAR) of 0.30 may be considered.

Medium and Low Density Residential. Permissible densities shall be limited to a maximum of 5 dwelling units per gross acre. Provisions for clustering and non-residential uses with a maximum Floor Area Ratio (FAR) of 0.30 may be considered.

Development within the Overlay categories shall occur in areas as identified on the 2050 Vision Plan Land Use map, with the exception that properties shown on the map that are outside the incorporated City boundary shall be regulated by the Hernando County Comprehensive Plan and Hernando County Zoning regulations. Proposals to develop consistent with the principles of the vision described in the Introduction of this Plan

will require the filing of a Future Land Use Map change application and, subsequently, a Planned Development Project site-plan controlled zoning application. Along the street frontage of the development sites, buildings shall face the street and have modest front setbacks. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of 8 dwelling units per acre or less shall contain buffering and screening components to ensure a transition between the proposed development within these plan categories and lower density uses.

Commercial. Lands classified as commercial use shall be used for the sale, rental and distribution of products or performance of services, light industrial uses and may be used for multi-family residential uses if approved through the Planned Development Project (PDP) review process. The maximum allowable non-residential intensity is a 0.70 floor area ratio and 70% lot coverage. For all commercial lots that are not subject to setback requirements in the Historic/Central Business District a 1.25 floor area ratio will be preserved. Multi-family housing may be considered for up to 20 dwelling units per acre.

A. CPA 2004-L1. Development of the parcel labeled as amendment CPA 2004-L1 on the Future Land Use Map shall be limited to not exceed 184,000 square feet of building floor area.

B. CPA2010-S7 and CPA2010-S8. Development of the parcels labeled as amendments CPA2010-S7 and CPA2010-S8 on the Future Land Use Map shall not collectively exceed 100,000 square feet of building floor area.

Industrial. The minimum lot size for industrial land use shall be 1 acre and allowed to a maximum lot coverage of 70% with a 0.80 maximum floor area ratio

A. CPA 2010-L6. Development of the parcel labeled as amendment CPA2010-L6 on the Future Land Use Map shall not exceed 375,705 square feet of building floor area.

Agriculture. The minimum lot size for the agricultural land use category is 1 acre.

Recreational. This land use will not be limited to a minimum tract size, shall have a maximum floor area ratio of 10%. All types of recreational uses are permitted.

Conservation. The adopted land development regulations will assure that

a site plan review process establishes the basis for site-specific development orders that protect and conserve conservation areas, with densities varying according to the environmental constraints. Wetlands in the City shall be designated as Conservation. Conservation Element Policy 2-13 describes the limited densities and intensities for development in wetlands.

Public Facilities and Land. Such areas are those areas that may be used for governmental purposes such as: utility, telecommunication, and transportation right-of-way and corridors; stormwater management facilities and structures; buildings and structures for governmental services; public libraries; public schools; churches, quasi-public entities and state and federal structures and buildings. Additional uses that may be permitted by the local government in this land use district include residential, commercial, industrial and mixed use. Governmental land uses will be allowed a maximum 1.25 Floor Area Ratio (FAR). Densities and intensities of residential, commercial, industrial and mixed use developments on properties designated as Public Facilities and Land shall be guided by the densities and floor area ratios of surrounding plan categories, including those of adjacent jurisdictions, to ensure compatibility with surrounding development. In instances where mixed uses are proposed, a maximum of 25 percent of the land area may be devoted to commercial land uses. Proposals to redevelop properties with residential, commercial, industrial and/or mixed uses shall be reviewed as Planned Development Projects. All development shall be subject to applicable development regulations.

Mixed Use. Mixed use developments will be permitted only within a Planned Development Project zoning district based on the approval of a site-specific development order. At a minimum, a mixed use development must include both residential and non-residential land uses. For purposes of the Mixed Use land use category, the Non-Residential land use category may include office, retail, light industrial, and recreational uses in addition to other uses specified in said category. Allowed uses within the Conservation and the Public Facilities and Lands categories may also be part of a mixed use development. A minimum of 20% and a maximum of 80% of a mixed use project will be non-residential. The maximum allowable mixed use intensity shall be 0.70 floor area ratio and 70% lot coverage. A minimum of 20% and a maximum of 80% of a mixed use project shall be residential, with residential densities up to 18 units per acre.

Southern Hills Plantation Mixed Use District. Permissible densities/intensities shall be limited to a maximum of 1,163 residential units, 240,000 square feet of retail or office, 45,000 square feet of

clubhouse and associated activities, and a minimum of 350 acres of open space/recreational uses within the project boundary.

Majestic Oaks Mixed Use District. This is a mixed use district consisting of up to 999 residential units, up to 100,000 square feet of commercial/retail/office, up to 31,000 square feet of clubhouse and associated activities, and a minimum of 200 acres of open space/recreation uses within the project boundary. All development must meet the concurrency requirements of Chapter 163, Florida Statutes. Thus, more than 600 residential units, but fewer than 999 of the units allowed in this district, may be allowed through the rezoning process provided that the approved development meets the concurrency requirements, including transportation, as required by Chapter 163, Florida Statutes.

McAteer Residential Development District (MRDD). The project shall be permitted a maximum of 450 dwelling units and shall be developed as follows:

- Community Features. The MRDD shall incorporate the following features:
 - Cluster housing to maintain open space;
 - Open space and a neighborhood park within each development pod;
 - The interconnection of open spaces and residential pods through the use of multi-purpose trails and sidewalks;
 - Drought tolerant (Xeriscape) landscaping as defined by the Southwest Florida Water Management District's *A Guide to Florida-Friendly Landscaping*; and
 - The protection of the site's natural areas.
- Zoning/Master Plan. The rezoning application shall include a master plan for approval.
- Housing Mix. The project may include a variety of housing types, lot sizes, setbacks and densities.
- Definable Edge. The project shall provide a definable edge a minimum of 50 feet in width along the eastern project boundary. The edge shall consist of existing vegetation and shall be enhanced with the planting of additional native vegetation where appropriate.
- Open Space. A minimum of 150 acres of open space containing both active and passive recreation activities as well as drainage and floodplain management facilities shall be provided.
- Protected Plant and Animal Species. Impacts to protected wildlife and plants shall be minimized through the use of on-site mitigation and preservation techniques in accordance with all applicable regulations.
- Natural Resources/Site Suitability:

- Wetland areas within MRDD shall not be impacted by development with the limited exception of necessary access, utilities and utilization for stormwater projects. There shall be no net loss of wetlands.
- Development plans, prepared prior to platting, shall identify and protect wetlands and flood plain areas through conservation easements and dedicated open spaces.
- Development within MRDD shall limit stormwater impacts by the use of clustering of residential density and open space.

South Brooksville Planned Development District (SBPDD). The SBPDD shall provide for the orderly redevelopment of the South Brooksville area into a viable mixed-use community, while retaining the positive features of the existing neighborhood character. The SBPDD designation consists of 122 acres. Land uses permitted within the SBPDD shall include:

- The existing single-family residential neighborhood not exceeding approximately 18.8 acres and up to 7 dwelling units per acre;
- The existing multi-family residential community not exceeding 6.9 acres and up to 18 dwelling units per acre;
- Highway-oriented, community and specialty retail not exceeding approximately 31 acres and a floor area ratio of 0.30;
- Industrial and Corporate Park space not exceeding approximately 22 acres and a floor area ratio of 0.80;
- Transit Oriented Development (TOD) located within approximately 0.25 miles of the CSX railroad right-of-way and not exceeding approximately 15 acres, developed with nonresidential uses at a minimum floor area ratio of 0.30 and a maximum of 0.70, and residential uses with a minimum density of 6 and a maximum density of 16 dwelling units per acre;
- Public use sites and facilities not exceeding approximately 4.9 acres; and
- Recreation uses on a minimum of approximately 21.3 acres.

Features

The South Brooksville PDD redevelopment will incorporate the following features:

- a vision designed to retain the existing sense of neighborhood and community;
- coordinated infrastructure, sufficient to maintain the health and safety of the existing community, while accommodating growth;
- preservation of existing single-family neighborhoods;

- higher density single-family and multi-family housing located along and in close proximity to major roadway corridors and the railway corridor;
- a mix of land uses;
- a diversity of housing types and densities, including workforce and affordable housing;
- employment opportunities;
- community retail along the Martin Luther King corridor;
- highway-oriented commercial along the SR 50 and SR 50A corridors;
- specialty retail and services along the “Good Neighbor Trail”;
- preservation of the Good Neighbor trailhead complex;
- historic preservation;
- transit oriented design techniques along the existing rail corridor consistent with the Tampa Bay Area Regional Transportation Authority (TBARTA) master plan;
- integration of public uses and facilities within the SBPDD;
- provisions for neighborhood and community recreation facilities;
- promotion of safe pedestrian and non-vehicular movement;
- provisions for the use of appropriate design guidelines and redevelopment techniques within the SBPDD.

Coordination of Governmental Entities, Actions and Programs.

Community Awareness. In order to maintain a coordinated effort with the South Brooksville community and Hernando County, the City shall maintain ongoing coordination with community representatives and the County regarding redevelopment programs, proposals and activities that impact the SBPDD. Coordination shall include, but not be limited to, meeting with community groups, holding public information workshops and coordinating with community representatives consistent with the policies contained in Objective 1 of the Intergovernmental Coordination Element.

Coordination of Land Use Changes and Policies. The City shall coordinate redevelopment activities, policies and programs, and changes in zoning with Hernando County and community representatives.

Redevelopment Activities. Redevelopment activities shall be coordinated with business retention/recruitment programs.

Housing

Housing Mix. Within the South Brooksville PDD, a variety of flexible lot sizes, flexible setbacks, mixed uses and a range of densities shall be allowed. New mobile home development shall be discouraged.

Affordable and Workforce Housing. Affordable and workforce housing shall be considered in the review of new mixed use and residential projects.

Commercial Development

Martin Luther King Corridor. Community commercial activity in South Brooksville will be located along the Martin Luther King Blvd. corridor. Appropriate design techniques for this corridor may include, but not be limited to, the following:

- The use of on street parking where safe and appropriate
- The use of reduced setbacks
- The placement of parking behind structures
- Provisions for retaining alleyways and the use of rear loading areas
- The use of architecture complimentary to the community's historic character
- The use of architectural detail, building articulation, traditional storefront looks, and overhangs
- The orientation of buildings toward streets and pedestrian areas
- The use of pedestrian connections and wider sidewalks
- The use of street furnishings and streetscape techniques
- The use of traffic calming techniques
- Flexible parking techniques

Good Neighbor Trail Corridor. Property adjacent to the Good Neighbor Trail may be redeveloped with a mix of complementary specialty retail, services and residential/lodging uses. Specialty retail should include, but not be limited to, restaurants, bicycle shops, small commodity stores, art galleries, antique shops, consignment shops, bed & breakfast houses, and other compatible uses of similar scale and intensity. Residential uses shall not exceed 7 dwelling units per acre. The maximum floor area ratio for nonresidential uses shall be 0.30.

Highway Commercial. Highway commercial uses shall be located along the State Road 50/Cortez Boulevard and State Road 50A/Jefferson Street corridors and shall not exceed a 0.30 floor area ratio.

Employment Center. Light Industrial and Business Park uses will be encouraged along Main Street and the existing railroad corridor. When located along the railroad corridor, these uses should be compatible with future transit oriented development. The redevelopment of existing industrial areas compatible with the community is encouraged in order to provide employment opportunities and economic growth. Maximum floor area ratio for Light Industrial and Business Park uses shall be 0.80.

Mixed Use Areas. Mixed use areas should be planned and designed to incorporate a mix of uses, including, but not limited to, light industrial, office space, commercial and residential. Maximum floor area ratios shall be 0.30 for commercial uses and 0.80 for light industrial and office uses. New Heavy Industrial uses shall be prohibited.

Transit Oriented Development

TOD Land Use Principles and Techniques. Development in proximity to the existing railroad ROW, identified as a regional transit corridor by the Tampa Bay Area Regional Transportation Authority (TBARTA) master plan, shall be oriented to land uses that are complementary to the use of Transit Oriented Development (TOD) principles and techniques. These techniques shall include, but not be limited to mixed uses, higher density development, diversity of housing, active ground floor uses, quality pedestrian environment, structured parking, non-auto oriented commercial, pocket parks, live-work units, gathering places and on-site bicycle facilities. Nonresidential uses shall be developed at a minimum floor area ratio of 0.30 and a maximum of 0.70, and residential uses with a minimum density of 6 and a maximum density of 18 dwelling units per acre.

Consistency with TBARTA. Transit Oriented Development shall be designed to be consistent with model policies developed by the Tampa Bay Area Regional Transportation Authority (TBARTA) and goals/objectives/policies established elsewhere in this plan related to mass transit, mobility and transit oriented development.

Recreation & Open Space

Open Space. Redevelopment of the South Brooksville PDD shall include the use of open space that provides active and passive recreational opportunities, visual aesthetics and environmental preservation within the community.

Recreation. Kennedy Park shall continue to be the focal point of active community recreation facilities. Additional neighborhood parks and open space may be placed within the South Brooksville PDD to provide passive recreation opportunities and gathering spaces for community residents.

Multi-Purpose Pathways. Recreation areas and open spaces shall be connected by paths, greenways, bikeways and sidewalks to provide for neighborhood mobility.

Infrastructure

Utilities. All new development and redevelopment within the South Brooksville PDD shall be served by central sewer and water.

Drainage & Floodplain Management. Redevelopment in the South Brooksville area shall not impede the ability of drainage patterns and floodplain areas to function properly, or present risks of flooding or impeding drainage flow.

Timing. Water, sewer and drainage infrastructure shall be provided to support existing development, new development, and redevelopment of the SBPDD.

Grant Funding. Grant funding shall be researched, applied for, and utilized, to provide for water, sewer and drainage infrastructure to support existing development, new development, and redevelopment.

Streetlights. Streetlights shall be provided using an MSBU or other appropriate funding mechanism.

Transit and Mobility Alternatives. The mobility needs of the South Brooksville Community shall be met by providing transit and mobility alternatives/infrastructure consistent with the Hernando County transit development plan, the plans of the Metropolitan Planning Organization (MPO), the City of Brooksville, the Tampa Bay Area Regional Transportation Authority (TBARTA), and the Florida Department of Transportation (FDOT).

Traffic Calming. Traffic calming features shall be used to manage the speed and safety of traffic in the South Brooksville area.

Sarah F. Davis Drive. The Sarah F. Davis Drive alignment will be planned and utilized to provide for internal connectivity and the distribution of traffic.

Land Use Approvals

Rezoning. Rezoning requests shall utilize the Planned Development Project (PDP) review process.

Existing Land Uses. All existing land uses and zoning shall be considered as conforming and may remain until such time that redevelopment occurs.

Land Uses Allowed. In the South Brooksville Planned Development District, the proposed mix of land uses includes residential, commercial, office and a transit oriented development node.

Milk-A-Way Farms Mixed Use Development District (MFMUDD).

The project shall be permitted a maximum of 50,000 square feet of commercial and/or office floor space and up to 999 dwelling units and shall be developed as follows:

- **Community Features.** The MFMUDD shall incorporate the following features:
 - Cluster housing to maintain open space;
 - Open space and a neighborhood park within each development pod;
 - The interconnection of open spaces and residential pods through the use of multi-purpose trails and sidewalks;
 - Drought tolerant (Xeriscape) landscaping as defined by the Southwest Florida Water Management District's *A Guide to Florida-Friendly Landscaping*; and
 - The protection of the site's natural areas.
- **Zoning/Master Plan.** The rezoning application shall include a master plan for approval.
- **Housing Mix.** The project may include a variety of housing types lot sizes, setbacks and densities.
- **Open Space.** Open space containing both active and passive recreation activities as well as drainage and floodplain management facilities shall be provided.
- **Protected Plant and Animal Species.** Impacts to protected wildlife and plants shall be minimized through the use of on-site mitigation and preservation techniques in accordance with all applicable regulations.
- **Natural Resources/Site Suitability**
 - Wetland areas within MFMUDD shall not be impacted by development with the limited exception of necessary access, utilities and utilization for stormwater projects. There shall be no net loss of wetlands.
 - Development plans, prepared prior to platting, shall identify and protect wetlands through conservation easements and dedicated open spaces.
 - Development within MFMUDD shall limit stormwater impacts by the use of clustering of residential density and open space.

Policy 3-6: Owners of property annexed into the City shall file for a Future Land Use Map amendment within one year of annexation approval. If an application for a Future Land Use Map amendment is not filed within one year, the City shall determine the appropriate land use designation and shall file the application.

Policy 3-7: The City shall ensure that proposed modifications to land use in follow-up to large-scale annexations promote responsible urban growth, safeguard natural resources, expand the City's economic base, and serve to implement best practices throughout the development process.

Policy 3-8: Use annexation and subsequent land use petition processing as a guide to the location, timing and character of development on the City's edge.

Policy 3-9: Whenever possible and appropriate, use annexations and subsequent land use petition processing as an opportunity to enter into an Interlocal

agreement with Hernando County regarding responsibility and timing of services and infrastructure within the Joint Planning Area.

Policy 3-10: Estimate the fiscal impacts of proposed land use changes on levels of service and the City's costs and revenues; then apply this information in formulation of the City's Capital Improvement Program (CIP).

Objective 4: The City shall maintain a City Zoning Map that ensures future development and redevelopment activities are located in appropriate areas of the City as illustrated on the adopted Future Land Use Map, which shall be consistent with sound planning principles and provide for control of urban sprawl in conformance with directives of the adopted Future Land Use Element.

Policy 4-1: The City shall continue to encourage the use of innovative land use development techniques such as planned development projects, zero lot line patio home subdivisions, cluster housing techniques and mixed use developments.

Policy 4-2: Concentrate higher density and intensity growth in and around areas that are adequately served by transportation facilities, public utilities, and community services and facilities.

Policy 4-3: Locate future land uses at densities and intensities that will control urban sprawl and leap-frog development that unduly depletes the physical, social, and fiscal resources of the City.

Policy 4-4: High density and intensity growth shall not be permitted in conservation areas, or those areas best suited for continued low density and intensity development.

Policy 4-5: Residential subdivisions shall be designed to include an efficient system of internal circulation, including the provision of external collector streets, where applicable, to feed the traffic onto external arterial roads and highways.

Policy 4-6: Develop a broad diversity of residential densities to satisfy the housing preferences and income levels of all residents.

Policy 4-7: Protect residential areas from incompatible commercial and industrial uses.

Policy 4-8: Provide residential areas of sufficient density to economically support adequate community facilities.

Policy 4-9: Require central water and sewer systems for new urban developments, which are designed to be compatible with future public utility systems.

- Policy 4-10:** Discourage isolated residential developments that require higher service costs through the proper implementation of policies 4-2, 4-3, 4-5, 4-8, 4-11, 4-13, and other appropriate adopted policies of this plan.
- Policy 4-11:** Direct urban growth by providing community facilities in prime expansion areas, and withhold these facilities from areas in which growth is to be discouraged.
- Policy 4-12:** Approve the location of new development on the basis of the land's ability to support such uses without adversely affecting the natural environment through the use of proper site plan review procedures and appropriate mitigation measures.
- Policy 4-13:** Prior to approval of locating future development, evaluate the impact of development on existing land use in relation to employment, transportation, and essential services such as sewer, water, police and fire protection, and schools.
- Policy 4-14:** Promote development of commercial areas that are convenient to the public, and well integrated into the transportation system and surrounding land uses.
- Policy 4-15:** Encourage commercial uses to locate in designated commercial nodes as directed in the Future Land Use Element.
- Policy 4-16:** Discourage commercial activities from locating in wetlands, 100-year floodplains and delineated conservation areas through the use of proper site plan procedures and adopted floodplain management policies in the Conservation Element of this plan.
- Policy 4-17:** Locate planned shopping centers and developments serving regional and community-wide markets at the intersections of existing and proposed arterial roadways in order to improve accessibility and minimize unnecessary traffic.
- Policy 4-18:** Locate neighborhood shopping facilities within defined neighborhoods, situated on collector roads.
- Policy 4-19:** Concentrate heavy commercial activities and buffer them from residential and open space areas.
- Policy 4-20:** Support the redevelopment of under-used and abandoned industrial and commercial brownfield properties

- Policy 4-21:** Require adequate off-street parking and loading facilities in all commercial areas.
- Policy 4-22:** The City shall, through application of proper development review procedures, permit industrial development that is compatible with the natural environment, while planning the development of prime industrial land in accordance with anticipated development trends.
- Policy 4-23:** Specifically permit the type, intensity and location of industrial development in such a way as to foster a diversified economic base while not being detrimental to the City's aesthetics and quality of life, through appropriate zoning district designation and adherence to proper planning principles.
- Policy 4-24:** Designate the expansion of industry in those areas already having industrial amenities.
- Policy 4-25:** Prohibit industry from locating in residential areas.
- Policy 4-26:** Permit the clustering of industrial activities in industrial parks located in designated Industrial Nodes, which are environmentally suitable and accessible to adequate transportation facilities.
- Policy 4-27:** Protect existing industrial areas from encroachment by residential and non-compatible commercial uses.
- Policy 4-28:** Separate heavy industrial districts from residential and commercial districts through adequate buffering and screening.
- Policy 4-29:** Provide an adequate amount of land suitable to meet the growing industrial and employment needs of the City.
- Policy 4-30:** Deny industrial rezoning requests for lands that are not located in Industrial Nodes or are incompatible with adjacent land uses.
- Policy 4-31:** Prohibit industrial activities from locating in wetlands and other environmentally sensitive areas.
- Policy 4-32:** The City shall formally adopt Land Use Element maps that indicate 100-year flood hazard areas, ponding and wetlands areas, and stormwater drainage system conduits as city conservation areas, until such time as a Master Stormwater Drainage Study is completed and adopted to specifically designate sites and acreages to be reserved for conservation use.

- Policy 4-33:** The City shall maintain an ordinance to protect existing and future potable water supply sources, providing criteria for establishing protection areas for wellheads and wellfields and for identifying and restricting inappropriate activities and land uses within these.
- Policy 4-34:** Mixed land uses shall be permitted in the designated Central Business District (CBD) in accordance with the directives of the Future Land Use Element and zoning district designations specified in the adopted Land Development Code, and in conformance with the zoning district classification appearing on the City Zoning Map to promote a historic, pedestrian, residential and business character for the CBD.
- Policy 4-35:** Schools are permitted in all land use categories except Conservation. Schools may be allowed in any zoning district subject to approval as a Planned Development Project. The level of service standards for educational facilities are set forth in the Public School facilities Element (Chapter 11) and the Capital Improvements Element (Chapter 8) of this Comprehensive Plan. The City of Brooksville shall encourage the location of public elementary, middle, K-8 and high schools based on the criteria established by Chapter 11 of this plan.
- Policy 4-36:** Allow electric distribution substations in all land use categories but, if possible, avoid locating substations where they would be incompatible with adjacent land uses.
- Policy 4-37:** Require the compatibility of electric distribution substations with surrounding land uses (including heightened setback, landscaping, buffering, screening, lighting, etc.) as part of a joint public/private site planning effort.

Objective 5: The City shall maintain measures to ensure that all public facilities and services necessary to meet adopted level of service standards are available concurrent with the impacts of development.

- Policy 5-1:** Development permits shall be issued only upon certification that a stormwater permit has been issued or exempted by the Southwest Florida Water Management District.
- Policy 5-2:** Development permits shall be issued only when level of service for stormwater management can be met and demonstrated to the Departments of Public Works and Community Development by site design plans.
- Policy 5-3:** On-site traffic flow shall be controlled for safety with appropriate marking and signage while minimizing egress onto arterial roads and providing a share of frontage road as designated in the Transportation Element.

- Policy 5-4:** On-site parking requirements for multi-family and commercial development shall be required to provide adequate parking for conditions of maximal demand.
- Policy 5-5:** Require the dedication and construction of frontage roads to minimize the number of curb cuts on major roads.
- Policy 5-6:** The development of all land uses shall be timed and staged in conjunction with provision of roads [unless a project is considered infill or redevelopment and is located in a Transportation Concurrency Exception Area (TCEA)], sanitary sewer, solid waste, drainage, potable water, schools, and parks and recreation.
- Policy 5-7:** The developer/owner of any site shall retain ultimate responsibility for on-site construction, maintenance, and management of stormwater runoff, which shall be provided in such a manner that post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions.
- Policy 5-8:** Land development that impacts public educational facilities shall not be permitted if school concurrency cannot be achieved as provided for in the Public School Facilities Element (Chapter 11) of this Comprehensive Plan.
- Policy 5-9:** Establish a uniform procedure for determining whether development applications are in compliance with school concurrency.
- Policy 5-10:** Before issuing a building permit, require verification from the local water supplier that adequate water will be available to serve new development by the date of issuance of a Certificate of Occupancy.
- Policy 5-11:** Unless a TCEA is applicable for infill or redevelopment, Require all transportation facilities needed to maintain the adopted level of service to be in place or under construction within three years after approval of a building permit.

Objective 6: The City shall maintain land development regulations to provide protection to known historic resources through financial and regulatory incentives and through land development review procedures that identify such resources as part of the development review.

- Policy 6-1:** Historic Districts shall be designated on the Future Land Use Map of the Comprehensive Plan, and the purpose and procedures for preserving each historic district, its character and structure shall be maintained in the City's land development regulations.

Policy 6-2: If City construction activities reveal a suspected historic or prehistoric archaeological site, the City shall determine the extent and nature of the site and report such findings to the State of Florida, by a Master Site File application, and mitigate any impacts upon the site if the site is determined to be relatively intensive in cultural remains, or significant to the archaeological or historical record. Such determination of site extent, nature and significance shall be made by a professional archaeologist as recognized by the Florida Department of State, Division of Historical Resources, Bureau of Historic Preservation.

Policy 6-3: The City shall negotiate with land owners prior to the development review process, to avoid or mitigate disturbance of known historic and prehistoric sites.

Policy 6-4: The City shall consider obtaining "Certified Local Government" status as recognized by the Florida Department of State, Division of Historical Resources, Bureau of Historic Preservation as a means to protect and preserve historic resources in the City.

Objective 7: The City shall implement Housing Element directives for renewal and revitalization of substandard housing target areas within time frames and scope of assistance as identified within the element.

Policy 7-1: The City shall utilize available governmental programs as appropriate for renewal and revitalization of substandard housing target areas as identified in the Housing Element.

Objective 8: The City shall maintain specific mechanisms that reduce or eliminate existing land uses that are inconsistent with or do not further the historical, natural and economic environment that define the overall character of the community.

Policy 8-1: The City shall, through the adoption of the Future Land Use Element, Map Series, Unified Land Development Code and City Zoning Map, reduce or eliminate land uses that are inconsistent with the community's character.

Objective 9: The City shall maintain regulations to ensure protection of the City's natural resources.

Policy 9-1: The City shall, through initiation and enforcement of the goals, objectives and policies of the adopted Comprehensive Plan and adoption and implementation of the City's Land Development Code, provide protective mechanisms for the City's natural resources.

Policy 9-2: The zone of protection shall be determined for each city potable water well by a hydrologist, and these identified physical boundaries shall be the

basis on which the use of hazardous substances, and certain land uses which in and of themselves have a likelihood to endanger potable water supplies, shall be restricted. These substances and/or uses shall be restricted and/or specially regulated for the purpose of protecting potable water supplies.

Policy 9-3: All environmentally sensitive land in the City including ponds, wetlands, streams, and/or sinkholes and their associated vegetative communities shall be conserved and protected from the effects of urbanization and development activities through proper site plan review procedures and mitigation measures.

Objective 10: In conformance with concurrency objectives of the adopted Comprehensive Plan, the City shall ensure that suitable land is available for utility facilities to support proposed development as applicable and necessary.

Policy 10-1: The City shall monitor, evaluate, and provide level of service (LOS) standards as applicable for utility facilities to support proposed development.

Objective 11: The City shall maintain innovative land development regulations.

Policy 11-1: The adopted City Land Development Code shall provide criteria and standards to accommodate innovative land development techniques such as those identified in Policy 4-1 of this element.

Policy 11-2: Utilize existing inventories of land use information to identify and prioritize infill development sites; then coordinate with the Hernando County Office of Business Development to make this information better available to the private sector.

Policy 11-3: Direct economic development incentives to projects that adaptively reuse existing structures and features of the built environment.

Policy 11-4: Through the land development and permitting processes, cooperate with the private sector to recognize and maintain the integrity of the City's historical built environment.

Policy 91-5: Ensure that appropriate land, infrastructure and amenities are available to attract high technology and other industrial development that is compatible with the local labor force, raw materials and landform/environmental constraints.

Objective 12: The City shall consider the elimination or reduction of future land uses that are inconsistent with the Hernando County Local Hazard Mitigation Strategy and other existing and future interagency hazard mitigation reports.

Policy 12-1: The City shall review interagency hazard mitigation reports as they become available to determine if actions are appropriate to eliminate or reduce future land uses that are inconsistent with the report.

CHAPTER 2

TRANSPORTATION

Goal A: To provide a safe, convenient, energy efficient and aesthetically conscious multi-modal transportation system that will allow for the mobility of the community.

Objective 1: Develop and maintain a transportation improvement program that addresses the needs of the community for mass transit, pedestrian ways, bicycle paths, roadway capacity, and transportation for the disadvantaged.

Policy 1-1: In coordination with the Hernando/Citrus Metropolitan Planning Organization (MPO), Hernando County and the Florida Department of Transportation (FDOT), advocate for the elimination of the US 41 Broad Street/Jefferson Street downtown one-way pairs, the conversion of Broad Street from the confluence of Ponce de Leon Boulevard/Broad Street to the intersection of Broad Street and Cortez Boulevard (State Road 50) to a boulevard type design, designating Cobb Road (State Road 485) instead of Ponce de Leon Boulevard as US 98 and for establishing an eastern downtown by-pass connection from State Road 50 to US 41 in the northern portion of the City.

Policy 1-2: In coordination with the Hernando/Citrus County Metropolitan Planning Organization and the Florida Department of Transportation, regularly update the city roadway network plans and analysis, identify roadway deficiencies and schedule needed improvements.

Policy 1-3: Continue developing the Good Neighbor bikeway trail, support the development of the Florida Coast-to-Coast Trail through the downtown and its connection to the Good Neighbor Trailhead at Russell Street and maintain representation on the MPO bicycle/pedestrian advisory committee.

Policy 1-4: The City will examine its Land Development Regulations (LDRs) to find situations where new development abutting a trail system or proposed trail link could enhance opportunities to access bicycle and pedestrian improvements, while encouraging owners of undeveloped and existing properties to make equal provisions for trail connectivity.

Policy 1-5: The City will investigate opportunities to create and implement a bicycle and pedestrian master plan that identifies land use strategies to promote nonautomotive trips.

Policy 1-6: Roadway projects shall incorporate characteristics of the Complete Streets concept and shall be designed and planned, to the greatest extent possible, being context-sensitive to existing conditions and deficiencies, to

accommodate all users of the transportation system, including motorists, pedestrians, bicyclists, transit riders, commercial vehicles, and emergency responders, while respecting the access needs of adjacent land uses. Special attention in the design and planning of a project shall be given to addressing the needs of people with disabilities and the elderly. Additionally, the City will seek to incorporate bikeways and pedestrian walkways in public and private development projects where feasible.

- Policy 1-7:** The City shall examine how the LDRs could be revised to include a greater role for pedestrian-friendly design features such as: sidewalks, bikeways, bus stops, pathways onto private property from the right-of-way, orientation of buildings towards pedestrian improvements, bicycle parking facilities, streetscaping and transit easements.
- Policy 1-8:** Require new pedestrian ways constructed within the City to be accessible to handicapped persons.
- Policy 1-9:** Coordinate with Hernando County and the MPO in maintaining a fixed route mass transit system to serve the city's industrial, commercial and service sectors.
- Policy 1-10:** In review of roadway improvement programs and land development projects, address whether arterial and collector roadway design should allow for later adaptation to mass transit.
- Policy 1-11:** Establish regulations for taxicab companies if determined necessary to maintain safe and efficient service levels.
- Policy 1-12:** Assist the designated Community Transportation Coordinator in their planning of transportation services to the transportation disadvantaged through the annual updates to the Transportation Disadvantaged Service Plan.
- Policy 1-13:** Coordinate with FDOT and CSX Railways to retain functional rail service and support freight rail utilization as part of multimodal, industrial land use.
- Policy 1-14:** Coordinate with the MPO in the establishment of numerical indicators against which the achievement of the mobility goals of the community can be measured, such as modal split, annual transit trips per capita, and automobile occupancy rates.
- Policy 1-15:** The Hernando/Citrus MPO 2040 Long Range Transportation Plan, and the current an amended Hernando County Hurricane Evacuation Routes are hereby adopted by reference as they apply to the incorporated City of Brooksville.

Policy 1-16: In all transportation planning and policy decisions, consider the advantages of multimodal transportation options and preferences for multimodal transportation solutions.

Policy 1-17: The City will promote high density, transit friendly and mixed use development at planned transit hubs in order to take advantage of existing public transportation facilities and programs.

Objective 2: Establish mechanisms to promote safety, aesthetics and energy efficiency in the city transportation system.

Policy 2-1: Minimize air quality degradation through intersection design and transportation management systems developed in conjunction with the MPO.

Policy 2-2: Coordinate with the MPO on a Congestion/Mobility Management Program to identify Transportation Demand Management strategies to mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, transit information systems, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings, and Intelligent Transportation System.

Policy 2-3: Coordinate with the MPO's annual update of the Congestion/Mobility Management System in cooperation with FDOT to establish Transportation System Management strategies.

Policy 2-4: Utilize a minimum sight distance pursuant to the standards of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, as published by FDOT.

Policy 2-5: Maintain a program to identify high crash incidence locations through systematic reviews of accident reports. Results of these analyses shall be considered in the determination of transportation facility improvements for accident reductions.

Policy 2-6: Require new development to submit a site plan that provides for adequate offstreet parking and safe, convenient on-site and off-site traffic flow for motorized and non-motorized vehicles.

Policy 2-7: Maintain a landscape element in the land development code that may require new development to incorporate aesthetic and environmentally friendly features such as specimen tree retention, shade trees, low water landscaping, buffers, reclaimed water irrigation and underground utilities in their design of parking lots and major roadways.

Policy 2-8: To enhance the historic ambiance of Brooksville, streets paved in brick shall be preserved where possible and feasible.

Policy 2-9: Coordinate with the Florida Department of Transportation to implement traffic control methods that will improve safety and limit air and noise pollution attributable to trucks and other motorized vehicles on state highways within the City.

Goal B: Coordinate the transportation system with future land use to ensure that existing and proposed land uses are consistent with transportation corridors, capacity, modes, and services.

Objective 3: The Transportation Element shall be compatible with the Future Land Use Element and the Future Land Use Map.

Policy 3-1: Utilize population, dwelling unit and employment projections obtained in the Future Land Use Element as data assumptions in city transportation models.

Policy 3-2: In areas designated for new growth, determine the transportation system improvements needed prior to development approvals.

Policy 3-3: Decisions and actions the City initiates or implements that will have an impact on the transportation system shall be consistent with the adopted Future Land Use Map and future land use goals, objectives and policies of this plan.

Objective 4: Establish mechanisms that will allow new growth to proportionally contribute to the cost of new transportation capital facilities.

Policy 4-1: Review all development proposals and require that they provide sufficient information to ascertain impacts on the city's transportation facilities.

Policy 4-2: Where feasible, enter into development agreements with proposed land developments to establish how project impacts may be addressed through mechanisms such as right-of-way dedication, roadway construction, multimodal design (bicycle, pedestrian, golf cart), and impact fee payments and credits.

Policy 4-3: Land development shall bear proportionate share of the cost of the provision of the new or expanded road capital facilities or signalization required by such development.

Policy 4-4: The imposition of impact fees is a preferred method of regulating land development in order to help ensure that it bears a proportionate share of

the cost of road capital facilities necessary to accommodate that development.

- Policy 4-5:** After compensation for administrative expense, all remaining funds collected from road impact fees shall be used for the purpose of capital improvements for the expansion of transportation facilities associated with the arterial and collector road networks in the City of Brooksville or the adjacent county network.
- Policy 4-6:** Transportation capital improvements that may be funded by impact fees include transportation planning, preliminary engineering, engineering design studies, land surveys, rights-of-way acquisition, engineering, permitting, and construction of all the necessary features for arterial and collector road construction projects of the type made necessary by the new development.
- Policy 4-7:** The City will require all new developments to pay their fair share for the improvement or construction of needed transportation facilities to maintain adopted level of services standards. Fair share payments will be collected consistent with an adopted Proportionate Fair Share Ordinance.

Goal C: Coordinate the transportation system with the plans, programs and funding sources of Florida Department of Transportation, the Hernando/Citrus County Metropolitan Planning Organization and Hernando County Board of County Commissioners.

Objective 5: Ensure that all assumptions and policies in the Transportation Element are consistent or coordinated with other plan elements, the MPO long-range transportation plan, the FDOT adopted five-year work program, the long-range and short-range elements of the Florida Transportation Plan, the Withlacoochee Strategic Regional Policy Plan, and the Hernando County Comprehensive Plan through establishment of formal coordination mechanisms and other informal coordination mechanisms.

- Policy 5-1:** Utilize the MPO database, projections, modeling, traffic counts and mapping as the primary source of information for city transportation improvement plans.
- Policy 5-2:** Cooperate and assist in the development of corridor management plans for the Florida Intrastate Highway System as deemed necessary by FDOT.
- Policy 5-3:** Coordinate closely with Hernando County on development and transportation improvement decisions by either party that may impact roadways that affect both jurisdictions.
- Policy 5-4:** Implement a notification process, as part of a development permit application, in order to inform the Florida Department of Transportation

and Hernando County when proposed development will result in an increased traffic volume on state or county-owned roadways that will reduce the roadway's operating level of service.

- Policy 5-5:** When available, the City will use surplus funds to identify arterial and collector roadways that have a high probability of failure, leading to comprehensive study of all those transportation facilities, as determined in coordination and cooperation with the MPO, that are expected to fail within a 20-year time frame.
- Policy 5-6:** Cooperate with the MPO and FDOT to identify the future conditions and road improvements necessary to develop alternative road bypass route(s).
- Policy 5-7:** The City will continue to work with the appropriate interests to identify all deficient transportation facilities and to develop a range of planning options related to road capacity improvement and the facility corridor identification process.

Goal D: Assure the adequacy of transportation capacity in order to accommodate the anticipated growth in the community.

Objective 6: Level of service standards for roadways shall be adopted as part of this Comprehensive Plan.

- Policy 6-1:** The City shall maintain a concurrency management system that compels functional transportation facilities and services to be available to the public as new development occurs.
- Policy 6-2:** The City shall update the concurrency review management regulations in the LDRs to require developers to mitigate impacts of projected traffic volumes on roadways.
- Policy 6-3:** For city-maintained roadways the level-of-service standard shall be "D urban" for peak-hour traffic volume. The FDOT generalized LOS, tables or other methods approved by FDOT shall be used in the determination of service levels for state and federal roads.
- Policy 6-4:** For state-maintained roadways, the level of service standard shall be "C peak hour." However, exception is made for Jefferson Street (SR 50A), from Broad Street (US 41/SR 45) to Ponce de Leon Boulevard, which has an LOS designation of "D peak hour." Exception is also made for Broad Street (US41/SR 45), from VFW Road to Jefferson Street (SR 50A), which similarly maintains LOS "D peak hour."
- Policy 6-5:** For backlogged facilities, the City shall maintain operating conditions so that significant degradation does not occur by limiting non-vested

development to that which creates not more than 5% of the existing operating (AADT) volume at the time of plan adoption.

- Policy 6-6:** Preserve scenic vistas and environmentally sensitive areas within rights-of-way of city or county-maintained roadways designated as scenic roads. These roads shall have a level of service standard of “E” for peak hour traffic.
- Policy 6-7:** Levels of service for any roadway that is part of the Strategic Intermodal System shall be consistent with adopted FDOT standards.
- Policy 6-8:** All transportation facilities needed to maintain the adopted level of service shall be in place or under construction within three years after building permit approval.
- Policy 6-9:** Through the concurrency management system, monitor all transportation facilities to maintain records of any roadways where 110% of the *de minimis* transportation impact threshold is reached.

Objective 7: The City will continue to implement actions that establish mechanisms to help sustain the existing capacity and future capacity of the arterial and major collector roadway network.

- Policy 7-1:** Adopt a set of right-of-way standards for various functional classifications of roadways, which will be incorporated into land development regulations.
- Policy 7-2:** Establish setback standards based on the functional classification, the design configuration of the roadway and the presence of frontage roads.
- Policy 7-3:** Establish a land dedication program for planned major road improvements rights-of-way with appropriate credits to reduce impact fees.
- Policy 7-4:** Maintain a frontage road plan along major arterial roads, with new development required to provide right-of-way and construct the portion of the frontage road within their property.
- Policy 7-5:** Maintain access management policies for collector and arterial roadways. On state highways, these policies shall be established in cooperation with FDOT and be consistent with FDOT standards.
- Policy 7-6:** Non-governmental signage and off-site signs shall be prohibited from existing and future rights-of-way.

Policy 7-7: Include a roadway impact element in the city's concurrency management program to ensure the roadway capacity and levels of service are addressed prior to issuing final development approvals.

Policy 7-8: Any new strip commercial and infill commercial is limited to no more than two full curb cuts to the arterial road network, pursuant to the requirements of the FDOT Access Management Connection Spacing Standards for roadways on the State Highway System and Administrative Rules, and the city's Frontage Road requirement, unless it is determined that environmental conditions (such as wetlands), existing development or hazardous road conditions make frontage road extension infeasible.

Objective 8: The City shall establish a Transportation Concurrency Exception Area (TCEA) or other alternative approaches to concurrency that could be implemented to benefit road links that may become deficient or could fail over the planning period.

Policy 8-1: Encourage higher density and mixed use development, increased pedestrian facilities, and bicycle access to further orient the central business district toward viable multimodal transportation activity.

Policy 8-2: The City will continue constructing or requiring new sidewalks and other pedestrian facilities in locations where pedestrian trips are likely and based on strategies provided within a bicycle and pedestrian system plan.

Policy 8-3: Examine the feasibility of controlling automobile activity by discouraging automobile related land uses within the central business district including but not limited to drive through facilities, automobile repair, services and sales, gas stations, and warehousing.

Policy 8-4: Examine the feasibility of requiring development or redevelopment projects in excess of 20,000 square feet of gross floor area to coordinate with the transit system provider to give access to transit or transit facilities on site.

Policy 8-5: Provide enhanced signage advertising the location of public parking to encourage pedestrian activity in the downtown.

Policy 8-6: Pursue outside funding to support redevelopment of the central business district, its modal network, and linkages to the City at large.

Policy 8-7: Institute a sidewalk construction fund where developers can opt to contribute their fair share in areas void of connectivity.

Policy 8-8: The City of Brooksville hereby establishes a TCEA for the downtown and infill areas for the purpose of promoting redevelopment within the

downtown area and infill development within the urbanized area of the City.

CHAPTER 3

HOUSING

GOAL: To encourage and promote the availability of affordable, decent, safe and sanitary housing to meet the needs of the present and future population of the City.

Objective 1: Assist the private sector in the provision of new dwelling units of various types, sizes and costs to meet the needs of existing and anticipated population of the City through adoption and implementation of all the following objectives and policies.

- Policy 1-1:** Provide information, technical assistance, and clear development guidelines to the private sector to maintain a sufficient housing production capacity.
- Policy 1-2:** Develop local government partnerships with the private sector to improve the efficiency, affordability, availability and supply of safe and sanitary housing within the City, placing emphasis on the needs of the low and moderate families and those of the elderly.
- Policy 1-3:** Provide clear and concise ordinances, codes, regulations and permitting process for the purpose of eliminating excessive requirements in order to increase private sector participation in meeting the housing needs.
- Policy 1-4:** Ensure the availability of sites for special need residents such as the elderly, handicapped, and institutionalized, which shall consider accessibility, convenience and infrastructure availability.
- Policy 1-5:** The City shall designate sufficient sites on the future land use map to meet the housing needs at various densities in the City.

Objective 2: The City shall improve the quality of housing through programs such as code enforcement, building code regulations and grants where appropriate.

- Policy 2-1:** Code enforcement activities shall be increased in neighborhoods where code violations are prevalent to ensure violations are corrected in a timely manner as provided by city code.
- Policy 2-2:** Continue to seek federal and state funding for housing subsidy programs and the rehabilitation and/or demolition of identified substandard housing.

Policy 2-3: Concentrate assistance in blighted neighborhoods by providing capital improvements and/or operating budget improvements in such neighborhoods.

Policy 2-4: Encourage and permit the use of planned unit developments and other innovative reuses of the existing housing stock which will result in the removal of substandard housing units.

Objective 3: Continue to promote open occupancy and fair housing practices in the City of Brooksville.

Policy 3-1: Continue to provide assistance to the Brooksville Housing Authority, Hernando County Housing Authority and other appropriate agencies to determine and develop sites and programs for housing for low- and moderate-income persons.

Policy 3-2: Continue to endorse the federal and state regulations concerning equal opportunity and non-discrimination in housing opportunity.

Objective 4: The City shall maintain appropriate regulations and mechanisms which ensure that historically significant housing will be preserved and protected for future uses.

Policy 4-1: Assist in the rehabilitation and adaptive reuse of historically significant housing through technical assistance and economic assistance programs such as grant applications, transfer of development rights, and designation of historically significant districts.

Policy 4-2: Promote the designation of Brooksville Avenue, Olive Street, Irene Street and other appropriate areas as historic districts through the development and adoption of a historic preservation ordinance which includes criteria for designating properties and guidelines for controlling standards of homes within these areas.

Policy 4-3: Assist the Hernando County Museum Association in its efforts to provide public information, education and technical assistance relating to historic preservation programs.

Objective 5: The City shall continue to ensure that available government programs are being utilized to extend and conserve the useful life of the existing housing stock and provide improvement of neighborhood quality.

- Policy 5-1:** Designate areas of the city as urban revitalization target areas, and carry out the program activities in a timely and efficient manner.
- Policy 5-2:** Ensure that urban revitalization grant applications include funding for public infrastructure and support facilities to upgrade the quality of existing neighborhoods.
- Policy 5-3:** Prior to urban revitalization program implementation assurance of relocation housing availability must be provided.
- Policy 5-4:** Prior to implementation of governmental programs, create qualified representative citizen advisory groups to provide input to each program administration.

Objective 6: The City, through adoption and implementation of the Housing element and City Zoning Map shall provide adequate and appropriate densities and sites for very-low, low and moderate income families and mobile homes.

- Policy 6-1:** The City, upon the adoption of the Comprehensive Plan and official Zoning Map, in conformance with the time frames specified in Chapter 163, Florida Statutes, shall provide adequate housing sites for low and moderate income families and mobile homes.
- Policy 6-2:** Pursuant to the formal adoption of the City Comprehensive Plan, City Land Development Code and City Zoning Map, the specific principals and criteria established within each guidance mechanism shall be effectively implemented to ensure proper location for low and moderate income housing, mobile homes, group homes and foster care facilities, households with special housing needs and rural and farmworker housing, to include necessary infrastructure and public facilities to support such development.

Objective 7: Upon Plan adoption and in conformance with Objective 5 and Policy 5-3 of this element the City shall require availability of relocation housing as a prerequisite of housing revitalization activities.

- Policy 7-1:** The availability of relocation housing shall be researched and verified by city staff prior to commencement of any governmental revitalization program enacted for the City.

Objective 8: The City shall periodically review new programs and maintain existing programs and/or activities of the intended housing implementation program for the City.

Policy 8-1: The City shall monitor each program/activity identified for implementation in the adopted Housing Element to ensure the timely initiation and execution of such designated housing implementation programs and activities.

Policy 8-2: The City shall support job training, job creation and economic development as a part of the overall strategy addressing the affordable housing needs of the City.

Objective 9: The City shall provide for adequate sites for group homes and foster care facilities in residential areas.

Policy 9-1: The City shall maintain land development regulations which allow the location of group homes and foster care facilities in residential areas.

CHAPTER 4
INFRASTRUCTURE

Capital Improvements and Level of Service

Goal A: To have orderly development which maximizes the use of existing facilities and provides the adopted level of service concurrent with development.

Objective 1: By 2020 the City shall have completed the following projects:

Potable Water System

1. Anticipated Master Plan and hydraulic model of the distribution system.
2. Lamar treatment plant installation of an emergency generator renovation.
3. Installation of standby power facilities at the City’s primary potable water supply facility.
4. System control and monitoring telemetry.
5. Hope Hill storage tank renovation to increase chlorine contact time and replacement of Well # 1 which will be placed on standby status.
6. Upgrade of distribution system to increase line size and provide for City-wide flow demands and fire protection.

Sanitary Sewer System

1. Upgrade of the existing Cobb Road WWTP to 3.0 million gallon per day capacity.
2. Extension of the existing reuse effluent force main to residential and golf course usage in conjunction with new construction when feasible.
3. Reserved . . .
4. Rehabilitation of the collection system to reduce/eliminate infiltration and inflow.

5. Install City-wide Instrumentation for treatment plants and pump stations flow equalization.
 - Policy 1-1:** The City shall correct existing capacity deficiencies in the potable water and sanitary sewer systems by the year 2025.
 - Policy 1-2:** The City shall minimize urban sprawl by extending water or sewer service to development activity within the City's Statutory Service Area, and when appropriate, providing for the annexation of property secured by the City.
 - Policy 1-3:** Upon adoption of this plan the City's Utility Division of Public Works will submit monthly reports to the Community Development Department which state the daily flows for the water and sewer system, and monthly volume of solid waste collected, with a statement of available capacity for each facility.
 - Policy 1-4:** The City Community Development Department shall update the estimate of City population and the estimate of unincorporated population served by City facilities on an annual basis, based on the University of Florida Bureau of Economic and Business Research demographics.
 - Policy 1-5:** Coordinate development with the estimated consumption of water and production of reuse water, sewage flow and solid waste disposal with the Future Land Use Element through the Community Development Department. A development permit shall be issued under the condition that a Certificate of Occupancy will be issued based on the availability of sanitary sewer, reuse water, and solid waste facility capacities, or that capacity requirements for said services can otherwise be satisfied under the provisions of this Comprehensive Plan to serve the proposed development at a level of service which is no less than the adopted level of service standards.
 - Policy 1-6:** Prior to issuance of a development permit, the Community Development Department shall require evidence of a stormwater management permit issued by the Southwest Florida Water Management District for all types of developments which are required to obtain such a permit under Florida Administrative Code.
 - Policy 1-7:** Septic tanks, package treatment plants and other on-site sewage disposal systems shall be permitted only when sewage plant capacity or system access is unavailable, however these package treatment plants shall only

be allowed on an interim basis until such time as centralized facility capacity will be available as designated in the City's Capital Improvement Program. In such situations all sewer connection lines shall be installed at the time of package plant installation so as to be ready to be connected to the central sewer facility when capacity is available.

Policy 1-8: The following level of service standards are hereby adopted for sanitary sewer, solid waste, drainage, and potable water facilities and shall be the basis on which capacity availability shall be determined:

Sanitary Sewer Facilities	Gallons Per Capita Per Day
City-wide	100
Solid Waste Facilities	Pounds Per Capita Per Day
City-wide	6.2
Drainage Facilities	Design Storm Event City-wide
	Equivalent to the regulations of the Southwest Florida Water Management District for closed basins, as provided for in Florida Administrative Codes <u>Chapters</u> 40D-4 and 40D-40
Potable Water Facilities	Gallons Per Capita Per Day
City-wide Service Area	110

Policy 1-9: Amendments to the Comprehensive Plan and/or Future Land Use Map shall not increase the demand for public facilities and services unless adequate capacity is either available or ensured through other means to service the anticipated demand of new population and commerce brought about by any and all Comprehensive Plan amendments.

- Policy 1-10:** Operation, design, and maintenance of all sanitary sewer, potable water, and solid waste facilities shall be done in a manner which minimizes the opportunity and effects of facility-associated pollution on water and air systems.
- Policy 1-11:** Duplication of services shall be avoided based on an interlocal agreement with other providers, specifically, Hernando County.
- Policy 1-12:** Facility life shall be extended through the use of reuse, recycling, composting, by-product and energy recovery methods.
- Policy 1-13:** The City will require all new developments to pay their fair share for the improvement or construction of needed infrastructure and facilities to maintain adopted level of services standards. Fair share payments will be included in binding developer agreements under a consistent method similar to the adopted Proportionate Fair Share ordinance.

Wastewater/ Reuse System

Goal B: To provide wastewater service which treats wastewater in an environmentally safe manner, and which promotes resource recovery through the year 2025.

Objective 2-1: By 2025, the City will develop a comprehensive reuse ordinance for the reuse of treated wastewater in residential communities.

Objective 2-2: By 2025, the City shall negotiate with Hernando County to require that any development in the urban fringe that will be served by package treatment plants, shall be such that the plants shall either be interim in nature or can eventually be linked as a regional system and be publicly owned and operated. The City /County interlocal agreement will stipulate several city service areas consistent with the adopted 201 facilities plan and five (5) mile statutory service areas of the City.

Policy 2-1: Effluent from all City-owned treatment plants shall meet all biological and chemical standards of Chapter 62-600, F.A.C. Reuse water shall meet the addition standards of Chapter 62-610, F.A.C.

Policy 2-2: Septic tanks shall be discouraged within the city limits by permitting their use only where soil conditions can provide safe wastewater treatment, and only on an interim basis when the City's central sewer system does not have available, and only until the City's central sewer system has available

(including line and plant capacity). At the time that the City increases sanitary sewer capacity the City shall require mandatory hook-up as is authorized in Chapter 10D-6 of the Florida Administrative Code. Development permitted under these conditions shall be required to connect to the central system under a prioritized mandate, in chronological order of septic tank permit conditions, the priority of the entire subdivision for purposes of connection to the central system, shall be based on the earliest issued septic tank permit in the subdivision. The maximum amount of waste which shall be disposed in septic tanks permitted under these conditions shall not exceed 2500 gallons per acre per day.

Objective 3: By 2025, the City shall negotiate with Hernando County to require that any development in the urban fringe that will be served by package treatment plants shall be such that the plants shall either be interim in nature or can eventually be linked as a regional system and be publicly owned and operated.

Solid Waste

Goal C: The City shall collect non-hazardous solid waste in a manner which is environmentally safe and which promotes resource recovery.

Objective 4-1: The City shall negotiate an interlocal agreement for the disposal of City solid waste at the Hernando County N.W. Waste Management Facility.

Policy 4-1: "White-items" that are removed from the waste stream shall be recycled.

Policy 4-2: The City shall in cooperation with Hernando County provide a solid waste monitoring system to assess the amount and type of material contained within the City's solid waste stream.

Policy 4-3: The City shall continue to provide applicable employee training for inspection, identification, and disposal of hazardous waste materials.

Policy 4-4: The City shall continue to provide the necessary equipment, personnel and facilities to ensure the continued level of service for solid waste disposal.

Policy 4-5: The City shall continue to cooperate and promote Hernando County's "Amnesty Days" for proper disposal of hazardous wastes.

Policy 4-6: The City shall require that all hazardous waste generators within the City properly manage their hazardous wastes in conformance with mandates of the Federal Resource Conservation and Recovery Act and other pertinent, responsible entity legislation.

Drainage

Goal D: Stormwater shall be managed for runoff quality and quantity in accordance with the adopted rules of SWFWMD; specifically Chapters 40D-4 and 40D-40.

Objective 5: By 2025 the City shall have a watershed analysis completed that will assess the capacity of the existing drainage structures and features that are owned by the City as part of an effort to identify drainage problems through intergovernmental coordination.

Objective 6: By 2025 the City shall enact a means to continuously fund needed ongoing stormwater management maintenance, repairs, and construction, which will reserve funds in advance of need.

Policy 6-1: After a means to fund stormwater management has been implemented, and upon completion of the watershed analysis study of the City drainage system, a program to maintain, repair and construct stormwater management facilities shall be prepared and implemented by the City's Department of Public Works.

Objective 7: The City shall enact a program for stormwater management which estimates and plans for future stormwater needs while maximizing the use of existing facilities, and limiting urban sprawl. The City shall require new development to create proper maintenance and operation entities in accordance with SWFWMD criteria. The City will not provide maintenance and operation of new private stormwater management facilities.

Objective 8: The City shall verify that all development that is obligated under the requirements of Chapters 40D-4 and 40D-40 of the Florida Administrative Code has obtained the proper stormwater permits from the Southwest Florida Water Management District before a development order is issued.

Policy 8-1: Post-development amounts of stormwater runoff shall not exceed pre-development amounts at the adopted level of service design standards, which shall be no less than the standards specified by Florida Administrative Code.

Potable Water

Goal E: To provide a safe, adequate supply of potable water to City residents and businesses through the planning year 2025.

Objective 9: The City shall have all zones of influence and cones of depression defined for city potable water wells by 2025 in order to better manage resource impacts.

Policy 9-1: The City shall define the cone of depression and zone of influence for all potable water wells that are acquired or drilled after adoption of this plan.

Policy 9-2: The City shall re-define the cone of depression and zone of influence for all potable water wells at the time a consumptive use permit is sought for a greater daily withdrawal of water.

Objective 10: By 2025 the City shall implement regulations which will restrict the use, handling and/or storage of hazardous substances in the zone of influence of existing or proposed City potable water wells.

Policy 10-1: All proposed development that is to be located in the zone of influence of a City-owned potable water well shall be reviewed during the development review process for the purpose of determining if materials to be used or stored at the proposed development are hazardous materials.

Policy 10-2: All development orders or certificates of occupancy issued by the City for the properties located within the zone of influence of city potable water wells shall have conditional statements that regulate existing and future use of hazardous materials according to the city's zone of influence-hazardous materials ordinance.

Policy 10-3: The City of Brooksville's 2016-2026 Water Supply Facilities Work Plan is hereby adopted by reference into the Comprehensive Plan.

Objective 11: By 2020, the City shall coordinate with SWFWMD to develop a Water Shortage Plan which will provide guidance for City water use restrictions in case of a water shortage.

Policy 11-1: The City shall use guidelines as provided by the Southwest Florida Water Management District to develop its water shortage plan.

Policy 11-2: The City shall continue to enforce water use restrictions during a Southwest Florida Water Management District-declared water shortage.

Objective 12: Consistent with time frames delineated by Chapter 163, Florida Statutes, the City shall revise its land development regulations to include requirements for water conserving devices, water re-use and xeriscape techniques.

Policy 12-1: The city's land development regulations shall favor the installation of water saving fixtures and devices in new and retrofitted buildings.

Policy 12-2: The city's land development regulations shall permit the use of greywater systems for irrigation purposes or other appropriate reuse applications.

Aquifer Recharge

Goal F: To maximize the treatment of stormwater from developed land to insure a safe recharge of groundwater at the primary outfall areas of the City, specifically Peck Sink, Blue Sink and omitted Byster Lake.

Objective 13: The City's land development regulations shall include development requirements which will serve to protect the function of natural groundwater recharge areas and natural drainage features.

Policy 13-1: Site plan review criteria shall be implemented that require new development to meet or exceed the water quality rules of SWFWMD.

Policy 13-2: In an effort to eliminate potential sources of groundwater pollution it shall be the concern of the Community Development Department to compile a listing of all known and suspected underground storage tanks, and to require abandoned or leaking tanks to be removed, repaired, or otherwise neutralized by the land owner at the time of property development, redevelopment, or remodeling.

Policy 13-3: The City shall cooperate with Hernando County in the development of an aquifer protection program, including public education, coordination with appropriate agencies, and the provision of adequate collection and treatment facilities in order to limit the amount of contaminants reaching the surficial and Floridan aquifers.

Policy 13-4: The City will coordinate with SWFWMD to identify and protect vulnerable features within or adjacent to the City which have the potential to discharge directly to the Floridan aquifer.

CHAPTER 5

CONSERVATION

Goal: To preserve, conserve, and appropriately manage all of the resources of the City of Brooksville and provide protection of unique and environmentally sensitive lands, life and property from natural and man-made hazards.

Air Quality

Objective 1: The City of Brooksville shall meet or exceed the minimum air quality levels established by the Florida Department of Environmental Protection.

Policy 1-1: The City of Brooksville shall continue to cooperate with the appropriate state agencies in monitoring air quality in the City.

Policy 1-2: The City, through the development review committee, shall consider in coordination with the Florida Department of Environmental Protection the cumulative effects of development on air quality in project review; mitigation measures shall be implemented where needed to avoid deterioration of the ambient air.

Policy 1-3: The City shall reduce the potential adverse impacts of automobile emissions pollution by the following means:

- a. Promote Planned Unit Development type of land use, where feasible;
- b. Require vegetative buffer strips between arterial roadways and residential development of all types;
- c. Encourage carpooling and alternative transportation modes.

Surface Water

Objective 2: The City shall protect and properly manage the quality and quantity of all surface waters to meet or exceed the State's standards.

Policy 2-1: The City shall support all research activities by public agencies designed to assist in the management of the Griffin Prairie and other water basins in or adjacent to the City.

Policy 2-2: The City shall consider entering into an agreement with Hernando County to establish best management practices (BMPs) for the protection of surface and groundwater quality of water basins within Peck Sink, Blue Sink, and Byster Lake. When research recommendations are available,

they should be incorporated into the appropriate elements of the adopted Comprehensive Plan.

- Policy 2-3:** The City shall adopt a stormwater management ordinance to protect the quality and quantity of water resources to supplement state and water management district regulations.
- Policy 2-4:** Incorporate applicable stormwater management technical requirements of the Southwest Florida Water Management District into the city's stormwater management ordinance.
- Policy 2-5:** The City shall investigate methods for treatment of stormwater runoff from developed areas and require BMPs for new development.
- Policy 2-6:** Stormwater management systems shall be designed to meet or exceed state water quality standards and to minimize the impacts of stormwater.
- Policy 2-7:** The City shall request technical assistance from the Southwest Florida Water Management District to create a strategy for better stormwater management.
- Policy 2-8:** The City shall continue to cooperate with SWFWMD in requiring asbuilt/operation permission for surface water management systems to be filed and approved before the issuance of the Certificate of Occupancy for new construction.
- Policy 2-9:** The City will consult with the County regarding the creation of an Interlocal stormwater agreement that focuses on wetland protection and groundwater quality.
- Policy 2-10:** The City shall preserve the natural functions of the 100-year floodplain so that flood-carrying and flood storage capacities are maintained through the use of BMPs and proper site development review.
- Policy 2-11:** The City shall continue to regulate land use and development in flood hazard areas by requiring conformance with the provisions of the Brooksville floodplain regulations and requirements of the National Flood Insurance Program as provided by the Federal Emergency Management Agency.
- Policy 2-12:** Activities and land uses that are known to adversely affect the quality and quantity of water sources shall be regulated to protect those sources.
- Policy 2-13:** Wetlands and wetland functions shall be protected and conserved by restricting direct and indirect development impacts according to Policies

2-13 and 2-14, Conservation land use designations, open space requirements, and other goals, objectives and policies of this plan.

a. General:

1. It is the policy of the City to avoid or minimize development impacts on wetlands and to direct incompatible land uses away from wetlands and to require wetland buffers; to allow wetland losses only where all practical engineering measures have been applied to avoid such losses; and to allow for effective mitigation.
2. All development shall comply with wetland protection requirements of all federal, state and regional agencies having regulatory authority. This plan provides supplemental conservation and protection measures for wetlands pursuant to the direction of Chapter 163, Part II, F.S. Provisions in this plan shall not conflict with other agency regulations.
3. Land use planning and site design shall support development patterns that avoid or minimize the impact of development on wetlands.
4. In order to properly identify and delineate wetlands prior to development, the City shall rely on the delineation of wetlands and surface waters by SWFWMD. This delineation shall be reproduced on construction plans that are submitted for review by the City. For other review purposes that do not specifically permit development (e.g., rezonings), the areal extent of on-site wetlands shall be estimated and no delineation is required unless specifically required by the City.
5. In no instance shall these wetland policies be construed to allow development that is otherwise prohibited by the Comprehensive Plan.

b. Land Use:

1. Existing uses in wetlands may continue, but shall not be expanded unless they are explicitly allowed, permitted or exempted by the SWFWMD regulations and/or Conservation Policies 2-13 and 2-14. Existing silviculture in wetlands shall be consistent with *Silviculture Best Management Practices* published by the Florida Department of Agriculture, 1998.
2. New development that is allowed under Comprehensive Plan Future Land Use Map designations and that will have no significant impact on the net wetland functions will be allowed, including:
 - Water dependent uses
 - Walking trails or elevated wooden boardwalks designed to minimize disturbance to the wetland system shall be allowed to provide limited access for purposes of passive recreation or access to other portions of the site or adjacent waters that are otherwise inaccessible.

- Insect control structures
 - Temporary impacts associated with the installation of cables, conduits and pipelines that transmit electricity, communication signals, potable water, raw water, reclaimed water, domestic wastewater, propane gas, or natural gas
 - Minor activities by FDOT, the City of Brooksville, and Hernando County within existing ROW or easements
 - Exemptions listed in 40D-4.051, together with projects described in SWFWMD rules 40D-4.054, 40D-40.040, and 40D-400
 - Environmental restoration, enhancement, and research uses
 - Uses allowed under the future land use designation that require the dredging and filling of less than 100 square feet of wetlands
3. Other new development shall not be allowed in wetlands, i.e., development shall occur outside of the wetland (including its upland buffer as specified below) unless explicitly permitted by the SWFWMD standards or Conservation policies 2-13 or 2-14. When one or more contiguous lots or parcels of record under common ownership or control as of the date of adoption of this Comprehensive Plan policy are evaluated under these allowances or exemptions, the lots or parcels shall be aggregated and evaluated as a single lot or parcel.
4. When wetlands are identified on a site and mitigation is not approved, new development (other than listed in 2. above) shall be clustered away from the wetlands on upland portions of a development site. Development densities/intensities may be transferred out of the undeveloped wetland areas on a one-for-one basis. However, the development density and intensity of the developed portion of the site shall not exceed 150% of the maximum density/intensity of the remaining uplands that would be otherwise allowed under the future land use category.
5. If the extent of wetlands on an individual development parcel would prevent the use of the parcel as allowed by the Future Land Use Map designation and the following applicable criteria are met, the following densities and intensities shall be allowed:
- For wetland areas less than 20 acres, a single family residence that is not part of a larger plan of common development proposed by the applicant, including associated residential improvements such as a driveway, garage and an on-site sewage disposal system, not to exceed 6,000 square feet. Structures must be elevated when possible to minimize wetland impacts.
 - For wetland areas exceeding 20 acres, residential uses at a density of one dwelling unit per twenty acres.
 - Non-residential uses allowed by the future land use category when elevated above the wetland on pilings and having less than 1,000 square feet of floor space per acre.

c. Buffers:

1. Upland buffers are considered an integral component of a functioning wetland and shall be afforded the same types and levels of protection as the wetland itself. Buffers shall be an average minimum width of 25 feet beyond the perimeter of the wetland with a minimum width of 15 feet, excepting the point where permitted water conveyance facilities connect to the wetland. Buffers shall not be developed, cleared or landscaped in any fashion that would decrease their effectiveness in supporting wetland functions. Encroachment into the wetland buffers for the purpose of hydrologic connection of drainage systems and creation of mitigation areas shall require no further buffering compensation.
2. The City may require that upland buffers be extended beyond 25 feet if necessary to connect isolated wetlands with other protected wetlands existing within 100 feet, depending on the existence of listed species and habitat valuation. Greenways will be created when possible.

d. Mitigation:

The purpose of mitigation is to offset environmental impacts. Mitigation activities approved by a federal, state or regional agency are supported by the City. However, the issuance of a permit by any other agency, with or without mitigation, does not exempt the development from the requirements and restrictions of Conservation policies 2-13 and 2-14 and other requirements of the Comprehensive Plan. Development in wetlands must be consistent with this plan to proceed.

e. Implementation:

1. The City shall maintain a generalized wetlands map as part of this plan. This map shall be based on the 1999 Florida Land Use Cover and Forms Classification System Geographic Information System mapping by SWFWMD.
2. Wetlands that exist on a proposed development parcel shall be shown by the landowner/developer as a part of the construction plans submitted to the City for review of the proposed project. Additionally, this map must show the delineation of the upland buffer for projects that do not require a SWFWMD permit. For projects requiring a SWFWMD permit, the City shall require as a condition of development approval that wetland buffers be protected.
3. New lots shall not be created and/or platted that do not contain sufficient buildable upland areas in order to provide a reasonable use for the lot under the requirements of the Comprehensive Plan.

Policy 2-14: Exceptions to *Policy 2-13* (above):

- a. Isolated Wetlands:
 1. Development may incorporate isolated wetlands into stormwater management systems, provided that the stormwater runoff is pre-treated prior to entering any wetland, so that the wetland is used for nutrient and volume attenuation. The City shall encourage designs that maintain the existing natural wetlands community, except where permitting agencies agree that the imposition of conditions that favor a different plant community are more desirable for the purpose of providing habitat, improving water quality or enhancing other wetland values.
 2. The City shall request that SWFWMD or a professional biologist comment and render an opinion as to whether the wetland has significant wildlife values based on the following factors:
 - a. The extent to which the isolated wetland acts in concert with the broader regional landscape to provide both food web support and habitat for wildlife;
 - b. The potential cumulative impacts to isolated wetland wildlife functions at a regional level;
 - c. Individual wetland features that are important to wildlife;
 - d. Whether the isolated wetland is used by endangered or threatened species or species of special concern; and
 - e. The degree to which adjacent existing or planned development will affect the use of the wetland by wildlife.

If the biological evaluation indicates that the isolated wetland has significant and sustainable wildlife values, the wetland shall be afforded the same level of protection as all other wetlands. However, if the report indicates no significant and sustainable values, then the underlying land use category may be applied. This does not preclude the application of any regulatory requirements of other federal, state or regional agencies.

- b. Buffers:

Buffer widths shall be a minimum of 15 feet excepting permitted water conveyance facilities, and may only be adjusted downward to below a minimum average of 25 feet on a case-by-case basis if the following conditions are present:

1. The developable portion of existing lots of record as of the date of adoption of this policy does not have sufficient size or dimensions to allow for a reasonable

use of the property based on the designated land use category. In this instance, the remaining buffer shall be enhanced with native species to minimize development impacts.

2. The proposed development shall provide mitigation for reduction in standard by enhancing the functioning value of the wetland buffer area.

c. Degraded Wetlands:

If SWFWMD indicates that a wetland (or a portion thereof) is severely degraded and has minimal restoration potential and that beneficial restoration or enhancement mitigation of another wetland would be achieved as a result of mitigation that allows some development in this degraded wetland (or portion thereof) then the underlying land use category shall apply. Mitigation shall be permitted with the first priority being mitigation on site, the second priority being mitigation within the city limits, and the third priority being mitigation within Hernando County under city/county interlocal agreement.

d. Road Crossings:

Road crossings shall be allowed to access developable portions of the development parcel or if shown to be in the overriding public interest (e.g., as necessary local, collector or arterial road linkage). When allowed, road crossings shall occur at the narrowest practical point given the constraints of safe roadway design and shall provide for hydrologic connectivity and aquatic species movement.

Groundwater

Objective 3: Upon plan adoption the City shall institute proper action to ensure that the quality and quantity of city groundwater resources are consistent with state water quality standards.

Policy 3-1: Require all development in the City to connect to city sewer service, where and when available.

Policy 3-2: The City shall coordinate with the Florida Department of Environmental Protection and the Southwest Florida Water Management District to identify prime recharge areas, sinkholes and potential pollution sources within or adjacent to the City.

Policy 3-3: The City shall cooperate with Hernando County to provide protection for all public water supply wells. ~~{9J-5.013(2)(e)1}~~

Policy 3-4: Prior to development approval, a survey should be conducted to properly identify active drainage wells. If any wells are found, the developer shall be responsible for sealing the drainage wells.

- Policy 3-5:** The City shall cooperate, as appropriate, with the designated programs of Hernando County, Southwest Florida Water Management District and other such applicable agencies in the identification and protection of water recharge areas to ensure aquifer depletion and contamination does not occur.

Soil Erosion

Objective 4: Minimize the rate of erosion caused by land development and other human activities.

- Policy 4-1:** The City shall consult with the Natural Resources Conservation Service on the use of BMPs to minimize soil erosion problems as part of the development review process.
- Policy 4-2:** The City shall consider topographic, hydrologic and vegetative cover factors in the site plan review process of proposed developments.
- Policy 4-3:** The City shall maintain a tree protection ordinance and a landscape ordinance to assist in control of soil erosion.
- Policy 4-4:** The City shall cooperate with the Southwest Florida Water Management District in the requirement of the utilization of BMPs in construction of stormwater facilities and structures.

Flora and Fauna

Objective 5: The City shall conserve, appropriately use and protect native vegetative communities and wildlife habitat and maintain programs to ensure that 90% of the canopy trees along the city rights-of-way are preserved during the planning period.

- Policy 5-1:** The City shall assist in the application of, and compliance with, all state and federal regulations that pertain to listed species. As part of its comprehensive plan amendment process, the City will require applicants to provide information concerning native vegetative communities, environmentally sensitive lands, wildlife habitat and listed species for proposed areas of development. As part of its development review process, the City shall address conservation and appropriate use of the above resources.
- Policy 5-2:** The City shall consult with the Florida Fish and Wildlife Conservation Commission and the U.S. Fish and Wildlife Service prior to the issuance of a development order where endangered or threatened species are known to exist. If found to have adverse impact on the species or habitat, mitigation measures and/or compensation shall be required as determined in a Fish and Wildlife Service-approved Habitat Conservation Plan.

- Policy 5-3:** The City shall consult with the Florida Fish and Wildlife Conservation Commission, Natural Resources Conservation Service, and private land owners to develop BMPs to protect valuable relic hardwood communities and endangered and threatened species.
- Policy 5-4:** The City shall maintain a tree protection and landscape ordinance to assist in the protection of specimen trees, relic hardwood communities and wildlife habitat.
- Policy 5-5:** The City shall through proper site plan review procedure and specific implementation of the city Land Development Code provide protection of 100-year flood areas, wetlands, and other potential environmentally sensitive lands within the City.
- Policy 5-6:** The City shall continue to coordinate development activities with Hernando County to ensure the conservation, protection and appropriate use of shared, unique vegetative communities such as the relic hardwood communities and Griffin Prairie.
- Policy 5-7:** Land uses that are incompatible with wetlands and wetland functions shall be directed away from wetlands on the Future Land Use Map and the Zoning Map through proper site plan review procedures.
- Policy 5-8:** Permit development only if it does not adversely impact the city's natural resources including minerals, soils, vegetative communities, surface water, and wildlife and is in compliance with all applicable federal, state, and local regulations.

Hazardous Waste

Objective 6: The City shall maintain programs so that no contamination from hazardous wastes occurs during the planning period.

- Policy 6-1:** The City shall encourage the County to apply for available state funds for the establishment of hazardous waste storage/transfer facilities.
- Policy 6-2:** The City shall assist Hernando County in its efforts to manage hazardous wastes through educational programs that advise city residents on the problems and issues of hazardous waste.
- Policy 6-3:** The City shall continue training its employees to identify and inspect wastes before they are taken to waste disposal facility sites.
- Policy 6-4:** The City shall maintain an emergency response plan to facilitate control of accidents involving hazardous wastes.

- Policy 6-5:** The City shall assist Hernando County in continuation of the Amnesty Days program for collection of hazardous waste.
- Policy 6-6:** The City shall cooperate with Hernando County in the management program for proper storage, recycling, collection and disposal of hazardous wastes.
- Policy 6-7:** City programs for the management of hazardous wastes shall focus on the protection of human and natural resources.

Aesthetics

Objective 7: The City shall maintain programs to preserve, conserve, develop and improve the visual resources and aesthetics of the community.

- Policy 7-1:** The City shall maintain a tree protection ordinance to conserve and preserve certain existing trees and require the planting or replanting of trees in the City.
- Policy 7-2:** The City shall maintain a sign ordinance to enhance aesthetic qualities and protect the health, safety and welfare of its residents.
- Policy 7-3:** The City shall maintain tree protection and landscape ordinances to assist in the control of soil erosion, maintain the individual integrity of various land uses and enhance aesthetic qualities of the community as a whole.

Water Conservation

Objective 8: The City shall maintain programs to keep per capita potable water consumption rates below 1980 levels.

- Policy 8-1:** The City shall research and adopt criteria for the use of wastewater reuse plans where applicable.
- Policy 8-2:** The City shall research and implement an emergency water shortage plan by 2020.

CHAPTER 6

RECREATION AND OPEN SPACE

Goal: To provide sufficient and adequate recreation and open space opportunities enabling high quality participation for all residents and visitors of Brooksville.

Parks and Recreation Facilities

Objective 1: Through the year 2025, maintain a system of parks and recreation facilities that will accommodate the existing needs and future (2025) demands of the population.

Policy 1-1: Realize the full development and high quality of existing recreation areas and facilities through the use of adequate operating budgets and proper management techniques.

Policy 1-2: To assure that its parks and recreational facilities keep pace with growth, the City shall maintain facility standards for planning future park and recreational facility needs.

Policy 1-3: The City shall implement, as part of its impact fee program, an impact fee to raise revenues to purchase land and develop a satellite system of neighborhood and vest-pocket parks to facilitate recreation opportunities for future populations, providing special emphasis for the elderly, handicapped, and very young.

Policy 1-4: The City shall review and revise current subdivision regulations, as necessary, to ensure that recreation and open space impacts of new development are mitigated so that adverse fiscal impact will not result.

Open Space

Objective 2: Through the year 2025 the City shall maintain a sufficient amount of open space to provide a harmonious balance between the requirements of continuing urbanization and spatial needs of an increasing population as identified in this Element.

Policy 2-1: The City shall provide land development regulations that provide specific open space standards and definitions, and address parameters of tree protection, landscape, and signage in relationship to utilization of such open space.

Policy 2-2: The City shall develop and utilize specific open space and impervious surface ratio criteria as part of its development review process.

- Policy 2-3:** The City shall encourage the use of Planned Unit Development type projects to promote the use of open space as buffers between various land uses.
- Policy 2-4:** The city staff will continually investigate and utilize state and federal funding programs to enhance and expand recreation and open space facilities.
- Policy 2-5:** The City shall utilize the concept and use of open space as part of the satellite system of neighborhood and vest pocket/tot lot parks.

Access

Objective 3: The City shall maintain safe, operational park and recreation access for all segments of the city population.

- Policy 3-1:** City parks and recreation facilities shall be designed and constructed with accessways that are compatible with the character and quality of the resources and activities contained within the site.
- Policy 3-2:** The City shall provide safe, operational automobile, bicycle and pedestrian access to all public parks and facilities as applicable.
- Policy 3-3:** All public recreation facilities shall be designed as barrier-free as possible to accommodate accessibility by the elderly and handicapped.
- Policy 3-4:** The City shall provide adequate parking space, including handicapped parking, and bicycle racks at recreation sites as applicable.
- Policy 3-5:** Acquisition and development of corridor open space as access-ways to City recreation facilities shall be researched and utilized.
- Policy 3-6:** The City shall provide specific coordination mechanisms with Hernando County to ensure safe access-ways to all local parks and facilities as applicable.

Public-Private Coordination

Objective 4: The City shall continue to improve and coordinate efforts with the public and private sectors as a means of increasing recreational opportunities in the City.

- Policy 4-1:** The City shall maintain and periodically review the appropriateness of the Parks and Recreation Advisory Board to assist in coordination of existing recreation programs and provision of sites for future recreation opportunities.

Policy 4-2: The City shall research and provide incentives for developers to provide recreation facilities for their projects such as in-lieu-of fees, and direct site transfers where applicable.

CHAPTER 7

INTERGOVERNMENTAL COORDINATION

Goal: To coordinate the plans and actions of the City with the plans and programs of state, regional, County, and other local government entities in order to achieve effective intergovernmental coordination of comprehensive planning and growth management.

Coordination of Plans

Objective 1: The City shall coordinate the City of Brooksville Comprehensive Plan with the Comprehensive Plan of Hernando County and the plans of the Hernando/Citrus County Metropolitan Planning Organization, Southwest Florida Water Management District, Tampa Bay Regional Planning Council, Florida Department of Transportation, Florida Department of Environmental Protection, Florida Department of State (Division of Historical Resources), Brooksville Housing Authority, City of Brooksville Community Redevelopment Agency, City of Brooksville Main Street Program and other units of local government providing services but not having regulatory authority over the use of land.

Policy 1-1: The City shall meet annually or more frequently if needed with the governmental entities identified in Objective 1 to discuss comprehensive planning issues and coordination of plans. The coordination shall identify best available data and analysis for planning issues and provide recommendations, if appropriate, to revise plans.

Policy 1-2: The City shall provide timely notice to the governmental entities identified in Objective 1 of amendments to the City Comprehensive Plan and request comments from these entities regarding consistency of the amendment with the plans of these entities. The City shall provide an opportunity for the comments of these governmental entities to be addressed in the plan amendment review process. The City shall review amendments to the Hernando County Comprehensive Plan and provide comments to Hernando County regarding consistency of the amendments with the City's Comprehensive Plan.

Policy 1-3: The City shall update the Comprehensive Plan Transportation Element within one year following the updates to the Hernando/Citrus County Metropolitan Planning Organization Long Range Transportation Plan. The purpose of the update to the Transportation Element is to ensure, where practical, that the Transportation Element (data, analysis, goals, objectives, policies, and Future Transportation Map) is consistent and coordinated with the Long Range Transportation Plan. The adopted portions of the Transportation Element shall be updated by plan amendment. The non-adopted portions of the Transportation Element shall

be updated by City resolution or as support documents to a plan amendment.

- Policy 1-4:** The City shall coordinate the Comprehensive Plan with plans of the Hernando County School Board in accordance with the objectives and policies of this Element.
- Policy 1-5:** A representative of the City's Community Development Department should participate on the Hernando County Local Mitigation Strategy working group to coordinate hazard mitigation issues with the Hernando County Local Mitigation Strategy.
- Policy 1-6:** The City shall solicit recommendations from the Florida Department of State (Division of Historical Resources) and various quasi-public and private organizations such as the Hernando County Home Builders Association, NAACP, DAR, UDC, the Brooksville Main Street Program and Hernando Historic Museum Association to assist in identification of areas to be preserved for historical purposes and areas to be recommended for future community revitalization type actions.
- Policy 1-7:** The City shall cooperate and coordinate with the City's Main Street Program by, at minimum, programming infrastructure projects to compliment the Program's effort, ensuring the implementation of Complete Streets concepts and components, promoting Community Redevelopment Agency grants for property improvements and participating as needed in all City-supported social activities.
- Policy 1-8:** The City shall continue mechanisms to ensure the availability of information on comprehensive planning and growth management plans, programs, projects, and legislation.
- Policy 1-9:** A representative of the City's Community Development Department should attend workshops on growth management legislation to keep informed of amendments to Florida's growth management laws and the implications of these amendments for comprehensive planning and growth management.
- Policy 1-10:** The City shall cooperate in the coordination of all phases of the Public School Facilities Element including its adoption, implementation, administration and amendment.
- Policy 1-11:** The City shall coordinate with the Southwest Florida Water Management District to ensure consistency between the Comprehensive Plan of the City of Brooksville and the District's Regional Water Supply Plan. The City's Water Supply Facilities Work Plan shall be updated within 18 months of

the Southwest Florida Water Management District's Regional Water Supply Plan 2025 update.

Policy 1-12: The Hernando County School District 5-Year Work Plan, as amended, is hereby adopted by reference.

Population Projections

Objective 2: The City shall coordinate population projections with Hernando County, Hernando County School Board, Hernando/Citrus County Metropolitan Planning Organization, and other units of local government providing public facilities and services but not having regulatory authority over the use of land.

Policy 2-1: The City shall meet annually or more frequently if needed with the Hernando County Planning Department to discuss and develop countywide population projections that include expected growth shown in the City's Comprehensive Plan. The City will review the draft population projections and consider using them in the City's Comprehensive Plan to foster the joint utilization of consistent and coordinated population projections between the City and County.

Policy 2-2: The City shall meet annually or more frequently if needed with the Hernando County School Board to discuss population projections used in the City's Comprehensive Plan in order to allow the School Board to consider City growth and development projections and the City to consider School Board enrollment projections. The population projections shall address but not be limited to the location, timing and amount of school students.

Policy 2-3: The City shall meet annually or more frequently if needed with the Hernando/Citrus County Metropolitan Planning Organization to discuss population projections and consider expected growth shown in the City's Comprehensive Plan.

Policy 2-4: The City shall meet annually or more frequently if needed with other units of local government providing public facilities and services but not having regulatory authority over the use of land, to discuss population projections used in the City's Comprehensive Plan.

Policy 2-5: The City shall enter into interlocal or other formal agreements with Hernando County, Hernando County School Board, and other units of local government that provide public facilities and services but do not have regulatory authority over the use of land. The agreements shall be consistent with and implement Objective 2 and the policies under Objective 4 pertaining to the County, School Board, and other units of

local government. The agreements shall describe joint processes for collaborative planning and decision making to ensure intergovernmental coordination. The agreements shall be entered into within one year of adoption of Objective 2.

Level of Service Standards

Objective 3: The City shall coordinate with the Florida Department of Transportation in establishing City Comprehensive Plan adopted level of service standards for state operated and maintained transportation facilities. The City shall coordinate with Hernando County in establishing City Comprehensive Plan adopted level of service standards for County operated and maintained facilities located within the City. The City shall coordinate with the Southwest Florida Water Management District in establishing City Comprehensive Plan adopted level of service standards for stormwater management facilities.

Policy 3-1: The City shall meet annually, or more frequently if needed, with the governmental entities identified in Objective 3 to coordinate the City Comprehensive Plan adopted level of service standards for public facilities. The coordination shall identify best available data and analysis for level of service standards and provide recommendations, if appropriate, for revision to the adopted level of service standards.

Location and Extension of Public Facilities

Objective 4: The City shall coordinate the location and extension of public facilities subject to concurrency with Hernando County, Florida Department of Transportation, Hernando/Citrus County Metropolitan Planning Organization, Southwest Florida Water Management District, Florida Department of Environmental Protection, City of Brooksville Community Redevelopment Agency, Hernando County School Board, and other units of local government providing public facilities and services but not having regulatory authority over the use of land.

Policy 4-1: The coordination shall identify best available data and analysis regarding the location and extension of the public facilities and provide recommendations, if appropriate, regarding the location and extension of public facilities.

Policy 4-2: The City shall meet annually, or more frequently if needed, with Hernando County, City of Brooksville Redevelopment Agency, Hernando County School Board, Southwest Florida Water Management District, Florida Department of Environmental Protection, and other units of local government providing potable water, sanitary sewer, and solid waste facilities and services in order to coordinate planning of the location and extension of potable water, sanitary sewer, and solid waste facilities that affect the City. Coordinate the location and extension of potable water and sanitary sewer outside of the City with the land uses of the County.

- Policy 4-3:** The City shall participate in the Hernando/Citrus County Metropolitan Planning Organization to coordinate short range and long range transportation planning within the City and to coordinate the location and extension of transportation facilities that affect the City. The City shall meet annually or more frequently if needed with the Florida Department of Transportation, to coordinate transportation planning and the location and extension of transportation facilities that affect the City. The City shall coordinate with the Florida Department of Transportation, Hernando County, and the Hernando/Citrus County Metropolitan Planning Organization to plan and implement a circumferential highway system around the City.
- Policy 4-4:** The City shall meet annually or more frequently if needed with Hernando County, City of Brooksville Redevelopment Agency, and the Southwest Florida Water Management District to coordinate planning of the location and extension of stormwater management facilities that affect the City and to develop and implement a master stormwater management plan for drainage basins affecting the City.
- Policy 4-5:** The City shall meet annually or more frequently if needed with Hernando County to coordinate planning of County operated and maintained recreation facilities located within the City. The City shall meet annually or more frequently if needed with the Hernando County School Board to coordinate planning for the collocation of parks with schools and to discuss the shared use (City/School Board use) of public school facilities for recreation. The City shall communicate with the Florida Department of Environmental Protection (Division of Recreation and Parks) for assistance in identifying funding sources and review of proposed community parks and recreation facilities. The City shall communicate with Hernando County and the Hernando County School Board for provision of capital improvements funding to assist in procurement, operation, and maintenance of parks and recreation facilities. The City shall communicate with the Florida Communities Trust program regarding funding for the acquisition of park and recreation sites.
- Policy 4-6:** The City shall enter into interlocal or other formal agreements with Hernando County and the Hernando County School Board consistent with and to implement Objective 4 and the policies under Objective 4 pertaining to the County and School Board. The agreements shall describe joint processes for collaborative planning and decision making to ensure intergovernmental coordination.

Coordination Process with the Hernando School System

Objective 5: The City shall maintain formal coordination mechanisms with the Hernando County School Board and Pasco-Hernando Community College.

- Policy 5-1:** Maintain staff to staff communication to facilitate direct contact among the school system, Pasco-Hernando Community College, Hernando County and the City.
- Policy 5-2:** A joint committee consisting of staff from the County, the City of Brooksville and the School Board shall meet at least quarterly to set direction, formulate recommendations, discuss issues regarding coordination of land use and school facilities planning, including such issues as population and student projections, development trends, school needs, collocation and joint use opportunities, ancillary infrastructure improvements needed to support schools and ensure safe student access, and any of the matters listed in Policy 5-3. School Board staff, in conjunction with the County Planning Director and the City Community Development Director or their designees, shall be responsible for making meeting arrangements and providing notification. The School Board will be responsible for publishing notice to the general public.
- Policy 5-3:** The Brooksville City Council, Hernando County Commission, and the School Board shall meet at least annually in joint workshop sessions. The annual joint workshop will provide an opportunity for the representatives to hear reports, discuss policy and reach understandings concerning issues of mutual concern regarding coordination of land use and school facilities planning, population and student growth, development trends, school needs, off-site improvements, joint use opportunities, existing and planned school facilities, school capacities, school concurrency areas, levels of service standards and school concurrency. The Superintendent of Schools or designee, in coordination with the County Planning Director and the City Community Development Director or their designees, shall be responsible for making arrangements and providing notification. The School Board will be responsible for publishing notice to the general public.
- Policy 5-4:** The City shall coordinate and share information with the School Board as follows:
- a. Annually, the City shall provide the School Board with a report on growth and development trends within the incorporated areas of the City. This report will be in tabular, graphic, and textual format as appropriate and will include the following information, without limitation:
 - i. the type, number, and location of residential units which have received zoning approval or site plan approval;

- ii. information, to the extent available, regarding the conversion or redevelopment of housing or other structures into residential units which are likely to generate new students;
 - iii. an inventory of potential dwelling units that have received final plat or site development plan approval but have not yet received certificate of occupancy approval and a projection of the amount of the number of these units that are anticipated to receive certificate of occupancy approval within three years;
 - iv. the identification of any development orders issued which contain a requirement for the provision of a school site as a condition of development approval;
 - v. information regarding future land use map amendments which may have an impact on school facilities;
 - vi. building permits issued for the preceding year and their general geographic location; and,
 - vii. updated population projections apportioned geographically.
- b. When considering the development of, or redevelopment of an area [e.g., neighborhood planning, enterprise zones, community redevelopment areas (CRAs)], the City will notify the School Board. The City will provide the School Board with a copy of draft plans and any plans completed that are currently in the approval, funding and/or implementation stage of the plan.
- c. The City will inform the School Board in advance of approval of plans for residential development and redevelopment, rezoning or comprehensive plan amendment that changes residential densities and major infrastructure projects that may impact student enrollment, enrollment projections, or school facilities. Such notification should be at least ten (10) days prior to the City considering or taking action on the item and, where appropriate, should include the proposed site plan that indicates the location, size, number and type(s) of units (number of bedrooms), any deed restrictions that may impact student populations, and other pertinent information as may be available.
- d. The City shall provide the School Board their most recent population projections as such projections are revised or updated. At a minimum, the most current projections will be provided to the

School Board staff prior to the annual meeting described in Policy 5-3.

Policy 5-5: The City will appoint a School Board representative, designated and approved by the School Board, to serve as a nonvoting member on the City's Planning and Zoning Commission. The School Board representative will be noticed, provided an agenda, and invited to attend and/or provide comments to the City.

Policy 5-6: The City will look for opportunities to collocate and share use of their facilities with the School Board when preparing the annual update to their adopted comprehensive plan's schedule of capital improvements and when planning new or renovating existing community facilities.

Policy 5-7: A separate agreement may be developed for each instance of collocation or shared use which addresses operating and maintenance costs, scheduling use of the facilities, facility supervision, legal liability, or any other issues that may arise from collocation or shared use.

Annexation

Objective 6: The City shall coordinate annexations of land with Hernando County.

Policy 6-1: The City shall meet annually or more frequently if needed with Hernando County to discuss potential annexation areas with consideration of the location, timing, land use, provision of public facilities, and protection of natural resources of the potential annexation areas. The coordination shall provide recommendations, if appropriate, regarding potential annexation areas.

Policy 6-2: The City shall coordinate any formally proposed large-scale annexation with the Hernando County Planning Department in order to ensure a comprehensive and integrated annexation process that includes consideration of the following:

- Advance notice to respective parties of interest.
- A delineation of areas eligible to be annexed.
- Accurate legal description of areas proposed to be annexed.
- A pre-determination of the City's ability to provide services to the area.
- Consistency with County land uses allowed at the time of annexation.
- Compliance with all applicable state laws.

The City will provide a certified mail copy of its published or posted notice of the proposed large-scale annexation to Hernando County.

Joint Planning

Objective 7: The City has coordinated with Hernando County to enter into a joint planning Interlocal agreement that includes but is not limited to areas for future development (including the US 41 growth corridor) and joint capital improvement planning for public infrastructure.

Policy 7-1: The City shall meet bi-annually, or more frequently if needed, with Hernando County to discuss land use and development within identified joint planning area(s).

Policy 7-2: The joint planning interlocal agreement provides for the creation of a joint planning board consisting of the Brooksville City Council and the Hernando County Board of County Commissioners. The joint planning board should review large scale land use proposals and serve in an advisory capacity to the legislative body that has land use authority over property within a defined planning area. The interlocal agreement provides for the planning and development of a joint Future Land Use Map and related text that addresses the defined planning area. Additional topics addressed by the joint planning interlocal agreement include capital facility planning, coordination and sharing of information and appropriate staff support.

Coordination of Development

Objective 8: The City shall coordinate all large-scale proposed development in the fringe areas of the City with the Hernando County Comprehensive Plan.

Policy 8-1: The City shall review the relationship of proposed large scale development land development located along fringe areas of the City to the Hernando County Comprehensive Plan. The City shall coordinate such proposed development with the Hernando County Comprehensive Plan by providing notice to the County of proposed development and providing an opportunity for the County to comment on the proposed development. The City shall provide an opportunity for the comments to be addressed in the development review process.

Policy 8-2: The City and Hernando County shall communicate with each other to verify adequate provision of wastewater treatment in all utility service areas prior to issuance of local development orders.

Siting Facilities of Countywide Significance; Locally Unwanted Land Uses

Objective 9: The City shall coordinate with Hernando County regarding the siting of facilities with countywide significance, including locally unwanted land uses.

- Policy 9-1:** Facilities of countywide significance include but are not limited to: Hospitals, major school facilities, and governmental complexes. Locally unwanted land uses include but are not limited to: Uses that produce enough traffic, noise, smoke, odor, dust, fumes or vibrations to have an effect on the health and general welfare of the citizens of Brooksville.
- Policy 9-2:** The City shall meet annually or more frequently if needed with Hernando County to identify facilities of countywide significance, including locally unwanted land uses, and to discuss the planning of these facilities. The coordination shall identify the best available data and analysis regarding these facilities and land uses and provide recommendations, if appropriate, regarding the siting of the facilities and land uses.
- Policy 9-3:** The City shall provide the County notice and opportunity to comment on the siting of facilities of countywide significance, including locally unwanted land uses. The City shall provide an opportunity for the comments to be addressed in the siting process.
- Policy 9-4:** The City shall enter into interlocal or other formal agreement with Hernando County consistent with and to implement Objective 9 and the policies under Objective 9. The agreement shall describe joint processes for collaborative planning and decision making to ensure intergovernmental coordination.

Informal Dispute Resolution

Objective 10: The City shall utilize the informal mediation process provided by the Tampa Bay Regional Planning Council when deemed appropriate for resolving conflicts with other local governments.

- Policy 10-1:** When intergovernmental conflicts arise that are appropriate for mediation, the City shall in a timely manner utilize the informal mediation process provided by the Tampa Bay Regional Planning Council as deemed appropriate.

Campus Master Plans

Objective 11: When a campus master plan prepared pursuant to Section 240.155, Florida Statutes, includes area within the City or within the City's Utility Service Area, the City shall recognize the campus master plan, and the City shall coordinate with any University or College regarding the provisions of any campus master development agreement.

- Policy 11-1:** For applicable campus master plans prepared pursuant to Section 240.155, Florida Statutes, the City shall meet with the University or College to establish procedures to recognize a campus master plan and to coordinate regarding the provisions of the campus master development agreement.

CHAPTER 8

CAPITAL IMPROVEMENTS

Goal: The City shall provide public facilities at an adopted level of service that shall be met for all existing and future development, through the financial commitment of a Capital Improvements Element, a Capital Improvements Program and a development process that permits development consistent with the city's ability to finance and complete needed public facilities.

Timing, Concurrency Priority

Objective 1: Land use decisions (including Future Land Use Map amendments and all development orders) shall be coordinated with the city's financial commitment to expand facilities as stated in the Five-Year Schedule of Capital Improvements and Five-Year Capital Improvements Program, for the purposes of providing facilities that serve existing and future development at the adopted level of service standards.

Policy 1-1: Land use development orders shall be granted only when facilities functioning at the adopted level of service exist, or will be available, concurrent with occupancy or use of such developed land with respect to sewer, water and drainage, and within three years for recreation and transportation.

Policy 1-2: The City shall adopt an adequate facilities ordinance to ensure 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 1-3: The City shall require all public and private capital facilities to operate and provide service at the level of service adopted in this Comprehensive Plan for existing, previously issued development orders and future permitted development.

Policy 1-4: The level of service standards will be used to determine whether sufficient school capacity exists to accommodate future development projects, and evaluate the sufficiency of the Five-Year Schedule of Capital Improvements. The Five-Year Schedule of Capital Improvements shall be reviewed, updated and adopted annually, thus ensuring the inclusion of those projects necessary to address existing deficiencies, and to meet future needs based upon the adopted level of service standards. The annual update to the Five-Year Schedule of Capital Improvements shall ensure the capital improvements program continues to be financially feasible and the level of service standards will continue to be achieved and maintained.

Policy 1-5: The following levels of service are hereby adopted and shall be maintained for existing and previously permitted development and for new

development and redevelopment in the City and the city's utility service areas:

FACILITY	STANDARD
<i>Traffic Circulation</i>	
Principal Arterials (state)	LOS C at peak hour, or as otherwise noted in this document
Principal Arterials (other)	LOS D at peak hour
Minor Arterials	LOS D at peak hour
Local Collectors	LOS D at peak hour
<i>Recreation and Open Space</i>	
Picnic Table	20 per 6,000 persons
Swimming Pool 1 per 10	1 per 10,000 persons
Baseball Field (regulation) 1 per 6	1 per 6,000 persons
Tennis Court 1 per 2	1 per 2,000 persons
Basketball Court 1 per 5	1 per 2,000 persons
Volleyball Court 1 per 5	1 per 5,000 persons
Recreational Building 1 per 15	1 per 15,000 persons
Outdoor Theater 1 per 20	1 per 20,000 persons
Shooting Range 1 per 50	1 per 50,000 persons
Golf Course 1 per 25	1 per 25,000 persons
Equipped Play Area 1 per 3	1 per 3,000 persons
Multi-Use Court 1 per 10	1 per 10,000 persons
Shuffleboard 1 per 6	1 per 6,000 persons
Handball Court 1 per 10	1 per 10,000 persons
Horseshoe Court 1 per 5	1 per 5,000 persons
Multi-Sport Play Field 1 per 5	1 per 5,000 persons
<i>Sanitary Sewer</i>	
Cobb Road Service Area	100 gallons per capita per day
<i>Solid Waste</i>	
Citywide	6.2 pounds per capita per day
<i>Drainage</i>	
Citywide	Equivalent to and no less than SWFWMD's regulations for closed basins, as provided in 40D-4 and 40D-40, F.A.C.
<i>Potable Water</i>	
Citywide	110 gallons per capita per day
FACILITY	STANDARD
<i>Public Schools</i>	

Elementary	100% of permanent Florida Inventory of School Houses (FISH) Capacity for Permanent Student Stations and 100% of Permanent FISH Capacity for Core Facilities (whichever is the greater number will be used for calculating student capacities for LOS).
Middle	100% of permanent FISH Capacity for Permanent Student Stations and 100% of Permanent FISH Capacity for Core Facilities (whichever is the greater number will be used for calculating student capacities for LOS).
High	100% of permanent FISH Capacity for Permanent Student Stations and 100% of Permanent FISH Capacity for Core Facilities (whichever is the greater number will be used for calculating student capacities for LOS).
Magnet	Magnet schools will maintain the level of service standard for the type of school for which it is constructed, whether an elementary, middle or high school.

Policy 1-6: Proposed capital improvement projects shall be evaluated and ranked in order of priority according to the following guidelines:

- a. Whether the project is needed to protect the public health and safety, to fulfill the city's legal commitment to provide facilities and services or to preserve or achieve full use of existing facilities
- b. Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes infill development
- c. Whether the project represents a logical extension of facilities and service from the City to the urban fringe, or is compatible with the plans of the state agencies or the Southwest Florida Water Management District.
- d. The City shall work to avoid capacity deficits while minimizing adverse impact to the local budget when implementing a financially feasible plan of capital improvements.

- e. Determination of future capital improvement needs shall be based on anticipated future growth or redevelopment patterns and whether a particular improvement advances the goals, policies and objectives of the Comprehensive Plan.
- f. Formulation of the city's Five-Year Schedule of Capital Improvements shall account for where other local governments, state agencies, and water management district improvement plans may fund an improvement that impacts municipal LOS.

Policy 1-7: The City shall include in its land development regulations a program for land dedication, or payment-in-lieu-of dedication or some other form of exaction, as a requirement of land subdivision or land development for the purpose of retaining easements for utility and traffic circulation systems and for meeting all adopted levels of service.

Policy 1-8: As needed, the City will pursue specific financing strategies such as special assessments to ensure that developments approved by previously issued development orders bear a proportionate cost of public services and improvements from which they derive benefit, so that facility and infrastructure needs do not exceed the ability of the City to fund needed capital improvements and to ensure private funding of improvements that deliver private benefits.

Policy 1-9: The City shall implement a method to monitor and track *de minimis* impacts on all roadways within the City. All *de minimis* impacts (an impact that would not affect more than one percent of the maximum volume at the adopted level of service for the given transportation facility) shall be compiled into an annual report and submitted to the state land planning agency with the annual update of the Capital Improvements Element.

Objective 2: Decisions regarding the issuance of development orders and permits will be based upon coordination of the development requirements included in this plan, the City's land development regulations, and the availability of necessary public facilities needed to support proposed development.

Policy 2-1: It shall be the responsibility of the city's development review process to certify that all development orders are consistent with the Land Development Regulations, Comprehensive Plan, and Five-Year Schedule of Capital Improvements.

Policy 2-2: Future development will bear a proportionate cost of all capital improvements necessary to maintain LOS standards adequately.

- Policy 2-3:** The City shall continue to make public services and facilities available concurrent with the impacts of development. In cases of phased development, the City shall determine when public facilities and services are necessary to maintain concurrency.

Budgetary Procedure

Objective 3: The Capital Improvements Element and the Five-Year Schedule of Capital Improvements shall be updated annually to reflect existing and projected capital needs in accordance with the adopted level of service standards, for the purpose of assessing the costs of those needs against projected revenues and expenditures.

- Policy 3-1:** Review and update the Capital Improvements Element annually to ensure close coordination of the annual budget and comprehensive plan update requirements, scheduling capital improvements to meet existing deficiencies, accommodate future growth, and replace obsolete or worn-out facilities.

Objective 4-1: The City shall continue to collect and receive impact fees for the purpose of subsidizing the costs of public facility improvements.

- Policy 4-1:** Debt service shall not exceed 20% of annually budgeted gross revenues.

- Policy 4-2:** Efforts shall be made to secure grants or private funds whenever available to finance the provision of capital improvements.

- Policy 4-3:** All new development that has a direct or indirect impact on roads, schools, parks, potable water, sewer, sanitation, drainage, fire, police, or emergency medical services shall continue to be subject to impact fees as collected and administered by the City and/or Hernando County. Monies collected as impact fees shall be utilized according to guidelines established for the specific impact fee program.

- Policy 4-4:** Limitation on the use of revenue bonds as a percentage of total public debt shall remain consistent with applicable Florida statutes and acceptable financial practices.

- Policy 4-5:** The maximum ratio of outstanding capital indebtedness to the property tax base shall remain consistent with applicable Florida statutes and acceptable financial practices.

- Policy 4-6:** The City shall comply with all State of Florida law regarding management of the public debt.

- Policy 4-7:** Funds that are not under the control of the City during the annual update of the Capital Improvements Element shall be considered planned funds

and may not be utilized in years 1-3 of the Five-Year Schedule of Capital Improvements.

Policy 4-8: Prior to initiation of the annual budgeting process, the City shall review all potential sources of revenue not previously utilized as revenue and shall evaluate potential benefits from new revenue sources.

Policy 4-9: The City shall rely on private contributions to fund capital improvements listed on the five-year schedule only when a private, external entity's obligation to pay is addressed in an enforceable development agreement or development order. When the five-year schedule lists the cost of a capital improvement as funded by private contribution, it shall not be the responsibility of the City to fund the improvement. Should any private party or developer fail to successfully complete the construction of a given capital improvement listed in the five-year schedule, then a Comprehensive Plan amendment is required to delete said improvement from the five-year schedule.

Objective 5: A Five-Year Capital Improvements Plan shall be incorporated into the Annual Budget in order to reserve funds for needed future capital facilities.

Policy 5-1: The City's Finance Director shall prepare the Five-Year Capital Improvement Plan on an annual basis as part of the city's Annual Budget; it shall address all capital needs of the City.

Policy 5-2: As a part of the annual update process for the Capital Improvements Element, municipal department heads should provide input to the City Manager and Finance Director regarding capital improvement needs and the adequacy of existing and planned funding sources.

Policy 5-3: As a part of the annual update process for the Capital Improvements Element the City should focus on a multi-year funding strategy to identify new funding resources.

Five-Year Schedule of Capital Improvements

Objective 6: Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn-out or obsolete facilities, as indicated in the Five-Year Schedule of Capital Improvements of this element.

Policy 6-1: A Capital Improvements Coordinating Committee composed of the Director of Public Works, Director of Utilities, Director of Community Development, Finance Director, and City Manager shall meet for the purpose of evaluating and ranking in order of priority, projects proposed for inclusion in the Five-Year Schedule of Capital Improvements. The

City Manager will make the specific appointments to the Capital Improvements Coordinating Committee as necessary.

Policy 6-2: The Five-Year Schedule of Capital Improvements shall describe, locate and identify funding sources, and demonstrate consistency with all relevant Comprehensive Plan content.

Policy 6-3: The City of Brooksville hereby adopts by reference the Hernando County School Board Five Year Work Program. The City of Brooksville will adopt by reference each subsequently adopted work program by the Hernando County School Board into the Capital Improvements Element. NOTE: Any project listed as unfunded in the Five Year Work Program will not be considered for determining whether the adopted Level of Service is met in the five years of the work program.

Policy 6-4: The Five-Year Schedule of Capital Improvements shall annually be adopted by ordinance and shall not be deemed an amendment to this Plan.

Implementation of Five-Year Schedule of Capital Improvements

The Five-Year Schedule of Capital Improvements is the mechanism by which the City can effectively stage the timing, location, projected cost, and revenue sources for the capital improvements derived from the other comprehensive plan elements, in support of the Future Land Use Element.

CHAPTER 9

ECONOMIC DEVELOPMENT

GOALS

This section specifically identifies the overall goals for revitalization in the City of Brooksville. The goals are broad and general in structure. The listed objectives that follow are more specific and identify activities necessary to achieve the desired goals. Measurable outcomes are identified where possible and completion dates have been proposed within the objectives.

- Goal 1: Public Health and Safety** — Foster an attractive, safe and comfortable environment that is conducive to activities during the day and evenings.
- Goal 2: Supporting Infrastructure** — Ensure the provision of adequate and efficient public services to support additional development.
- Goal 3: Beautification/Property Enhancements** — Increase the identity and enhance the visual impact of the downtown area and thereby establish the downtown area as a focal point through development of an aesthetically pleasing and somewhat uniform image.
- Goal 4: City Codes & Development** — Improve processes, codes, and policies adopted by the City of Brooksville to encourage renovations, development, growth and revitalization throughout the City.
- Goal 5: Economic** — Diversify the area's economic base, increase sales receipts and heighten business profitability. Enable growth and development within that economic base. Establish the downtown area as a focal point for the community to attract more shoppers and visitors for longer periods of time and from a wider geographic area.
- Goal 6: Recreation** — Improve and enhance the recreational areas that are available to the City residents and visitors. Attract and increase the number of visitors in the downtown area through recreational facilities and recreational/cultural events.

OBJECTIVES

Public Health & Safety

- Goal 1: Foster an attractive, safe and comfortable environment that is conducive to activities during the day and evenings.**

It is in the best interest of the community for citizens to keep a watchful eye on their neighborhood and to facilitate police efficiency. To that end community involvement should be encouraged and crime watches established where needed. The City should review procedures used for fire and police protection to ensure that these services are coordinated where they overlap.

To facilitate crime prevention, streetlight assessments should be made. Sidewalks should be assessed for safety of existing and addition of new ones where foot traffic is forced into the street, particularly in neighborhoods surrounding schools.

Objective 1.1: Assess the status of streetlights and sidewalks throughout the City.

Objective 1.2: The Revitalization Effort will identify funding sources to add sidewalks and streetlights that are deemed lacking and will assist with applications for those sources.

Objective 1.3: Analyze fire protection capabilities for meeting current and future needs. Upon conclusion of the review and analysis, establish a plan to correct deficiencies and plan for future needs.

Objective 1.4: Review Policies and Procedures for Fire and Police Departments to ensure coordination of services when applicable.

Objective 1.5: Develop community crime watch programs where deemed appropriate.

Supporting Infrastructure

Goal 2: Ensure the provision of adequate and efficient public services to support additional development.

Infrastructure improvements must be made to assure that renovations, development, growth and revitalization can occur throughout the City.

Objective 2.1: A comprehensive analysis of existing infrastructure should be done to determine each system's capacity as it relates to existing land uses and possible increases in land use intensity.

Objective 2.2: Repair old and replace undersized water and sewer lines as needed and in conjunction with other construction projects.

Objective 2.3: Analyze the feasibility of underground installation of aerial utility facilities in certain areas within the redevelopment area.

Objective 2.4: Conduct additional traffic circulation studies of the downtown and surrounding areas to determine the best circulation patterns.

- Objective 2.5:** The Revitalization Effort will identify funding sources to facilitate the improvement, maintenance or expansion of the current system of sidewalks and bike paths and will assist with applications for those sources. Particular attention should be given to connecting the Good Neighbor Trail to other areas of the City and any other travel interests of recreational visitors that are projected.
- Objective 2.6:** Complete a downtown parking needs analysis and develop an effective management system for the current parking system. This should include unified signage that is distinctive to the downtown, and a parking lot improvement/maintenance program.
- Objective 2.7:** Develop a master plan for accessibility improvements for the disabled to and within the City. The master plan should update and include current analysis conducted on city-owned properties.

Beautification/Property Enhancements

Goal 3: Increase the identity and enhance the visual impact of the downtown area and thereby establish the downtown area as a focal point through development of an aesthetically pleasing and somewhat uniform image.

This is a multi-faceted initiative including reconstruction of intersections, bricked pedestrian walkways, landscaped buffers at intersections and sidewalks, old fashioned street lamps, antique-style benches and decorative trash receptacles. It also includes brick recovery of traditional brick street buried under asphalt, facade renovations and landscaped parking areas. The amenities are designed to entice public appreciation and use and are intended to slow the rate of motor traffic making it pedestrian friendly.

This section is divided into six areas: Streetscaping, Brick Recovery, Landscaping Standards, Preservation/Restoration, Facade Grants, and Signage.

STREETSCAPING

- Objective 3.1:** Increase the visual attractiveness and unity of downtown Brooksville by identifying a Streetscaping theme.
- Objective 3.2:** Begin a phased program ~~by 2000~~ for streetscaping with emphasis on pedestrian orientation in downtown Brooksville through landscape features, pedestrian-scale lighting and street furniture.
- Objective 3.3:** Begin a visual enhancement program through the elimination of visual pollution and by screening surface parking areas with landscaping or other means.
- Objective 3.4:** Develop unified signage that is distinctive.

Objective 3.5: The Revitalization Effort will identify funding sources to procure and install pedestrian oriented aesthetic improvements and will assist with applications for those sources.

Objective 3.6: Review city services for provision of adequate sidewalk maintenance and landscaping.

Objective 3.7: The Revitalization Effort will encourage building improvements by property owners.

BRICK RECOVERY

Restoring Brooksville's historic streets necessitates the original brick's resurrection to ensure quality, longevity and historic preservation. Community residents and civic groups could participate in the resurrection program with community work days. Any brick recovered should be utilized.

Objective 3.8: Examine asphalted brick streets in need of repair to determine their potential for brick recovery. Future planning should incorporate brick recovery within the city's pavement management program.

LANDSCAPING STANDARDS

Objective 3.9: Consider policies to encourage shade trees and other canopy features in the pedestrian areas. Furthermore, the Revitalization Effort will identify funding sources to promote the use of shade trees within the City and on City rights-of-way and assist with applications for those sources.

Objective 3.10: A landscape plan should be designed for both rights-of-way and parking areas. The Revitalization Effort will identify funding sources in order to facilitate the implementation.

Objective 3.11: Review the feasibility of developing a landscaping plan to buffer industrial zones.

PRESERVATION/RESTORATION

Standards should reflect the time period most indicative of a particular zone's history. A phase-in program should be considered for existing non-conforming properties within the districts. This program could include some type of funding assistance such as facade and landscaping grants, tax breaks and fee reductions. Owners of income-generating properties who undertake upgrades may qualify for up to 20% in federal tax breaks under the Federal Investment Tax Credit program.

Enforcement of those standards could be overseen by an Architectural Review Committee. If a Committee is created, it should include persons from the following professions: architecture, engineering, development, historical preservation (museum) and other lay people, particularly those with experience and knowledge of history and renovation.

Objective 3.12: Consider the feasibility of drafting specific architectural and design standards for historic zones. Establish guidelines for preservation and restoration of historic assets.

Objective 3.13: Research tax breaks and fee reductions used in other cities and consider utilization within the City. Implement where feasible and communicate existing state and federal tax breaks for historical restoration projects to the citizens.

Objective 3.14: The Revitalization Effort shall encourage the renovation of buildings to promote commercial office and residential facilities within and around the downtown redevelopment area. Specific review and development should be sought in the renovation of second story building space. The downtown area has a considerable amount of second story space that is currently empty or not used for revenue generation. A program that would work to encourage the development of this space for either commercial or resident use could greatly assist property owners in revenue generation and enhance the downtown area.

Objective 3.15: The Revitalization Effort will work with local lending institutions to establish a loan pool program to provide local businesses and residents with assistance in rehabilitating existing structures.

FACADE GRANTS

Facade grants have become an integral part of most city redevelopment plans with the average grant ranging between \$2,000 and \$5,000. Other options rest in facade banking or facade easements. Facade banking allows property owners to lease the front of certain structures to the City or Community Redevelopment Agency for improvement or maintenance. Similarly, historic façade easements may be donated to the Florida Trust which then accepts stewardship for that asset. The Trust also considers conservation easements.

Objective 3.16: The Revitalization Effort will analyze the need for facade improvements to commercial structures in the downtown area.

Objective 3.17: The Revitalization Effort will identify funding sources and assist with applications in order to assist property owners with renovations to exposed front, back and sides of structures.

Objective 3.18: The Revitalization Effort shall investigate the feasibility of facade banking and facade easements.

Objective 3.19: The need for facade improvements should be considered by the City Council during the budget allocation of the community redevelopment trust funds and during at least one public hearing related to the Small Cities Community Development Block Grant application process.

Objective 3.20: The City of Brooksville will review the need for facade improvements to government structures and will coordinate with other government entities regarding the need for improvements to their structures.

SIGNAGE

This section is divided into two areas: Gateway Welcome Signs and Other Signage. Gateway Welcome Signs Eye-catching entry signs will be located at strategic entry points into the City, large enough to be readable and artistic enough to be impressive. The signs will be heavily landscaped with seasonal and year-round vegetation including azaleas, dogwoods and flowering perennials.

Donations can be sought to help cover the cost of the project, and volunteer labor should be available for construction. A number of people have already volunteered to assist with landscaping and a local garden group could be solicited to handle routine maintenance. Other charitable groups such as the Boy/Girl Scouts or retirees would be approached for the construction phase.

Priority Locations:

- Apex of East Jefferson Street (Hwy. 50A) and Summit Road
- Apex of Howell Avenue and Broad Street (US 41North)
- West Jefferson Street (Hwy. 50A) and Cortez Blvd. (Hwy 50)
- US Hwy. 41 South

Objective 3.21: Obtain any necessary easements/rights-of-way required for the entry signs.

Objective 3.22: The Revitalization Effort will plan and organize construction of "Welcome to Downtown Brooksville" signs and landscape entryways.

Other Signage

Objective 3.23: The Revitalization Effort will study the need for distinctive signage to focus attention on the assets in our community.

Objective 3.24: The Revitalization Effort will identify funding sources and methods of implementation for improved signage and will assist with applications for those sources.

City Codes & Development

Goal 4: Improve processes, codes, and policies adopted by the City of Brooksville to encourage renovation, development, growth and revitalization throughout the City.

This section is divided into two areas: Zoning and Development Criteria and Development Incentives.

ZONING AND DEVELOPMENT CRITERIA

A thorough examination is needed to determine what blockades are in place that hinder new businesses and residents from moving into the City, particularly the downtown district. Specifically, review and development should be sought in the renovation of second story building space. The downtown area has a considerable amount of second story space that is currently empty or not used for revenue generation. A program that would encourage development of this space for either commercial or residential use could greatly assist property owners in revenue generation and enhance the downtown area.

- Objective 4.1:** Review and revise existing codes and policies to ensure the encouragement of quality development and preservation of our historic assets. At the same time, the City should promote and encourage revitalization of substandard or deteriorating housing and commercial property through code enforcement and abatement.
- Objective 4.2:** Review and revise policies and procedures regarding code enforcement to ensure an aggressive posture, particularly with regard to run-down properties that devalue adjacent lots and the overall quality of Brooksville.
- Objective 4.3:** Create development incentives in the downtown redevelopment area to achieve the desired mix of land for commercial and housing uses.
- Objective 4.4:** Provide adequate public services and amenities in the City (such as water, sewer, parking and streetscaping) to encourage private investment.
- Objective 4.5:** Review and revise policies and procedures to maintain and enhance existing development and encourage an additional 25% development of undeveloped or underdeveloped property in the City.
- Objective 4.6:** Review and revise current annexation policies to ensure property receiving City services is annexed as soon as it becomes contiguous to the City.

Objective 4.7: The Revitalization Effort has identified funding sources to assist in the elimination of blighted and dilapidated structures in order to improve appearance of lots/parcels.

DEVELOPMENT INCENTIVES

The Brooksville Revitalization Effort will seek investment initiatives that bolster local business and residential activity. Those options vary in extent from property ownership and leasing, to encouraging building improvements by property owners, to recruiting developers who will comply with local revitalization standards. Such initiatives are negotiated efforts.

There are a number of incentive options worth exploring to help stimulate downtown business activity. Incentive programs must be managed by the agency that regulates them, and many of these options would be coordinated with existing economic groups.

Objective 4.8: Review the current Utility Program to ensure developers are encouraged through fee credits to upgrade or build utility systems within the City.

Objective 4.9 Reconsider the establishment of an economic tax exemption program. The Revitalization Effort could provide significant public education to facilitate citizen acceptance.

Objective 4.10: The Revitalization Effort should work toward establishing a Contribution Tax Incentive Program.

Objective 4.11: Exploration should be made into the availability and application process outlined for Facade Grants.

Objective 4.12: Review the applicability and use of Tax Increment Financing. The use of Tax Increment Financing revenues is administered by a Community Redevelopment Agency appointed by the City Council.

Objective 4.12.a: The Community Redevelopment Agency shall develop a quarterly meeting schedule for the purposes of conducting and overseeing Community Redevelopment Area business.

Objective 4.12.b: The Community Redevelopment Agency will work to aggressively develop, plan, finance and construct improvements to the Community Redevelopment Area.

Objective 4.12.c: The Community Redevelopment Agency shall adopt a strong policy of utilizing redevelopment trust funds for those projects that can show justifiable gain in the property value or redevelopment impact in the Community Redevelopment Area.

Objective 4.12.d: The Community Redevelopment Agency shall promote participation by local financial institutions in the Community Redevelopment Area loan pool, which could be utilized in conjunction with funds maintained in the Redevelopment Trust Fund.

Objective 4.12.e: The Community Redevelopment Agency shall encourage and promote cooperation between the City and County governments in furtherance of these goals.

Goal 5: Diversify the area's economic base, increase sales receipts and heighten business profitability; enable growth in that economic base. Establish the downtown area as a focal point for the community to attract more shoppers and visitors for longer periods of time and from a wider geographic area.

Objective 5.1: Complete an overall economic assessment for the City. An economic assessment will allow enhancement projects to be guided based on the City's needs and should include the following components:

- **Economic Analysis:** To determine the types of businesses within the City, how much is being spent, earned and generated; includes payroll, and generation of sales and property tax;
- **Needs Analysis:** What types of businesses are lacking to the community's needs and desired goals;
- **Space Analysis:** Vacancies and use;
- **Parking Analysis:** How much parking is realistically needed to support business and social activity, particularly downtown. This would include examination of current parking standards and potential modifications;
- **Asset Inventory:** Assets to the community including historic sites, public facilities, accommodations, utilized and unutilized public lands; and
- **Infrastructure Need Assessment:** Policy, plans and incentives related to business and asset development.

Objective 5.2: Utilize the economic assessment in marketing efforts for business recruitment and retention.

Recreation

Goal 6: Improve and enhance the recreational areas that are available to the City residents and visitors. Attract and increase the number of visitors in the downtown area through recreational facilities and recreational/cultural events.

This section is divided into two areas: The Good Neighbor Trail and the Cultural Affairs and Community Efforts.

THE GOOD NEIGHBOR TRAIL

Brooksville has been given the opportunity to have the Good Neighbor Trail become a link in the State's planned Coast to Coast Trail, a trail that will connect with other existing trails on the east coast, in central Florida and on the west coast, resulting in a multi-use facility providing a continuous trail traversing the State from the east coast to the west coast. Brooksville could be the hub for regional bicycle events that take bikers coast to coast.

The number of bikers and recreation seekers who utilize the Croom area and the Withlacoochee State Trail in the eastern portion of Hernando County are enough reason to proceed. It is essential to develop a broad-based master plan that goes beyond the four-foot wide slab of asphalt to include an entire complex of public amenities. The impact of these offerings on the community at large should be explored.

Objective 6.1: The Revitalization Effort will work with the Heritage Museum which owns the trail depot to create a community complex not only for public recreation but also community gatherings, social interaction, and business development. This trail head can be a southern gateway/welcome center designed to capture the stream of usage and ensure the trail works to the City's economic benefit.

The design envisioned will create an atmosphere that epitomizes Brooksville's southern charm, one that emphasizes the city's historic nature, and one that compels visitors to explore what else the City has to offer.

Brick crosswalks and paths could lead to a trio of gazebos south of the trail. The middle gazebo could be large enough to host a small band for an outdoor concert. Vacant land to the south could be turned into a staging area for outdoor community happenings of any magnitude. Benches should be installed beneath planted trees to give users a comfortable place to rest. Restrooms and water fountains should be provided, as will on-site parking. The site would be heavily landscaped with azaleas, dogwoods and cascading Live Oak trees.

Russell Street between Main Street and South Brooksville Avenue is envisioned as a community crosswalk location. A limited quantity of

bricks could be sold in support of the project and engraved with the buyer's name. The project would not only ensure community buy-in for the park, but also enhance the area's historic flare.

- Objective 6.2:** Encourage small businesses attractive to trail users to set up shop and spread growth into areas radiating from the complex.
- Objective 6.3:** The Revitalization Effort will continue the streetscaping theme envisioned for the downtown redevelopment area along Main Street and onto Russell Street where it borders the complex.
- Objective 6.4:** The Revitalization Effort will identify sources of funding that could be used to complete the project and will assist with applications for those sources.

CULTURAL AFFAIRS AND COMMUNITY EFFORTS

Many efforts in the past have been made by the Brooksville Vision Foundation, the County Recreation Department, the Heritage Museum, the Greater Hernando County Chamber of Commerce, the Brooksville Business Alliance, the Hernando County Fine Arts Council, the Bandshell Bash Committee, the Brooksville Kiwanis Club, the Rotary Club, the Red Mule Runners Club and others to hold events in Brooksville that will attract local residents and out-of-county visitors. These efforts should continue and be supported by the Revitalization Effort. Further encouragement and support should be given to those that want to plan and organize new events in the downtown area. All events and activities that are community inclusive and inviting to visitors go a long way in building an interest to visit, shop, eat, and work in Brooksville. Cultural and community events and activities improve the City's image of viability and vitality.

Closely related to the perception of a town's viability and vitality is the perception of occupancy. This is particularly important to vacant structures with large display windows. Giving the appearance of occupation heightens a visitor's perception of that community's viability; vacant windows diminish that perception. Vacant window space could be turned into display cases for other businesses, community events, or holiday displays.

- Objective 6.5:** Encourage additional civic activities and community events in the downtown area, beginning immediately upon the adoption of this plan.
- Objective 6.6:** The Revitalization Effort will coordinate the development of a handbook to assist civic groups with community events to be held in the City of Brooksville.
- Objective 6.7:** The Revitalization Effort will coordinate the utilization of vacant window space for display purposes with the schools, libraries and local cultural/event related interests.

CHAPTER 10

PUBLIC PARTICIPATION

Florida statutory law requires public participation in the comprehensive planning process. Florida Statutes Chapter 163.3181 mandates that local planning agencies and local governmental units are directed to adopt procedures designed to provide effective public participation in the comprehensive planning process and to provide real property owners with notice of all official actions which will regulate the use of their property. The provisions provided herein are set out as the minimum requirements towards this end.

Public Participation Policies

The Brooksville City Council adopts the following procedures to provide for and encourage public participation in the planning process:

- a. All plan and plan amendment preparation, modification, and adoption shall be advertised in accordance with Florida Statutes Chapter 163, Part II.
- b. The City shall update the Comprehensive Plan or parts thereof as often as is deemed necessary by the City Council and in accordance with Florida Statutes Chapter 163, Part II.
- c. The City shall utilize its Planning and Zoning Commission as a public forum for citizen participation and to keep the general public informed.
- d. Written comments from the public regarding planning issues shall be encouraged and entered into the public record.
- e. The City shall provide written responses to said citizen inquiries upon request.

Summaries of the city's Comprehensive Plan are available from the Community Development Department at City Hall.

Given that Brooksville's adopted plan dates back to 1989, the plan has been formally reviewed as required by state law. It is the purpose of this section to ensure the continuation of evaluation and appraisal efforts, and to set forth those actions that will be adopted as a part of this plan that will measure future and ongoing monitoring and evaluation.

Monitoring and Evaluation Policies

The Brooksville City Council adopts the following policies for comprehensive plan monitoring:

- f. **Citizen Participation:** Each year, both the Planning and Zoning Commission and the City Council shall conduct one or more public hearings on the comprehensive plan. Each such hearing shall be advertised as was described in the preceding section on Public Participation Policies.
- g. **Updating Baseline Data and Measurable Objectives:** The Community Development Director shall, with assistance from City Staff, prepare updated baseline data and measurable objectives as needed. The data will then be provided to the Planning and Zoning Commission, which shall provide its recommendation to the City Council.
- h. **Accomplishments in the Initial Planning Period:** The Community Development Director will, with the assistance from the City Staff, develop a Comprehensive Plan Assessment Report (draft), which at a minimum will assess the degree to which selected goals, objectives and policies from each element have been reached.
- i. **Obstacles or Problems:** As a part of the above referenced report, the Community Development Director will identify obstacles or problems [including changed conditions] that resulted in any underachievement.
- j. **New or Modified Goals, Objectives or Policies:** The Planning and Zoning Commission will, with the assistance of the Community Development Director and with referral to the Assessment Report or subsequent Evaluation and Appraisal Report, recommend new or revised goals, objectives or policies needed in response to discovered problems.
- k. **Assured, Continued Monitoring and Evaluation:** The yearly public hearings, the annual updating of the Capital Improvements Element, and the involvement of the Community Development Director are some methods by which the City has assured that monitoring and evaluation will be continuous. In addition, it is the adopted policy of the City of Brooksville to assign to the Planning and Zoning Commission the responsibility for ongoing and future monitoring and evaluation of this comprehensive plan.

CHAPTER 11**PUBLIC SCHOOL FACILITIES**

Goal A: To provide for future availability of public school facilities in a manner consistent with the adopted level of service standard.

Level of Service Standards for Public School Capacity

Objective 1: Establish level of service guidelines for public school capacity.

Policy 1-1: The Level of Service (LOS) standard set forth herein shall be applied consistently by the City and the School Board district-wide to all schools of the same type. The LOS standards to implement school concurrency shall be as follows:

- a. Elementary: 100% of permanent Florida Inventory of School Houses (FISH) Capacity for Permanent Student Stations and 100% of Permanent FISH Capacity for Core Facilities (whichever is the greater number will be used for calculating student capacities for LOS).
- b. Middle: 100% of permanent FISH Capacity for Permanent Student Stations and 100% of Permanent FISH Capacity for Core Facilities (whichever is the greater number will be used for calculating student capacities for LOS).
- c. High: 100% of permanent FISH Capacity for Permanent Student Stations and 100% of Permanent FISH Capacity for Core Facilities (whichever is the greater number will be used for calculating student capacities for LOS).
- d. Magnet schools will maintain the level of service standard for the type of school for which it is constructed, whether an elementary, middle or high school.
- e. For purposes of this section, “Core Facilities” shall mean ‘Permanent Cafeteria Capacity’ based on FISH standards.

Policy 1-2: For the purposes of the level of service standard for public school capacity, FISH capacity shall refer to the Florida Inventory of School Houses (FISH) report of permanent capacity of existing public school facilities. The FISH Capacity is the number of students that may be housed in a facility (school) at any given time based upon a percentage by

school type (i.e., elementary, middle, high and K-8) of the total number of existing student stations and a designated size for each program. In the City of Brooksville, permanent capacity does not include temporary classrooms unless they meet the standards for long-term use pursuant to s. 1013.20. *Florida Statutes*.

- Policy 1-3:** The adopted level of service standard shall become applicable to development orders with the adoption of the Public Schools Facility Element and the land development regulations shall be amended to include the level of service standards.
- Policy 1-4:** The issuance of development orders for new residential units shall be predicated on the availability of school capacity.
- Policy 1-5:** Where capacity will not be available to serve students from the property seeking a land use or zoning change or other development approval, then the City may use the lack of school capacity as a basis for denying a development order.
- Policy 1-6:** The level of service standards will be used to determine whether sufficient school capacity exists to accommodate future development projects, and evaluate the sufficiency of the Five-Year Schedule of Capital Improvements. The Five-Year Schedule of Capital Improvements shall be reviewed, updated and adopted annually, thus ensuring those projects necessary to address existing deficiencies are adequately planned, and to meet future needs based upon the adopted level of service standards. The annual update to the Five-Year Schedule of Capital Improvements shall ensure the capital improvements program continues to be financially feasible and the level of service standards will continue to be achieved and maintained.
- Policy 1-7** The level of service standard is also measured to account for programmatic changes which have consistent and measurable capacity impacts including but not limited to double sessions, floating teachers, year-round operations and special education programs. To determine available capacity as a result of programmatic changes, there must be student stations at each grade level for the particular schools in the Concurrency Service Areas (CSA) affected.
- Policy 1-8** In order to determine if the available adjacent capacity can be utilized, the following additional criteria shall apply:
- a. Travel time and distance: School bus route from the school to the site of the proposed development should not exceed 50 minutes;

- b. Areas established for the purpose of establishing student diversity at schools shall not be used to determine capacity;
- c. If the boundary is adjacent based on its connection by the Withlacoochee State Forest, it should not be deemed adjacent;
- d. Where capacity is reserved for a specific academic program, it cannot be claimed in an adjacent concurrency service area.

Concurrency Service Areas

Objective 2: Establish school concurrency service areas to be used to determine the availability of public school capacity to serve new residential development.

Policy 2-1: Concurrency Service Areas (CSAs) shall be established to determine whether there is adequate school capacity available based on the adopted level of service standards, and a proper analysis can be conducted to examine the availability of capacity in adjacent CSAs if capacity is not available in the primary CSA.

Policy 2-2: CSAs will be generally based upon the school attendance zones so that there is school capacity available in each CSA to meet the adopted LOS standard within the five-year period contained in the Florida Statutes.

Policy 2-3: CSAs shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public school facilities in accordance with the LOS standards, and taking into account policies to:

- a. minimize transportation costs;
- b. limit maximum student travel times;
- c. effect desegregation plans;
- d. achieve socio-economic, racial and cultural diversity objectives;
- e. recognize capacity commitments resulting from the development approvals for the CSA; and,
- f. recognize capacity commitments resulting from development approvals for contiguous CSAs.

Policy 2-4: All CSAs will be described geographically and appropriately mapped.

- Policy 2-5:** Future amendments to the CSAs may be made by the School Board in accordance with the criteria in Goal A, Policy 2-3, and only after review and comment by the County and the City, respectively.
- Policy 2-6:** Upon adoption of CSAs by the School Board, said CSAs and supporting maps will be incorporated as amendments to the adopted comprehensive plans of the County and the City, respectively.

Land Use and Facility Coordination

Objective 3: Ensure that Comprehensive Plan Amendments and other land use decisions are simultaneously evaluated with school capacity availability within the primary CSA and those CSAs which are contiguous.

- Policy 3-1:** The City shall consider Hernando County School Board comments on the availability of adequate school capacity when considering the decision to approve Comprehensive Plan Amendments and other land use decisions.
- Policy 3-2:** The City shall identify methods to direct development to areas with adequate school capacity or to where school sites adequate to serve potential growth have been acquired by the School Board, provided such location of the development is consistent with the City's Comprehensive Plan.
- Policy 3-3:** In any instance where capacity will not be available to serve students to be generated by a development seeking approval, and subsequent to the contiguous CSA analysis that demonstrates there is no available capacity, and proportionate share mitigation is not an option, the school capacity deficiency shall be a basis for denial of the proposal.
- Policy 3-4:** The School Board shall review potential new subdivision conditional plats and residential site plans for student generation impacts and available school capacity. Where capacity will not be available to serve students from the property seeking to increase residential density, and subsequent to the contiguous CSA analysis that demonstrates there is no available capacity, and proportionate share mitigation is not an option, the School Board shall not issue a favorable concurrency determination. The City shall use lack of school capacity demonstrated by an unfavorable concurrency determination as a reason for denial of a development order.
- Policy 3-5:** During the process of land use decision making, the City will ensure the compatibility of proposed land uses in the vicinity of either existing or planned public schools, and protect existing and planned schools from incompatible uses.

School Facility Siting

Objective 4: Ensure that the planning and construction of educational facilities are coordinated with regard to timing, location, compatibility, and the availability of required infrastructure.

Policy 4-1: The following issues will be considered by the School Board when evaluating potential new school sites or significant renovations of existing schools:

- a. Site acquisition and development cost.
- b. Compatibility of the school site with present and projected uses of adjacent properties.
- c. Adequate public facilities and services to support the proposed school are available, or will be available, concurrent with the impacts of the school.
- d. Safe access to and from the school site by pedestrians and vehicles.
- e. The proposed location is not in conflict with local government stormwater management plans or watershed management plans.
- f. The proposed site is well drained and soils are suitable for development, or are adaptable for development for educational purposes with identified drainage improvements.
- g. The proposed location is not immediately adjacent to water treatment plants or wastewater treatment plants.
- h. There are no significant environmental constraints that would preclude development of a public school on the site.
- i. The proposed location lies outside the area regulated by s. 333.03, *Florida Statutes*, regarding the construction of public educational facilities in the vicinity or flight path of an airport.
- j. There will be no adverse impact on archaeological or historic sites listed in the National Register of Historic Places or designated by the affected local government as a locally significant historic or archaeological resource.
- k. The proposed site can accommodate the required parking, circulation, and adequate queuing of vehicles onsite.

- l. Whenever possible and where appropriate, existing schools will be expanded, renovated, or revitalized to support community redevelopment, in-fill development and revitalization.
- m. The location of schools, where possible, should be proximate to and within walking distance of the residential neighborhoods served.

Policy 4-2: The School Board Staff will meet with and review potential school sites with planning staff of the City. The recommendations and comments from these meetings will be submitted to the School Board as needed. The School Board will take the respective recommendations into consideration.

Policy 4-3: The City shall advise the School Board as to the consistency of the proposed new site with their adopted comprehensive plan, including the appropriate processes under which the School Board may request an amendment to the comprehensive plan for school siting. The consistency determination with the comprehensive plan is made through the development review process.

Policy 4-4: Within the City, schools are permitted in all land use categories except Conservation. Schools may be allowed in any zoning district as a special exception use.

Policy 4-5: The decision of the City of Brooksville City Council shall be the final local government action of any comprehensive plan amendment or rezoning decision.

Policy 4-6: Where an identified school site requires a rezoning or special exception use approval to accommodate a proposed school, the School Board shall provide all property owners of record within a 250' radius of the site written notification of the proposed school siting request.

Policy 4-7: The submittal, processing and review of any proposed school site design or development plan shall be filed with the Community Development Department of the City and shall include at a minimum, the following:

- a. Location, size, height, and use of all proposed structures;
- b. Proposed or existing location of fire hydrants and distance to structures;
- c. Location and method of buffering from adjacent residential zoning districts:

- d. Location and method of storm water retention;
- e. Location, size and total amount of recreation areas;
- f. Location and dimensions of proposed parking and service areas; and,
- g. Proposed means of vehicular and pedestrian access from the site to adjacent streets and/or alleys.

Policy 4-8: The review and processing of any site design or development plan submitted by the School Board shall be in accordance with the adopted comprehensive plan of the City and all applicable land development regulations (noting that the School Board is exempt from certain regulations).

Policy 4-9: The School Board and City shall cooperate in determining the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation or expansion of an existing school.

Policy 4-10 In conjunction with the School Board's approval of a new school site, the School Board and City will jointly determine the need for and timing of on-site and offsite improvements necessary to support each new school.

Collocation of Facilities

Objective 5: Coordinate location of public school facilities relative to the location of other public facilities such as parks, libraries and community centers to the extent possible.

Policy 5-1: The City will look for opportunities to collocate and share use of their facilities with the School Board when preparing the annual update to the adopted comprehensive plan's schedule of capital improvements and when planning new or renovating existing community facilities.

Policy 5-2: A separate agreement may be developed for each instance of collocation or shared use which addresses operating and maintenance costs, scheduling use of the facilities, facility supervision, legal liability, or any other issues that may arise from collocation or shared use.

Goal B: To establish a process for the implementation of school concurrency through capacity determination standards, concurrency determination process, and proportionate share mitigation.

Capacity Determination Standards

Objective 1: The City shall cooperate with the School Board in the implementation of capacity determination standards.

Policy 1-1: The School Board will determine whether adequate school capacity exists for a proposed development, based on the Level of Service (LOS) standards, CSAs, and other standards as follows:

- a. Calculate total school facilities by adding the capacity provided by existing school facilities except magnet/lottery schools to the capacity of any planned school facilities.
- b. Calculate available school capacity by subtracting from the total school facilities the sum of:
 - i. used capacity;
 - ii. the portion of reserved capacity projected to be developed within three (3) years;
 - iii. the portion of previously approved development projected to be developed within three (3) years; and,
 - iv. the demand on schools created by the proposed development.

Policy 1-2: In determining whether there is sufficient school capacity to accommodate a proposed development in a specific CSA, the School Board will:

- a. Subject CSA. Consider whether the CSA in which the proposed development is situated has available school capacity, based on the formula in Goal B, Policy 1-1.
- b. Contiguous CSA. If the projected student growth from a residential development causes the adopted LOS to be exceeded in the subject CSA, a contiguous CSA will be reviewed for available capacity. In conducting the contiguity review, the School Board shall first use the contiguous CSA with the most available capacity to evaluate projected enrollment and, if necessary, shall continue to the CSA with the next most available capacity until all contiguous CSAs have been evaluated or the available capacity has been identified to allow a determination letter approving school concurrency to be issued. If a contiguous CSA is identified as having available capacity, then the actual development impacts shall be shifted to that CSA having available capacity (this shift shall be

accomplished in accordance with School Board Policy which may include, without limitation, appropriate boundary changes or shifting future student assignments).

- c. Available capacity is based on no students being bussed to any contiguous CSA farther than the average bussing travel distance throughout the District.

Policy 1-3: Except as provided in Goal B, Policy 1-4, school concurrency shall apply to all new residential development and uses that generate demands for public school facilities and are proposed or established after the effective date of the school concurrency ordinance (as adopted by the City). School concurrency shall not apply to non-residential uses such as professional, commercial or industrial.

Policy 1-4: The following residential uses shall be considered exempt from the requirements of school concurrency:

- a. Single family lots of record having received final plat approval (or otherwise deemed grandfathered as a valid residential lot under the land development regulations of the City) prior to the effective date of the school concurrency ordinance.
- b. Multi-family residential development having received final site plan approval prior to the effective date of the applicable school concurrency ordinance.
- c. Amendments to residential development approvals issued prior to the effective date of the adopted school concurrency ordinance, which do not increase the number of residential units or change the kind of residential units proposed to a type that would produce a larger number of school-age children (i.e., changing unit types from resort residential to Single Family Residential).

Concurrency Determination Process

Objective 2: The City shall cooperate with the School Board in the implementation of the concurrency determination process.

Policy 2-1: The school concurrency ordinance to be adopted by the City will include, among other things, application procedures and processes for evaluating school capacity and making concurrency determinations. Following the adoption of the school concurrency ordinance, the City will:

- a. accept and process final plat and residential site plans, only after the applicant has complied with the terms of its school concurrency

ordinance. The City may approve a school concurrency application earlier in the approval process, upon request by the applicant, if the School Board reviews and approves the determination, allocations of capacity, and proportionate share mitigation commitments.

- b. upon receipt of a complete school concurrency application, timely transmit the application to the School Board for a determination of whether there is adequate school capacity, for each level of school, to accommodate the proposed development based on the LOS standards, CSAs, and other standards set forth in this Element and the Interlocal Agreement between Hernando County, the City of Brooksville and the Hernando County School Board, dated August 7, 2006, as may be amended from time to time.

Policy 2-2: Within thirty (30) days of receipt of the initial transmittal from the City, the School Board will review the school concurrency application and, based on the standards set forth in this Element and the Interlocal Agreement between Hernando County, the City of Brooksville and the Hernando County School Board, dated August 7, 2006, as may be amended from time to time, and will report in writing to the City:

- a. that adequate school capacity exists for each level of school, based on the standards set forth in this Element and the Interlocal Agreement between Hernando County, the City of Brooksville and the Hernando County School Board, dated August 7, 2006, as may be amended from time to time, and report in writing to the City; or
- b. if adequate capacity does not exist, whether appropriate mitigation can be accepted, and if so, acceptable options for mitigation, consistent with this Element and the Interlocal Agreement between Hernando County, the City of Brooksville and the Hernando County School Board, dated August 7, 2006, as may be amended from time to time, and report such determination in writing to the City.

Policy 2-3: The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate school capacity to accommodate students generated by the proposed development for each type of school within the affected CSA consistent with the adopted LOS standard and will take into consideration that:

- a. Adequate school facilities will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site plan (or functional equivalent); or,

- b. Adequate school facilities are available in an adjacent CSA and the impacts of development can be shifted to that area; or,
- c. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan (or functional equivalent) pursuant to this Element, the Interlocal Agreement and the adopted School Concurrency Ordinance.

Policy 2-4: If the impact of the proposed development will not occur until years 2 or 3 of the School Board's financially feasible work plan, then any relevant programmed improvements in those years shall be considered available capacity for the project and factored into the level of service analysis. If the impact of the project will not be felt until years 4 or 5 of the work plan, then any relevant programmed improvements shall not be considered available capacity for the project unless funding of the improvements is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means.

Policy 2-5: If the School Board determines that adequate capacity does not exist but that mitigation is an acceptable alternative, the development application will remain active pending the conclusion of the mitigation negotiation period described in Goal B, Objective 3 and associated policies.

Policy 2-6: The City will issue a School Concurrency Determination only upon:

- a. the School Board's written determination that adequate school capacity will be in place or under actual construction within three (3) years after the issuance of final subdivision or site plan approval for each level of school without mitigation; or,
- b. the execution of a legally binding mitigation agreement between the applicant, the School Board and the City pursuant to this Element, applicable Interlocal Agreement and adopted School Concurrency Ordinance.

Proportionate Share Mitigation

Objective 3: The City shall coordinate with the School Board to establish proportionate share mitigation alternatives which are financially feasible and will achieve and maintain the adopted level of service standards consistent with the adopted capital improvements plan.

Policy 3-1: In the event that the School Board reports that mitigation may be accepted in order to offset the impacts of a proposed development, where the LOS standards set forth in this Element, applicable Interlocal Agreement and

adopted School Concurrency Ordinance otherwise would be exceeded, the following procedure shall be used:

- a. The applicant shall initiate in writing a mitigation negotiation period with the School Board in order to establish an acceptable form of mitigation, pursuant to the adopted School Concurrency Ordinance, and this Element.
- b. Acceptable forms of mitigation may include:
 - i. The donation, construction, or funding of school facilities sufficient to offset the demand for public school facilities to be created by the proposed development.
 - ii. The creation of mitigation banking based on the developer's construction and/or financing of a public school facility in exchange for the right to sell excess capacity credits (the selling of excess credits shall be limited to that area within the subject CSA or any abutting CSA) and as may be further limited by the school concurrency ordinance.
- c. The following standards apply to any mitigation accepted by the School Board:
 - i. Relocatable classrooms will not be accepted as mitigation.
 - ii. Mitigation shall be directed to projects on the School Board's financially feasible 5-year work plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant. The development agreement shall be executed prior to the issuance of the applicable subdivision plat, site plan or functional equivalent in the development review process.
 - iii. The Student Generation Formula used for calculating mitigation shall be as follows:

Number of Student Stations (by school type) = Number of Dwelling units (by housing type) x Student Generation Multiplier (by housing type and school type)*
[* Student Generation Multipliers shall be based upon the best available data and professionally accepted methodology]

iv. Cost per Student Station estimates shall include, at a minimum, all costs of providing instructional and core capacity including land, site improvements, design, buildings, equipment, furniture, and costs of financing (if applicable). The capital costs associated with transportation of students shall not be included in the Cost per Student Station estimate used for mitigation.

v. The proportional mitigation share amount shall be calculated as follows:

Proportionate Share Amount = Number of Student Stations (by school type) x Cost per Student Station (by school type)**

[** The above formula shall be calculated for each housing type within the proposed development and for each school type (elementary, middle, high) for which a capacity deficiency has been identified. The sum of these calculations shall be the proportionate share amount for the development under review.]

vi. Finally, if the School Board agrees to the mitigation, the School Board must commit to adding the improvement required for mitigation to its work plan. Further, the development agreement shall include the landowner's commitment to continuing renewal of the development agreement upon its expiration.

d. In accordance with this Element, the applicant's total proportionate-share mitigation obligation to resolve a capacity deficiency shall be based on the following formula, for each school level:

i. Multiply the number of new student stations required to serve the new development by the average cost per student station.

ii. The average cost per student station shall include school facility development costs and land costs.

iii. The applicant's proportionate-share mitigation obligation will be credited toward any other impact fee or exaction imposed by local ordinance for the same need.

- e. If within 90 days of the date the applicant initiates the mitigation negotiation period, the applicant and the School Board are able to agree to an acceptable form of mitigation, a legally binding mitigation agreement shall be executed by the applicant, the School Board and the City which sets forth the terms of the mitigation, including such issues as the amount, nature, and timing of donations, construction, or funding to be provided by the developer, and any other matters necessary to effectuate mitigation in accordance with this Element. The mitigation agreement shall specify the amount and timing of any impact fee credits or reimbursements, if any, that the developer expects to receive in connection with its mitigation payment/ donation under said agreement.
- f. If, after 90 days, the applicant and the School Board are unable to agree to an acceptable form of mitigation, the School Board will report an impasse to the City in writing and the City will not issue a School Concurrency Determination for the proposed development.
- g. The School Board may grant up to two (2) 90-day extensions to the mitigation negotiation period.
- h. To the extent required under Florida law, mitigation must be proportionate to the demand for public school facilities to be created by the actual development of the property.