TOWN OF MELBOURNE BEACH

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INTRODUCTION
**Introduction**

This document is the result of a three-part effort to develop a Comprehensive Plan for the Town of Melbourne Beach. The Elements of the contained herein have been prepared in accordance with Chapter 163 of the Florida Statutes and Rule 9J-5 of the Florida Administrative Code.

Preparation of the Comprehensive Plan began with a Town visioning process. Numerous public meetings were held by the Local Planning Agency (Town Planning and Zoning Board) to establish priorities of the Town and rank those priorities. The prevailing theme of the visioning process was expressed well by David Campbell, Chairman of the Planning and Zoning Board as “Status Quo, Spiffed Up”.

Upon completion of the Visioning Process the Local Planning Agency began preparation of the Evaluation and Appraisal Report. Once the EAR was found to be sufficient by the Florida Department of Community Affairs the Comprehensive Plan rewrite began. Nine public meetings were held with the Planning and Zoning Board (Local Planning Agency) to develop the proposed amendments to the Comprehensive Plan.

**TOWN HISTORY**

In 1883, Major Cyrus E. Graves, a retired veteran of the Union Army sailed into Melbourne Harbor. Major Graves was most impressed with the area and decided to buy government land, which was available on the barrier island across the Indian River from Melbourne. During the next four years he bought the approximately six hundred acres which comprises present day Melbourne Beach.

There was an eager attempt to grow pineapples and other tropical fruits, but the freeze of 1895, known for years as the “Big Freeze,” wiped out the local growers and no real commercial attempt has again been made in the Melbourne Beach-Indialantic area. However, thirty miles south, in what is now Indian River County, a thriving citrus industry has developed.

The year 1889 was a busy year for the first builders of Melbourne Beach. Captain Wilcox built the front portion of the house that now stands at 522 Ocean Ave and Jacob Fox built the Ryckman home at 517 Ocean Avenue. The pier (which has recently been remodeled and renovated), the “railroad” consisted of a single push car which was used to transport groceries, supplies and people from the dock up along Ocean Avenue to the Ocean, stopping along the way. Transportation to and from Melbourne was by small boat. Prior to 1902, the ferry was a sailboat, the ADELAIDE. Later in 1902, Mr. R.W. Beaujean, who was the postmaster as well as the operator of the ferry, bought a motor launch, which he christened the JESSIE B. Later he had another launch called the IDA MAE. The ferry service remained the only means of transportation until the Melbourne Causeway was built in 1921.

This original bridge was a narrow wooden structure, which stretched across the entire width of the Indian River to present day Firth Avenue in Indialantic. This bridge, which was replaced in 1947, helped establish urban development on the island, which has continued to the present.
The Town was incorporated in 1923 with a few hundred residents. After experiencing several boom and bust periods, the population of the Town began to stabilize after the Second World War with growth occurring more evenly. The projected maximum population, based upon past growth trends and future projections and expansion potential, is approximately 4,000.

Town Setting

Melbourne Beach is located on the Central East Coast of Florida on a barrier island opposite the City of Melbourne and is bordered on the east by the Atlantic Ocean and the west by the Indian River Lagoon; on the north by the Town of Indialantic, on the south by unincorporated Brevard County.

Town Governmental Structure

The Town of Melbourne Beach operates with a Commission/Manager form of government. The Mayor is a voting member of the Commission and the titular head of the Town. The Commission also has a Vice Mayor and four Commissioners at large. The Town Manager is appointed by the Commission and serves as the Chief Administrative Officer. The Commission also appoints the Town Clerk and Town Attorney. All other personnel functions are under the Town Manager pursuant to the Town Charter.

DEVELOPMENT OF THE PLAN

PLANNING PROCESS

In 1985, the Florida Legislature enacted the Local Government Comprehensive Planning and Land Development Regulation Act (LGCPLDRA) hereinafter referred to as the Act, which is included in Chapter 163, Florida Statutes. The Act requires all cities, counties, Regional Planning Councils (even the State) to establish Comprehensive Plans to guide and direct future growth and development. This legislation, together with the 1986 Amendment (the “Glitch” Bill), the State Comprehensive Plan, and Rule 9J-5. Florida Administrative Code, and many amendments thereto, has been the basis for the drafting of this first portion of the Melbourne Beach Plan.

The Town has designated the Planning and Zoning Board to act as the Local Planning Agency and to work with the consultants to prepare the amendments to the Comprehensive Plan.

PLAN FORMAT

Although the plan generally follows the format established in 9J-5.005(1) F.A.C., it must be pointed out that Rule 9J-5, and the Act in general, were written to apply to and accommodate cities much larger than the small Town of Melbourne Beach. Many of the areas required to be addressed simply do not apply to Melbourne Beach. However, it should be readily apparent that this Plan is consistent with and furthers the goals and objectives of the State Plan, Regional Policy Plan and the Brevard County Comprehensive Plan.
Because of the size and character of the Town, this Plan will contain the required elements in one document. Each element will constitute a section of the Plan.

Definitions

The following section of this Element contains definitions that have been created for use with the Melbourne Beach Comprehensive Plan. All other terms are as defined in Chapter 163, Florida Statutes and Rule 9J-5, F.A.C. and shall also apply within the Comprehensive Plan of the Town of Melbourne Beach.

ACCESSORY USE: A use of land or of a building or portion thereof customarily incidental and subordinate to the principal use of the land or building and located on the same lot as the principal use.

ACQUIRE: To come into possession or control of.

ADAPTIVE REUSE: The installation of a new use within an older building, or within a building originally designed for a special or specific purpose, while retaining historic features, if any, of the original building.

AFFORDABLE HOUSING: A dwelling unit for which monthly rents or monthly mortgage payments, including taxes, insurance and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for households or persons indicated in Section 420.0004, Florida Statutes (F.S.) (i.e., Low income, moderate income and very low income households or persons as defined herein.) Affordable housing definitions that are prescribed by housing programs administered by the U.S. Department of Housing and Urban Development (HUD) or the State of Florida may also be used by Melbourne Beach when implementing such programs.

AGRICULTURAL USES: Uses of land or water for the following purposes: crop cultivation (including crops for biomass purposes), plant nurseries and greenhouses; poultry and livestock production; grazing and pasturing of animals, including horses; veterinary services for livestock and horses; fish hatcheries; dairies; apiculture; silviculture; structures such as stables, barns, sheds, silos, granaries, windmills and related agricultural structures and supportive appurtenances, such as machinery for harvesting and processing of crops and the sale of such machinery; and farm worker and farm owner housing directly associated with land and water in bona fide agricultural use.

ANCILLARY USES: Uses that are supportive of and subordinate to the principal use or uses of a property or structure; such uses may not be customarily located with the principal use.

ANTIQUATED PLAT: A subdivision of land that does not comply with current zoning district and/or subdivision requirements, or that has limited development potential due to inadequate public facilities, services or environmental constraints. These generally include lands platted
prior to modern land development regulations adopted in 1972. Examples include plats with substandard designs for lot size, configuration, roads or drainage facilities.

ANTIQUATED SUBDIVISION: A subdivision of land that was created prior to modern land development regulations adopted in 1972 and does not comply with current zoning and/or subdivision standards, typically in terms of lot size, road access, stormwater management or utility service.

AQUIFER: A subsurface rock layer that contains water and releases it in appreciable amounts. Aquifers are important reservoirs storing large amounts of water relatively free from evaporation loss or pollution. An aquifer may be porous rock, unconsolidated gravel, fractured rock or cavernous limestone.

AREAS OF SPECIAL FLOOD HAZARD (ALSO KNOWN AS SPECIAL FLOOD HAZARD AREAS): Land in the floodplain of a community subject to a one (1) percent or greater chance of flooding in any given year.

AREA MEDIAN INCOME (AMI): Median income is that income which divides the income distribution into two equal parts, with one-half of the cases falling below the median income and one-half falling above. HUD uses the median income for families in metropolitan and non-metropolitan areas to calculate income limits for eligibility in a variety of housing programs, and adjusts the median for different family sizes so that family income is expresses as a percentage of the area median income.

ATTAIN: To reach an end, to arrive by effort.

BACKLOGGED FACILITY: Road on the State Highway System operating at a level of service below the minimum level of service standards, which is not a constrained facility, and which is not programmed for construction adequate to bring it up to the applicable minimum level of service standard in the first three years of the Florida Department of Transportation's adopted work program or in a local government's capital improvements element.

BONA FIDE AGRICULTURAL USE: Land or water areas currently in active use for one or more of the agricultural uses specified herein and eligible for Federal, State and local recognition as such for tax purposes.

BUFFER, OPEN SPACE: A specified setback between land uses that contains no buildings or signage; a physical dimension intended to reduce the impact of a more intense use on a less intense use.

BUFFER, VEGETATIVE: A permanent strip of perennial native vegetation (or vegetation with low water demands) of a specified width, established and maintained in accordance with an approved landscape plan to minimize the risk of pollutants reaching surface waters, to treat stormwater, and/or to provide a protective transition between land uses and reduce the impact of a more intense use on a less intense use.
CENTRAL TREATMENT FACILITY/PLANT: A large water or sewage treatment facility providing service to a number of customers over a broad area.

COMMUNITY PARK: A community park is designed to serve the recreation needs of several communities, a city or a county, and may provide some areas and facilities that are resource-based. Typical areas and facilities include ball fields, sport courts, multipurpose jogging/walking trails, community centers along with natural areas, playgrounds and picnic areas. A size range between 10-50 acres is desirable, although larger areas are found often where a large portion of a site is set aside for passive recreation and preservation.

COMMUNITY RESIDENTIAL HOME: The term "community residential home" shall be defined as set forth in Section 419.001, Florida Statutes, or its successor provisions.

COMPATIBILITY:

(1) A condition in which land uses can coexist in relative proximity to each other in a stable fashion over time such that no use has a materially negative impact directly or indirectly on another use; and

(2) A use or structure that by function, hours of operation, type and amount of traffic generated, building size, setbacks from property lines, relationship to land value, and relationship to mass and bulk of other structures in the same zoning district and neighborhood, does not alter the character of the community or neighborhood.

CONCURRENcy: A requirement of Florida Statutes mandating that public services and facilities meet or exceed the level of service standards established in the Capital Improvements Element required by Section 163.3177, Florida Statutes., and are available for a development in accordance with the requirements of Florida Statutes, or that development orders and permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development without reduction in level of service. The concurrency requirement does not apply to public transit facilities, defined by state law to include: transit stations and terminals, transit station parking, park-and-ride lots, intermodal public transit connection or transfer facilities and fixed bus, guideway and rail stations.

CONSERVE: To keep in a safe or sound state, to avoid wasteful or destructive use of.

CONSTRAINED FACILITY: Road on the State Highway System operating at a level of service below the minimum level of service standards and on which it is not feasible to add two or more through-lanes to meet current or future traffic needs because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads making expansion costs prohibitive. Environmental or policy constraints primarily occur when decisions are made not to expand a road based on environmental considerations, operational considerations or documented policy (FDOT definition).
CONSUMPTIVE USE PERMIT (CUP): A permit issued by a Florida Water Management District (such as the St. Johns River Water Management District) that specifies the maximum amount of water that can be withdrawn from a regulated water resource by the permit holder.

CONSISTENT: Development that complies with land use categories, densities or intensities, and furthers the goals, objectives and policies in the Comprehensive Plan and meets all other applicable criteria established by the local government.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED): A multi-disciplinary approach to deterring criminal behavior through the use of strategies that rely on the ability to influence a potential offender’s decisions that precede criminal acts. These design strategies emphasize the use of ‘defensible space’ design features, such as natural surveillance and natural access control, that enhance the perceived risk of detection, thus deterring criminal action.

DENSITY: See NET RESIDENTIAL DENSITY

DEVELOPMENT: The carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels. This term does not include the use of land for the purpose of growing plants, crops, trees, and other agricultural or forestry products, or the raising of livestock; or for other agricultural purposes.

1. The following activities or uses shall be taken for the purposes of this chapter to involve "development," as defined in this section:

(a) A reconstruction, alteration of the size, or material change in the external appearance of a structure on land.

(b) A change in the intensity of use of land, such as an increase in the number of dwelling units in a structure or on land or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.

(c) Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any "coastal construction" as defined in s. 161.021.

(d) Commencement of drilling, except to obtain soil samples, mining, or excavation on a parcel of land.

(e) Demolition of a structure.

(f) Clearing of land as an adjunct of construction.

(g) Deposit of refuse, solid or liquid waste, or fill on a parcel of land.
2. The following operations or uses shall not be taken for the purpose of this chapter to involve "development" as defined in this section:

(a) Work by a highway or road agency or railroad company for the maintenance or improvement of a road or railroad track, if the work is carried out on land within the boundaries of the right-of-way.

(b) Work by any utility and other persons engaged in the distribution or transmission of gas, electricity, or water, for the purpose of inspecting, repairing, renewing, or constructing on established rights-of-way any sewers, mains, pipes, cables, utility tunnels, power lines, towers, poles, tracks, or the like. This provision conveys no property interest and does not eliminate any applicable notice requirements to affected land owners.

(c) Work for the maintenance, renewal, improvement, or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.

(d) The use of any structure or land devoted to dwelling uses for any purpose customarily incidental to enjoyment of the dwelling.

(e) The use of any land for the purpose of growing plants, crops, trees, and other agricultural or forestry products; raising livestock; or for other agricultural purposes.

(f) A change in use of land or structure from a use within a class specified in an ordinance or rule to another use in the same class.

(g) A change in the ownership or form of ownership of any parcel or structure.

(h) The creation or termination of rights of access, riparian rights, easements, covenants concerning development of land, or other rights in land.

"Development," as designated in an ordinance, rule, or development permit includes all other development customarily associated with it unless otherwise specified. When appropriate to the context, "development" refers to the act of developing or to the result of development. Reference to any specific operation is not intended to mean that the operation or activity, when part of other operations or activities, is not development.

[Sources: Section 380.04(1) and 380.04(3)(f), Florida Statutes (Florida Statutes.)]

DEVELOPMENT ORDER: An order granting, denying or granting with conditions an application for a development permit. (Source: Section 163.3164(7). F.S.)

DEVELOPMENT PERMIT: A building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, conditional use or any other official action of local government having the effect of permitting the development of land. (Source: Section 163.3164(8), F.S.)
DIRECT: To regulate the activities or course of, to dominate and determine the course, enjoin with authority.

EFFECTIVE: Producing a desired result.

EFFICIENT: Productive with minimal waste when compared to current conventional methods.

ENCOURAGE: To stimulate, spur on, inspire, and give help or patronage.

ENHANCE: To improve, to make better in value, function, desirability or attractiveness.

ENSURE: To make sure; to make certain; guarantee

ESTABLISH: To institute permanently by enactment or agreement, bring into existence, bring about.

EVALUATE: to determine the significance or worth of by careful appraisal or study

EXTREMELY LOW INCOME HOUSEHOLDS (FORMERLY KNOWN AS POVERTY LEVEL HOUSEHOLDS): One or more persons or a family, the total annual adjusted gross income of which does not exceed 30 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA), or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

FINANCIAL FEASIBILITY: A comprehensive plan is financially feasible if sufficient revenues are currently available or will be available from committed funding sources for the first three years, or will be available from committed or planned funding sources for years 4 and 5, of a 5-year capital improvements schedule or financing capital improvements, such as ad valorem taxes, bonds, State and Federal funds, tax revenues, impact fees, and developer contributions, which are adequate to fund the projected costs of the capital improvements identified in the comprehensive plan necessary to ensure that adopted level-of-service standards are achieved and maintained within the period covered by the schedule of capital improvements.

FLOODWAY: The channel of a river and the portion of the overbank floodplain that carries most of the flood.

FLOOR AREA: The sum of the gross horizontal areas of all floors of a building or buildings on a property measured from the exterior faces of exterior walls, or from the centerlines of walls separating two attached buildings.

FLOOR AREA RATIO (FAR): The floor area of the building(s) on a property divided by the square feet of land area of that property.

FLORIDA-FRIENDLY LANDSCAPING: Landscaping practices designed to preserve Florida's natural resources and protect the environment.
FUNCTIONAL CLASSIFICATION: Assignment of roads into systems according to the character of service they provide in relation to the total road network. Basic functional categories include arterial roads, collector roads and local roads.

GEOGRAPHIC SERVICE AREA: For recreational facilities, a geographic service area identifies the time or distance which a resident is willing to travel to use a given park or facility.

GOAL: a generalized statement of a desired end state toward which objectives and policies are directed

GREEN BUILDING PRACTICES: Green building design and construction practices address: sustainable site planning; safeguarding water; energy efficiency; conservation of materials and resources and indoor environmental quality. (Website of US Green Building Council, Atlanta Chapter).

GREEN ROOFS: Ecological roof gardens that improve a building’s thermal insulation, absorb less heat, produce oxygen, absorb carbon dioxide, filter air pollution and absorb and/or manage a portion of rainwater falling onto it, thus slowing stormwater runoff.

GROUP HOME FACILITY: The term "group home facility" shall be defined as set forth at Section 393.063(25), Florida Statutes, or its successor provisions.

LAGOON: A shallow body of water connected with a larger water body.

IMPLEMENT: To carry out, to give practical effect to, ensure actual fulfillment by concrete measures.

IMPROVE: To make more acceptable or bring nearer to some standard.

IDENTIFY: To establish the identity, location or existence of.

INFILL DEVELOPMENT AREA: Infill development areas are developable vacant lands located in otherwise built up urban areas where public facilities such as sewer systems, roads, schools and recreation areas are already in place or are in close proximity; the average residential density is at least four dwelling units per net acre. Infill development areas may be located within residential, nonresidential or mixed use urban areas.

INTENSITY: A measurement of the amount of development either allowed or existing on a property typically expressed as density (units per acre) for residential uses and floor area ratio (FAR) for non residential uses.

JOINT PLANNING AGREEMENT (JPA): An interlocal agreement enabled by Chapter 163.3171 and adopted through appropriate official action that provides for joint policies and programs on annexation, future land use designations, provision of services and conflict resolution.
LAND USE DESIGNATION: Classification of land use that specifies the allowed range of densities (numbers of housing units per acre or other similar measure) and/or intensities (number of square feet of buildings or similar measure), general types of uses allowed, and zoning district or districts allowable within that land use classification. Land use designations represent the long-range desired use of a property. A land use designation is not a development order nor development permit. It does not grant permission to begin construction, and does not automatically assure rezoning to a particular zoning district. The uses identified in the definitions for land use designations are intended to identify the range of uses allowable within each designation. All uses noted as examples are not permitted within each zoning classification permitted within the designation. The Code of Ordinances identifies the particular uses permitted within particular zoning classifications.

LEED: Leaders in Energy and Environmental Design, a building environmental certification program developed and operated by the United States Green Building Council.

LEVEL OF SERVICE (PARKS): An indicator of the extent or degree of service provided, based on the operational characteristics of a facility both from a programming and maintenance standard.

LEVEL OF SERVICE (TRAFFIC): For highways is a qualitative measure describing operating conditions within a traffic stream and driver perception of the quality of traffic flow. Levels range from “A” to “F” with level of service. A representing the best operating conditions and level of service F representing the worst operating conditions as defined by the Transportation Research Board "Special Report 2009 Highway Capacity Manual".

LEVEL OF SERVICE: An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on the operational characteristics of the facility. Level of service indicates the capacity per unit of demand for each facility, providing a measure indicating the planned operating condition or capacity of a service according to a measurable unit, as in ‘gallons per capita’ for water or wastewater service.

LIMITED ACCESS FACILITY: A street or highway especially designed for through traffic, and over, from or to which owners or occupants of abutting land or other persons have no right or easement of access, light, air or view by reason of the fact that their property abuts upon such limited access facility or any other reason. Such highways or streets may be facilities from which trucks, buses and other commercial vehicles may be excluded or they may be facilities open to use by all customary forms of traffic.

LOCAL ROAD: A route providing service which is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property.

LOT: The least fractional part of subdivided lands having limited fixed boundaries, and an assigned number, letter, or other name through which it may be identified.
MINIMIZE: To reduce to the least quantity possible.

MAINTAIN: To keep in an existing state, to support or provide for, bear the expense of.

MAXIMIZE: To increase to the greatest quantity possible.

MULTIMODAL TRANSPORTATION SYSTEM: A transportation system that provides for the safe and efficient use of multiple modes of transportation for people and goods, and the seamless transfer of people and goods from one mode to another.

NEIGHBORHOOD PARK: The Neighborhood Park is a "walk-to" park generally located along streets where people can walk or bicycle without encountering heavy traffic. Neighborhood Parks may be provided through the development review process, direct acquisition and joint use through schools or the municipal jurisdiction.

NET BUILDABLE ACRES: The number of acres within the boundary of a development excluding areas devoted to road rights-of-way, transmission power line easements, lakes and wetland or flood prone areas.

NET RESIDENTIAL DENSITY: The number of dwelling units per net buildable acre.

OBJECTIVE: Statements, more specific in nature and which further define the area’s goals and identifies the steps necessary for the satisfactory pursuit of a goal.

PARCEL OF LAND: Any quantity of land capable of being described with such definiteness that its location and boundaries may be established. It may be designated by its owner or developer as land to be used, or developed as a unit, or which has been used or developed as a unit.

PLAT: A map or delineated representation of the subdivision of lands, being a complete, exact representation of the subdivision and other information in compliance with the requirement of all applicable statutes and of local ordinances, and may include the terms "replat".

POLICY: A statement that is more detailed than an objective and provides guidelines for specific actions, which will satisfy particular objectives.

POTABLE WATER: Water suitable for drinking purposes that conforms to the drinking water standards of Federal, State and local authorities for human consumption.

PRESERVE: To keep intact.

PROMOTE: To contribute to the growth of prosperity of, to help bring into being, to present for public inspection.

PROPORTIONATE SHARE, PUBLIC EDUCATIONAL FACILITIES: A program established in accordance with Section 163.3180(13)(e), Florida Statutes (F.S.) that allows the school district
and local government to enter into a legally binding agreement with a developer to provide mitigation proportionate to the demand for public school facilities to be created by actual development of a property.

PROPORTIONATE SHARE, TRANSPORTATION: A program established in accordance with Subsection 163.3180(16), Florida Statutes (F.S.), that shall apply to all developments in the Town that impact a road segment in the Town Concurrency Management System for which the developer has been notified of a failure to achieve transportation concurrency on a roadway segment or segments. This program shall not apply to Developments of Regional Impact (DRIs) using proportionate share under Subsection 163.3180(12), F.S., developments meeting the de minimis standards under Subsection 163.3180(6), F.S., or to developments exempted from concurrency as provided in the Melbourne Beach Code of Ordinances. An eligible applicant may choose to satisfy the transportation concurrency requirements of the Town by making a proportionate share contribution if the proposed development is otherwise consistent with the Comprehensive Plan of Melbourne Beach and applicable Code of Ordinances, and if the Town’s five-year capital improvement program (CIP) and the Capital Improvements Element (CIE) of the Town’s Comprehensive Plan includes a transportation improvement or improvements that, upon completion, will accommodate the additional trips generated by the proposed development. The Town may choose to allow an applicant to satisfy transportation concurrency through the Proportionate Share program by contributing to an improvement that, upon completion, will accommodate the additional trips generated by the proposed development.

PROTECT: To shield from injury or destruction.

PROVIDE: To supply what is needed for sustenance or support, to supply for use.

PURSUE: To find or employ measures to obtain or accomplish.

RECLAIMED WATER: Water resulting from treatment of domestic, municipal or industrial wastewater and sewage that is suitable for reuse for purposes such as irrigation of landscaping.

RECREATIONAL FACILITY: A place designed and equipped for the conduct of sports and leisure-time activities.

RECREATIONAL FACILITY, PRIVATE: A recreational facility operated by a private organization and open only to bona fide members and their guests.

RECREATIONAL FACILITY, PUBLIC: A recreational facility open to the general public; ownership need not be a governmental agency.

REGIONAL WATER SUPPLY PLAN: Adopted by the Governing Board of a Water Management District pursuant to Section 373.0361, Florida Statutes, for each water supply planning region within the District where it has been determined that the existing sources of water are not adequate to supply water for all existing and future reasonable-beneficial uses, and to sustain the water resources and related natural systems for the planning period. Each regional water supply plan shall be based on a 20-year planning period and include, but not be limited to:
a water supply development component for each water supply planning region that includes a quantification of water supply needs for existing the future reasonable-beneficial uses within the planning horizon, based on best available data, and a list of water supply development project options from which local government, government-owned, privately owned utilities and other water suppliers may choose for water supply development. Water conservation and other demand management measures, as well as water resources constraints, must be taken into account in developing the plan.

RETAIL SALES: Retail stores, sales and display rooms, including places where goods are produced and sold at retail on the premises.

SHALL: Used to express a command, is mandatory, to be done at all times without deviation.

SHOULD: Expresses ultimate desire, is generally mandatory unless otherwise justified.

STRIP COMMERCIAL: Strip commercial development is shallow-depth, free standing commercial development along a road, as opposed to being concentrated at major intersections or within a planned development that allows access by multiple modes of transportation, a transit-oriented development, or a mixed use development. Strip commercial is characterized by:

- Relatively small and narrow parcels (lot depths of approximately 300 feet or less); or,
- Frequent curb cuts, lack of coordinated access such as cross access drives or joint use driveways; or
- Lack of coordinated parking, between commercial uses.

STRIVE: To endeavor, to devote serious effort or energy.

SUPPORT: To promote the interest or cause of, to favor actively, to advocate.

TOTAL MAXIMUM DAILY LOAD (TMDL): A calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards, and an allocation of that amount to the pollutant’s sources.

TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA): A specified geographic area delineated in a local comprehensive plan within which, under limited circumstances, exceptions to the transportation concurrency requirement are allowed to reduce the adverse impact transportation concurrency may have on urban infill development and redevelopment, and the achievement of other goals and policies of the state comprehensive plan, such as promoting public transportation. The exceptions apply to all land uses within the designated areas. When a local government designates a TCEA, data and analysis must support the designation, and guidelines and/or objectives and policies within the plan must specify how transportation needs will be met. Programs may include improvements to public transportation, transportation demand management programs, transportation system management programs and creative financing tools for public transportation. A TCEA may transcend jurisdictional boundaries when appropriate, and must be designated in each applicable comprehensive plan.
URBAN SPRAWL: Urban development or uses that are located in rural areas, or rural areas interspersed with generally low-intensity or low-density urban uses, and which are characterized by one or more of the following conditions: (a) the premature or poorly planned conversion of rural land to other uses which fails to adequately protect and conserve natural resources; (b) the creation of areas of urban development or uses which are not functionally related to land uses which predominate the adjacent area; (c) failure to provide a clear separation between rural and urban uses; (d) allowing for land use patterns or timing that disproportionally increase the cost in time, money and energy of providing and maintaining facilities and services, including roads, water, sewer, stormwater management, law enforcement, education, health care, fire and emergency response and general government; or (e) the creation of areas of urban development or uses which fail to maximize the use of existing public facilities or the use of areas within which public services are currently provided or proposed to be provided. Urban sprawl is typically manifested in one or more of the following land use or development patterns: leapfrog or scattered development; ribbon or strip commercial development; or low-intensity, low-density, or single-use development other than bonafide agricultural uses. (Source of conditions: Rule 9J-5.006(5)(e), Florida Administrative Code).

WATERSHED: A geographic area in which water, sediments, and dissolved materials drain from higher elevations to a common, low-lying outlet or basin, a point on a larger stream, lake, underlying aquifer or estuary (US Environmental Protection Agency).

WATER DEPENDENT: a use or activity which is dependent upon a location on the water, i.e. a marina is water dependent

WATER RELATED: a use or activity which derives a benefit from a location on the water, however, it may exist away from the water, i.e. a bait shop may derive a benefit from a shoreline location but may exist in an upland location.

WORKFORCE HOUSING: Housing affordable to Melbourne Beach working households that earn up to 140 percent of Area Median Income (AMI). Melbourne Beach further defines Workforce Housing to include households in which one or more of the wage-earners, employed by either the private or the public sector, are compensated for provision of services essential to Melbourne Beach, including but not limited to: teachers and educators, police and fire personnel, government employees, healthcare personnel, and skilled building trades personnel.

ZONING DISTRICT: A specifically delineated area shown on The Town of Melbourne Beach Official Zoning Map Identified in section 7A-15 of the Code of Ordinances within which regulations govern the use, placement, spacing and size of buildings, lots and yards.
COMMUNITY CHARACTER GOAL

General Goal Statement

The community character goal is the overall goal toward which all other goals, objectives and policies are directed. Ultimately, the development of plans, enforcement of regulations, and operations of the Town are directed toward this end.

It is important to note that in 1980, the Town of Melbourne Beach adopted a Comprehensive Plan containing an overall community character goal. This community character goal was carried over into the Comprehensive Plan adopted in 1988. Over the last thirty years, there has been much done to ensure that this goal is accomplished. It is with this in mind that we restate and reaffirm the following goal for the Town of Melbourne Beach upon which this plan and all local government actions are based:

TO RETAIN AND FURTHER PROMOTE A RESIDENTIAL COMMUNITY WITH BASIC PUBLIC SERVICES PROVIDED LOCALLY
Population Growth

Since 1980 the growth of the Town of Melbourne Beach has been relatively slow and steady compared to the growth pattern of Brevard County or the State of Florida. Population estimates in the 1988 Comprehensive Plan projected a slightly higher growth rate than the rate that actually occurred through the year 2000. The County as a whole grew approximately ten (10) percent from 1980 to 2000. During the same time period the Town of Melbourne Beach grew approximately one (1) percent. Projections continue to indicate the slow and steady growth rate with 34 new residents added between 2000 and 2007.

Population Projections

The Town of Melbourne Beach is nearly built out. This is the single most important factor to be taken into consideration in projecting the Town’s population through the years 2015 and 2020 as shown in Table 1 in keeping with the following assumptions:

1. The population of the Town of Melbourne Beach is very close to a saturation point. It is assumed that the Town’s population will reach that point over the next 10 years as development of the few remaining vacant properties occurs.
2. Redevelopment is highly unlikely to result in an increase in population for a number of reasons. The Town requires a voter referendum to rezone property to increase densities. Currently developed multi-family properties are at or near the maximum density allowed. Increasing density in the coastal area will require a number of additional issues to be addressed including hurricane evacuation times, water supply adequacy, transportation concurrency, and maintaining service level standards for all services offered by the Town.
3. A major shift in the age or sex composition of the residents of the Town is not anticipated in the foreseeable future. The median age will increase during the next 5 and 10 year planning periods.
4. The average household size in Melbourne Beach is at the same level it was in 1980. This household size is expected to be stable during the five and 10 year planning periods. The household size could increase slightly if economic conditions do not improve.
5. Annexation is not a viable alternative to accommodating future population growth. Land to the north of Melbourne Beach is within the Town of Indialantic. Land to the south is urbanized for a distance of at least one mile. Little vacant land is available in this area. The Brevard County Comprehensive Plan already anticipates development in and programs services for this area. The Atlantic Ocean to the east and Indian River Lagoon to the west prohibit expansion in these directions.
### TABLE 1

**POPULATION PROJECTIONS, TOWN OF MELBOURNE BEACH**

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990(a)</td>
<td>3284</td>
</tr>
<tr>
<td>2000(b)</td>
<td>3335</td>
</tr>
<tr>
<td>2007(c)</td>
<td>3369</td>
</tr>
<tr>
<td>2010(d)</td>
<td>3356</td>
</tr>
<tr>
<td>2015(e)</td>
<td>3398</td>
</tr>
<tr>
<td>2020(e)</td>
<td>3426</td>
</tr>
</tbody>
</table>

(a) April 1, 1990 Census estimates of population  
(b) April 1, 2000 Census estimates of population  
(c) Bureau of Economic and Business Research, University of Florida  
(d) Shimberg Center for Affordable Housing  
(e) Shimberg Center for Affordable Housing. The projections accurately reflect gradual absorption of 34 housing units on vacant properties over the next 10 years.

### POPULATION CHARACTERISTICS

### TABLE 2

**AGE OF RESIDENTS 2010**

<table>
<thead>
<tr>
<th>AGE CATEGORY</th>
<th>Number</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-14</td>
<td>550</td>
<td>16.39</td>
</tr>
<tr>
<td>15-24</td>
<td>326</td>
<td>9.71</td>
</tr>
<tr>
<td>25-44</td>
<td>653</td>
<td>19.46</td>
</tr>
<tr>
<td>45-64</td>
<td>1127</td>
<td>33.58</td>
</tr>
<tr>
<td>OVER 65</td>
<td>700</td>
<td>20.86</td>
</tr>
</tbody>
</table>

Source: Shimberg Center for Affordable Housing

### TABLE 3

**GENDER COMPARISON**

<table>
<thead>
<tr>
<th>GENDER</th>
<th>2000 CENSUS</th>
<th>% OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>MALE</td>
<td>1694</td>
<td>50.79</td>
</tr>
<tr>
<td>FEMALE</td>
<td>1642</td>
<td>49.21</td>
</tr>
</tbody>
</table>

Source: US Census Bureau
CHAPTER 2        FUTURE LAND-USE ELEMENT
Introduction

The purpose of the Future Land Use Element is to provide for the future general distribution, location, and extent of the uses of land for residential, commercial, recreation, education, public facilities, and other purposes by private and public property owners.

Existing Land Uses

The Town of Melbourne Beach is predominantly a residential community. Approximately 72.17% of the developed land area is used for residential purposes. Of the total 627 acres of land within the Town, 7.41 (1.18%) acres remain vacant.

Existing Land Use Categories

Existing Land Uses are divided into categories of Residential, Commercial Recreational, Educational, Public Facilities, Places of Worship, Rights-of-Way, and Vacant. Bays, lakes, harbors, wetlands and significant soils or minerals are not located within the Town.

<table>
<thead>
<tr>
<th>TABLE 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXISTING LAND USE</td>
</tr>
<tr>
<td>LAND USE</td>
</tr>
<tr>
<td>Residential</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
<tr>
<td>Recreational</td>
</tr>
<tr>
<td>Educational</td>
</tr>
<tr>
<td>Public Facilities</td>
</tr>
<tr>
<td>Places of Worship</td>
</tr>
<tr>
<td>Rights-of-Way</td>
</tr>
<tr>
<td>Vacant</td>
</tr>
<tr>
<td>TOTAL</td>
</tr>
</tbody>
</table>
Future Land Use Categories:

The Future Land use categories are as follows:

**TABLE 5**

<table>
<thead>
<tr>
<th>Future Land Use Category</th>
<th>Permitted Use Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>Single Family dwellings, Public and private kindergarten through 12th grade (K-12) schools meeting standards for property size and location consistent with the Brevard County School District standards, electric utility substations meeting compatibility standards included in the Comprehensive Plan and Code of Ordinances, accessory structures and certain uses permitted by Special Exception as specified in the Code of Ordinances.</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>Multi-family residences, duplexes, single family dwellings, Public and private K-12 schools meeting standards for property size and location consistent with the Brevard County School District standards, electric utility substations, accessory structures and certain uses permitted by Special Exception as specified in the Code of Ordinances.</td>
</tr>
<tr>
<td>Residential/Business</td>
<td>Single-family dwellings, multi-family residences, electric utility substations meeting compatibility standards included in the Comprehensive Plan and Code of Ordinances, and certain uses permitted by Special Exception as specified in the Code of Ordinances.</td>
</tr>
<tr>
<td>General Commercial</td>
<td>Retail sales, professional offices, personal services, vocational and trade schools, educational and cultural institutions (excluding public and private K-12 schools), gas stations and recreation areas, electric</td>
</tr>
</tbody>
</table>
utility substations, and certain uses permitted by Special Exception as specified in the Code of Ordinances.

**Downtown Business**
Retail sales, professional offices, personal services, vocational and trade schools, educational and cultural institutions (excluding public and private K-12 schools), financial institutions, government and municipal buildings, public and private parking lots and public recreation areas, electric utility substations, and certain uses permitted by Special Exception as specified in the Code of Ordinances.

**Recreation/ Public Buildings**
Parks; Playgrounds; Active recreation facilities including, fields, courts, pools, and similar features; Public beaches, Fishing pier, Community Center, Restrooms, Dune crossover structures, electric utility substations, and other uses and structures determined by a 4/5 vote of the full Town Commission to fulfill a recreational need.
Compatible Zoning Categories

The zoning districts defined in the Town Code of Ordinances, listed in the right column of Table 6 below, are the only zoning districts determined to be consistent with the corresponding Future Land Use Categories listed in the left column of Table 6 below.

**TABLE 6**

<table>
<thead>
<tr>
<th>Future Land Use Category</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>1-RS Single Family Residential</td>
</tr>
<tr>
<td></td>
<td>2-RS Single Family Residential</td>
</tr>
<tr>
<td></td>
<td>3-RS Single Family Residential</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>4-RM Multi-Family Residential</td>
</tr>
<tr>
<td></td>
<td>5-RMO Oceanfront Multi-Family</td>
</tr>
<tr>
<td>Residential/Business</td>
<td>8-B Residential Business</td>
</tr>
<tr>
<td>General Commercial</td>
<td>7-C General Commercial</td>
</tr>
<tr>
<td>Downtown Business</td>
<td>6-B Downtown Business</td>
</tr>
<tr>
<td>Recreation/ Public Buildings</td>
<td>9-I Institutional District</td>
</tr>
</tbody>
</table>

Infrastructure Analysis

Potable Water

Potable water is provided to the Town by the City of Melbourne as stipulated in a water franchise agreement that approved on August 12, 1987 for a term of 30 years. The agreement stipulates that the City of Melbourne will sell and distribute potable water within the Town and has the right to construct, erect, maintain and operate a water distribution system including mains, pipes, valves, meters and fire hydrants. The City of Melbourne is obligated to operate and
maintain the water supply and distribution system in accordance with applicable statutes, rules and regulations and to maintain a level of service including water pressure equal to the service provided throughout the water system. Distribution lines exist to serve all properties within the Town. These lines are the maintenance responsibility of the City of Melbourne Utilities Department. Details of the sufficiency of the water supply to meet current and future needs of Melbourne Beach are further documented in the 10 year water supply plan in the Infrastructure Element.

**Sanitary Sewer**

Sanitary sewer service as well as maintenance of the infrastructure is provided by Brevard County Utilities Department. Adequate capacity is available to serve Melbourne Beach currently and in the future is addressed in the Brevard County Comprehensive Plan. The Brevard County Plan also includes policies to ensure capacity is available prior to approval of new development throughout the County system. A resolution that serves as a contract irrevocably binds the Town of Melbourne Beach to participation in the Brevard County sanitary sewerage system. Policies that assure sanitary sewer capacity is available at the time development is approved through the next 5 and 10 year planning horizons will be addressed in the infrastructure element.

**Solid Waste**

Solid Waste and recycling service is provided, through contract with the Town, by a private collection service, and disposed of in an approved Sanitary Landfill outside the jurisdiction of the Town of Melbourne Beach. Brevard County includes policies in their Comprehensive Plan regarding providing land fill space sufficient for every county household to have twice per week service. The level of service standard is also established and maintained by Brevard County.

**Transportation**

The existing traffic circulation patterns of streets are sufficient to meet the anticipated future needs of the community. State Road A-1-A runs north and south along the east side of the Town. Traffic volumes on State Road A-1-A have exceeded the level of service standard adopted in the 1988 Comprehensive Pan. At current levels of usage the facility does not materially affect other streets or roads within the Town. The limited new development that is possible combined with the impacts of any redevelopment activity during the next 10 years is expected to have no more than a *de minimus* impact on levels of service. Virtually all traffic volume increases are a result of traffic generated either to the north or south of Melbourne Beach. These issues will be addressed more thoroughly in the Transportation Element of the Comprehensive Plan.

**Drainage**

Drainage standards consistent with the standards of the St. Johns Water Management District are in place and are enforced. Melbourne Beach is implementing recommendations included in a drainage study and has completed installation of storm water treatment devices in strategic
locations. The Town continues to improve and retrofit old drainage facilities. Drainage structures have been installed as development occurred in most areas of Melbourne Beach.

**Vacant Land Analysis**

There are 7.41 acres of vacant land in Melbourne Beach.

Single Family

Eighteen vacant parcels of land are platted single family lots in areas of the Town that are designated for single family residential development in the Comprehensive Plan and on the Zoning Map. The lot sizes range from 4,791 square feet to 29,620 square feet. There are a total of 5.44 acres of vacant single family residential properties. The vacant properties are distributed throughout the Town.

Multi-Family

There are three vacant multi-family parcels of land. The parcels are 0.52 acres, 0.41 acres, and 0.67 acres in size for a total of 1.60 acres. Development of these parcels will yield a maximum of 15 multi-family residential units. On the 0.67 acre parcel several non-residential uses are permitted as special exception uses. If all or a portion of the site is devoted to the special exception uses then the residential units will be reduced accordingly.

Commercial

One vacant property is designated for commercial use. This property is 0.37 acres. Based on current Code of Ordinances a two story retail/office building with a total square footage of approximately 10,000 square feet could be developed on the site.

**Soils**

With the exception of the barrier, dune, topography is reasonably level, ranging from approximately 12 feet above mean sea level west of the dune line to 15 feet above mean sea level. (U.S.G.S) Quad Sheet N2800-w8030/7.5) According to the Soil Survey of Brevard County, the soils in this area are one of four series of Coastal Beaches; Galveston; Palm Beach; or Welaka. With the exception of the Coastal Beaches the soils hold moderate limitations for urban development. Drainage structures have previously been installed when the subdivisions were developed. Wetlands exist only along the lagoonal waters edge. Vegetation above the line of mean high water consists of lawn grasses and landscaping generally associated with single-family residential development. Thus wetlands do not present obstacles to development consistent with existing ordinances. Given the reasonably flat terrain as well as soils types associated with a barrier island and the fact that no large tracts exist, future development of vacant properties consistent with existing regulations is not incompatible with soils, topography, natural and/or historic resources.
Future Needs For Land To Accommodate Population Growth

The Town of Indialantic occupies the entire northern town boundary, while the Atlantic Ocean and the Indian River make up the eastern and western boundaries. South of Melbourne Beach land in unincorporated Brevard County is developed at urban densities and intensities. This development straddles either side of State Road A-1-A from the southern edge of the Town to a distance at least one mile to the south. It is not reasonable to plan for this land to meet any future needs for land to accommodate population growth.

Redevelopment Needs Analysis

The Town of Melbourne Beach is a bedroom community to the larger metropolitan areas of Melbourne and Palm Bay. These areas serve as employment centers and provide for most of the services necessary within reasonable commuting distance. The existing commercially zoned areas are adequate to provide for convenience goods and service to the Town.

Very few uses exist which fail to conform to the community’ character and/or existing zoning. Since the Town is a bedroom community many of the elements leading to blighted areas are nonexistent. At the present time redevelopment is not an important consideration. The major commercial area within the Town borders on the north and south sides of Ocean Avenue. This area is not blighted or in need of redevelopment however, Code of Ordinances designed to improve the aesthetics and ensure future uses are compatible with the character of the Town are in place. Additional polices regarding redevelopment activity along Ocean Avenue will also be considered in the future.

Analysis Of Potential Development And Redevelopment Activity In Flood Prone Areas

The Town of Melbourne Beach is on a barrier island, with less than 5000 feet of land separating the Atlantic Ocean and the Indian River Lagoon. Flood prone areas are significant considerations in development and redevelopment activity. Map 4 shows that portion of the Town within the areas of the 100-year flood zones (A zones and V zones) as well as areas between the 100-year and 500 year event (B zones). State and Federal regulations regarding construction and reconstruction must be rigorously enforced. The Town has adopted and enforces several ordinances regarding construction in coastal areas including: a Coastal Construction Code designating the entire Town as existing within the “Coastal Building Zone”. This designation establishes minimum building and renovation requirements within this area and a Coastal Setback Line 25 feet landward of the Coastal Construction Control Line. Permitted densities are consistent with the requirements of the Brevard County Hurricane Evacuation Plan, for the south beaches area.

Wetlands exist only along the edge of the lagoon. Vegetation above the line of mean high water consists of lawn grasses and landscaping generally associated with single-family residential development. There are no bays, lakes harbors or significant mineral resources within the Town of Melbourne Beach.
Discouragement Of Urban Sprawl

The compact development pattern of Melbourne Beach is well established. All properties within the Town are platted. Most of the Town is platted in a traditional grid pattern. There are a few minor modifications to the grid that are a result of the shoreline alignment and location of roadways prior to the platting of the land. The Government Offices, Library, and commercial areas are located near the center of the Town. Most basic goods and services can be obtained within a maximum of a one mile travel distance for all Town residents. Any goods and services not available in Melbourne Beach are readily available in the commercial district of the Town of Indialantic, just one mile north of the Town limits.

Remaining development potential in Melbourne Beach includes 18 single family units, 15 multi-family units and approximately 10,000 square feet of commercial space. Any redevelopment activity that occurs is not anticipated to materially increase residential densities or commercial intensities.

Land to the north and south of Melbourne Beach is also urbanized at similar or higher densities than those within the Town.

The Town does not promote sprawl and has strongly expressed the desire to keep the existing land use pattern in place.

Primary indicators of urban sprawl as described in Florida Administrative Code Rule 9J-5.006 (5)(g) are not present in Melbourne Beach.

Energy Efficient Land Use Patterns

Alteration of future land use patterns in Melbourne Beach is not anticipated in the foreseeable future. It is highly unlikely that any change in the land use pattern will occur within the 5 or 10 year planning horizons. The compact design of the Town; the central location government offices, library; recreation facilities; and commercial development; the traditional grid pattern; and the sidewalks along State Road A-1-A and Ocean Avenue all contribute to an energy efficient land use pattern. The land use pattern results in short automobile trips, ease of pedestrian and bicycle travel and efficient use of infrastructure resources. Many Town residents either ride a bicycle or walk to Town Hall for government meetings or to conduct other Town business.

Green House Gas Reduction Strategies

The Town of Melbourne Beach has a significant tree canopy and has policies in place to protect and enhance the canopy. The shade to rooftops and paved areas near houses and commercial buildings helps to reduce energy consumption for cooling these buildings.
The Town is participating in a curbside recycling program that recycles yard debris, plastic, glass, paper, and metals.

Garbage collected in Melbourne Beach is disposed of in a landfill operated by Brevard County. The County has programs that do not allow yard debris to be disposed of in plastic bags or containers; converts methane gas to green energy; and treats leachate water so that it can be included in the reuse irrigation water system. The Town intends to continue to explore new techniques to reduce greenhouse gases.
# TABLE 7

## TOWN OF MELBOURNE BEACH

### FUTURE LAND USE DENSITY/INTENSITY STANDARDS

<table>
<thead>
<tr>
<th>FUTURE Land Use Category</th>
<th>Acreage</th>
<th>Percent of Total Land</th>
<th>Maximum Density or Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Residential Units /Acre</td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family</td>
<td>454.06</td>
<td>72.4%</td>
<td>4.3 Units/Acre*</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>26.69</td>
<td>4.3%</td>
<td>6.00 Units/Acre</td>
</tr>
<tr>
<td>Residential-Business</td>
<td>8.48</td>
<td>1.4%</td>
<td>15.00 Units/Acre</td>
</tr>
<tr>
<td>Multi-Family</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Residential</td>
<td></td>
<td></td>
<td>0.50 FAR</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Commercial</td>
<td>1.41</td>
<td>0.2%</td>
<td>0.50 FAR</td>
</tr>
<tr>
<td>Downtown Business</td>
<td>9.00</td>
<td>1.4%</td>
<td>0.50 FAR</td>
</tr>
<tr>
<td>Recreation/Public Buildings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreation</td>
<td>8.25</td>
<td>1.3%</td>
<td>0.00 FAR</td>
</tr>
<tr>
<td>Public Buildings</td>
<td>1.55</td>
<td>0.2%</td>
<td>1.00 FAR</td>
</tr>
<tr>
<td>Total Land Area</td>
<td>627.00</td>
<td>100.0%**</td>
<td></td>
</tr>
</tbody>
</table>

*minimum lot size of 10,000 square feet yields density of 4.3 units per acre

** 18.8% (117.88 acres) of the total percent of land is attributed to rights-of-way.
**Goals, Objectives and Policies**

**Goal**

Retain the existing residential character of the Town.

**OBJECTIVE 1.0:**
Ensure that new construction, new development, expansion, and/or redevelopment, within existing neighborhoods maintains the scale and character of existing structures.

**POLICY 1.1:**
Continually review and analyze development and redevelopment trends in Melbourne Beach and elsewhere. Adopt ordinance amendments, if existing regulations are found insufficient to maintain the scale and character of existing structures in neighborhoods throughout the Town.

**POLICY 1.2:**
Continue to enforce existing requirements for site plan review in order to ensure that all new development makes adequate provision for drainage, stormwater management, open space, parking and safe convenient on-site traffic flow.

**OBJECTIVE 2.0:**
Development, as defined herein, shall be consistent with the Comprehensive Plan Future Land Use Category assigned to the property and the corresponding zoning district or districts as depicted on Tables 5 and 6, as well as, all land use compatibility standards included in the Comprehensive Plan and Code of Ordinances.

**POLICY 2.1:**
Ensure that zoning and/or other land use decisions are consistent with the use categories on the Future Land Use Map (Map 2).

**POLICY 2.2:**
Prior to January 1, 2012 review and revise Code of Ordinances, as necessary, to comply with goals, objectives and policies of the Comprehensive Plan as updated in November of 2010.

**OBJECTIVE 3.0:**
Preserve neighborhood stability by discouraging commercial conversion of residentially zoned properties.

**POLICY 3.1:**
Maintain policies and standards that prohibit encroachment of commercial uses into residential zoning districts.

**OBJECTIVE 4.0:**
Encourage the preservation of the historical value of structures and archaeological sites deemed to be of historical or archaeological interest to the town.
POLICY 4.1:
Continue to identify structures of local historical or archaeological significance. Encourage development or redevelopment that maintains the historical integrity of sites or buildings. Request assistance, as necessary, from groups and/or organizations with expertise in identifying and preserving archaeological sites and historical structures.

GOAL

Promote safe, quality residential development and/or restoration.

OBJECTIVE 5.0:
Ensure that existing regulations are adequately enforced.

POLICY 5.1:
Ensure that all personnel responsible for enforcement of development/redevelopment and/or other land-use regulations are adequately trained and are knowledgeable in the need for such regulation.

OBJECTIVE 6.0:
Improve existing Code of Ordinances

POLICY 6.1:
Periodically review existing development regulations to ensure that they are consistent with changes within the community and that they reflect, to the extent possible, improvements in methods and practices in the regulation of land-uses.

POLICY 6.2:
Monitor land development options in adjoining jurisdictions and elsewhere that are designed to reduce greenhouse gasses. Implement those options determined to be appropriate for the Town.

OBJECTIVE 7.0:

Ensure all new construction and/or redevelopment is consistent with requirements for flood prone areas and that residential densities are consistent with Town, county, and regional Hurricane evacuation plans.

POLICY 7.1:
Maintain up-to-date copies of State and Federal Regulations regarding development and/or redevelopment within flood prone areas and ensure than developments within areas identified on the Flood Hazard Boundary Map and/or the Flood Insurance Rate Map comply with appropriate requirements.

POLICY 7.2:
Ensure that Ordinances of the Town are in conformance with County, State and Federal Rules and Regulations regarding development and redevelopment within “Coastal High Hazard Areas.”
POLICY 7.3:
Review, analyze, and amend as determined necessary, Code of Ordinances requirements regarding repair or reconstruction of damaged properties including those provisions that apply to Coastal High Hazard Area.

POLICY 7.4:
Periodically review and revise as necessary, permitted densities within the zoning ordinance to ensure that the population densities do not exceed those that will allow the Town to meet adopted hurricane evacuation timeframes.

OBJECTIVE 8.0:
Ensure future land uses are appropriate for the topography, soil conditions, and the availability of facilities and services.

POLICY 8.1:
Prior to January 1, 2012 review, analyze, and amend as necessary, ordinances, that prohibit development, that is not consistent with sound engineering practices considering existing topography and soil conditions.

POLICY 8.2:
Prior to the issuance of building permits and/or development orders, the Town shall ensure that the locally established and adopted “Level of Service Standards” are being met or that facility improvements will be available concurrently with the impact of new construction or development such that the level of service standards are maintained.

OBJECTIVE 9.0:
Ensure the availability of suitable land for utility facilities necessary to support future development.

POLICY 9.1:
Prior to January 1, 2012 adopt ordinances, that allow the installation of utility facilities in a manner consistent with surrounding land-uses.

POLICY 9.2:
Prior to January 1, 2012 revise the Code of Ordinances to provide for electrical utility substations to be located in any zoning district within the Town. Include compatibility and buffering standards in the Code of Ordinances to ensure that any adverse impact of the electrical utility substation is minimized to the greatest extent feasible.

GOAL
Direct commercial development and/or redevelopment to defined areas.
OBJECTIVE 10.0:
Maintain areas where commercial development exists so that it will not result in deterioration of nearby residential neighborhoods or result in pressure for conversion of those neighborhoods to commercial uses.

POLICY 10.1:
Ensure that the zoning map conforms to the Future Land-Use Map.

OBJECTIVE 11.0:
Provide suitable buffers between residential properties and commercial uses.

POLICY 11.1:
Prior to January 1, 2012 review, analyze, and amend as determined necessary, the established criteria within the Code of Ordinances that provide standards upon which commercial land-use plan amendments and rezoning requests may be reviewed. The criteria shall be designed to ensure that any proposed future land uses are consistent with the surrounding area and will not encourage further requests for conversions into areas where such land-use would not be deemed appropriate.

POLICY 11.2:
Where zoning districts that allow non-residential uses abut residentially zoned property review buffering standards and amend as necessary to minimize any adverse impacts of the non-residential development on the residential area.

OBJECTIVE 12.0:
Improve the aesthetics of the major commercial area within the Town.

POLICY 12.1:
Continue to consider appropriate methods of improving the visual impact of the Ocean Avenue Corridor on the Town and adjoining properties; identify public improvements to be made; identify sources of funding; and encourage further voluntary improvements to existing facilities by the property owners.

POLICY 12.2:
Continue to review, analyze, enforce, amend the sign ordinance, as determined necessary.

OBJECTIVE 13.0:
Encourage compatible commercial development in defined areas.

POLICY 13.1:
Prohibit spot zoning and strongly discourage additional strip commercial zoning and maintain Ocean Avenue as the commercial corridor within the Town.

POLICY 13.2:
Maintain standardized procedures for site plan review and update the standards to maintain consistency with the Comprehensive Plan and as otherwise determined necessary.
GOAL

Encourage the preservation of natural features in existing and future developments.

OBJECTIVE 14.0:
Continue to maintain and strengthen tree preservation and landscape ordinances, encouraging the use of indigenous vegetation.

POLICY 14.1:
Review, analyze, and amend, as determined necessary, the tree preservation and landscape ordinances to ensure that minimum standards are consistent with the desires of the community, are easily understood and enforceable.

POLICY 14.2:
Continue to enforce regulations regarding building setbacks from the dune.

POLICY 14.3:
Continue to enforce maximum building coverage requirements and open space requirements on all development sites.

OBJECTIVE 15.0:
Enhance the visual image of the Town along A-1-A and Ocean Avenue through streetscaping.

POLICY 15.1:
Develop streetscape plans for Ocean Avenue and A-1-A that are consistent with F.D.O.T standards for street trees, have low maintenance requirements, and tolerance for the environment.
CHAPTER 3 TRANSPORTATION ELEMENT
PURPOSE

The purpose of the Transportation Element is to plan for a multimodal transportation system that places emphasis on ecologically friendly transportation alternatives including public transportation systems.

Map 5 depicts the following existing transportation system features:
Road System including collector roads, arterial roads, bicycle and pedestrian ways, the functional classification and maintenance responsibility of all roads, the number of through lanes for each roadway, and the peak hour level of service (LOS).

There are no limited and controlled access facilities, significant parking facilities, public transit system facilities, public transit routes or service areas, public transit terminals or transfer stations, public transit rights-of-way, ports facilities, airports facilities including clear zone obstructions, freight and passenger rail lines and terminals, intermodal terminals and access to intermodal facilities, or major public transit trip generators and attractors, based on the existing land use map, within Melbourne Beach.

Existing Traffic Circulation System

Table 8 shows the average daily traffic counts within the Town of Melbourne Beach. All roadways within the corporate limits are two lane facilities. The Florida Department of Transportation Functional Road Classification System identifies A-1-A from the south corporate limits to the north corporate limits, to include Ocean Avenue between A-1-A and Oak Street, as a Minor Arterial in the State Highway System. Riverside Drive, to include the portion of Ocean Avenue west of Oak Street to Riverside Drive, to the north corporate limits is an Urban Collector. The Florida Department of Transportation Functional Classification System states that, “all local roads (not otherwise identified) within the municipal limits are included on the city street system.”

Access to the Town from the north is via A-1-A and Riverside Drive. Both of these roadways enter the Town through the Town of Indialantic. Access from the south is via A-1-A and Oak Street. These roadways enter the Town from unincorporated Brevard County. The nearest east/west access to the mainland is the Melbourne Causeway, S.R. 500.

Traffic counts in the Town of Melbourne Beach and vicinity for the Collectors and State Roads are as follows:
TABLE 8

TOWN OF MELBOURNE BEACH
TRAFFIC CIRCULATION SYSTEM

<table>
<thead>
<tr>
<th>State Roads</th>
<th>AVERAGE DAILY TRAFFIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1-A North of Ocean Avenue</td>
<td>16,750</td>
</tr>
<tr>
<td>A-1-A at southern Town limits</td>
<td>12,130</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Municipal Streets</th>
<th>ADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ocean Av. Between Oak St and Riverside Dr</td>
<td>3540  Two Lanes</td>
</tr>
<tr>
<td>Oak Street South of Ocean Av.</td>
<td>5,030  Two Lanes</td>
</tr>
<tr>
<td>Oak Street at southern Town limits</td>
<td>1,990  Two Lanes</td>
</tr>
<tr>
<td>Riverside Drive North Ocean Av.</td>
<td>3,170  Two Lanes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Out of Jurisdiction</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1-A north of Ormond Avenue</td>
<td>18,180  Two Lanes</td>
</tr>
<tr>
<td>US 192 west of A-1-A</td>
<td>23,430  Four Lanes</td>
</tr>
<tr>
<td>Riverside Drive south of US 192</td>
<td>5,880  Two Lanes</td>
</tr>
</tbody>
</table>

Source: Florida Dept of Transportation 2008 Traffic Counts
         Brevard County Traffic Engineering 2007 and 2008 Traffic Counts

Bike Paths and Non-motorized Circulation
Bike paths are designated along A-1-A and Ocean Avenue by striping and signage. A system of non-motorized vehicular circulation is nonexistent.

Brevard County has adopted a minimum level of service standard of “E” for arterial and collector roadways within the urban area. The minimum level of service standard for State arterial roadways, excluding the Florida Interstate Highway System, in the urbanized area is also E.

The only other functional classification not previously referenced is for the residential or local street. The primary purpose of these streets is to provide direct access to adjoining properties. Local streets should be designed to minimize through traffic and discourage excessive speeds. Traffic volumes should not exceed 1000 vehicles per day.
Analysis of Existing Level of Service

There are four functional roadway classifications within the Town of Melbourne Beach: Minor Arterial, Urban Collector (FDOT Classifications), Collectors and Residential Streets (Local Classifications). The Town roadways within the Town are classified as follows:

- **A-1-A**: Undivided Arterial, Two lane
- **Ocean Avenue west of Oak Street**: Undivided Collector, Two lane
- **Oak Street South of Ocean Avenue**: Undivided Collector, Two lane
- **Riverside Drive**: Undivided Collector, Two lane

All other streets within the Town are residential streets, providing access to individual properties.

Comparing existing traffic counts on State Road A-1-A, provided in Table 8, to capacity standards in the 2009 FDOT Quality/Level of Service Handbook results in a determination that the current level of service on all segments of State Road A-1-A is “D”. State Road A-1-A is the only State roadway within Melbourne Beach.

Based on traffic counts provided in Table 8 and the standards in the 2009 FDOT Quality/Level of Service Handbook the level of service on Oak Street and Riverside Drive remain at LOS B.

Transit service is not available in Melbourne Beach. The nearest transit service to Melbourne Beach is provided by Space Coast Area Transit (SCAT). The South Beach Trolley serves the Town of Indialantic with a route that runs approximately 1.6 miles to the north of Ocean Avenue at the nearest point to Melbourne Beach.

**Analysis of Future Land Use Upon Traffic Circulation**

As noted in the Future Land Use Element, the Town of Melbourne Beach, is essentially a fully developed community with only scattered vacant lots remaining to be developed. Thus, development consistent with the Future Land-Use Element will have very little impact upon the Level of Service of existing roadways within the Melbourne Beach area. The existing number of occupied units within the Town is 1295. By the year 2015 this number will rise to 1312. Based upon the average number of weekday trip ends as outlined in the Institute of Transportation Engineers Trip Generation, Informational Report for residential uses (10 trips for single family detached and 6.1 for multi-family) an additional 139 trips may expected, for the entire town. By the year 2020 occupied units will increase to 1329, resulting in a total of 278 trips per day more than current levels.

The major consideration with respect to a deterioration of the Level of Service of the various roadways within the Town will be growth which may occur south of the Town in the unincorporated South Beaches area of the County and whether or not an additional route to the mainland is provided south of the Town. Existing conditions indicate that at least a portion of A-1-A south of Melbourne Beach is operating at the acceptable level of service. Additional traffic resulting from the growth south of this area may result in adverse impacts upon the level of
Comparing future 2020 traffic projections on State Road A-1-A resulting from development of vacant properties consistent with the Comprehensive Plan to capacity standards in the 2009 FDOT Quality/Level of Service Handbook results in a determination that the future(2020) level of service on all segments of State Road A-1-A will remain at “D”. State Road A-1-A is the only State roadway within Melbourne Beach.

The magnitude of future development through the short term (2015) and Long Term (2020) planning horizons is not anticipated to generate traffic on Oak Street or Riverside Drive that will result in a deterioration of the LOS below acceptable standards.

Based on this analysis there is no need for new facilities to enhance mobility for the short term or long term planning horizons.

**Non-Motorized Traffic Circulation**

Bikeways, as a separate striped lane exist on A-1-A north of Ocean Avenue, Oak Street south of Ocean Avenue and Ocean Avenue. Sidewalks are available along Oak Street, Ocean Avenue and most of State Road A-1-A. In the remainder of the Town sidewalks are very limited. Short travel distances to the beach, the Indian River, recreation facilities as shown in the Open Space/Recreation Element, Town Hall, the commercial district, and the library make a more complete non-motorized circulation system practical and beneficial.

The Existing Transportation Map and the Future Transportation Map are identical. (See Map #5 Existing Transportation and Map #6 Future Transportation).

Impacts to the transportation system by the remaining properties to be developed in Melbourne Beach are minimal. Those impacts will not create a necessity for capacity improvements on any of the arterial or collector roadways within the Town. Thus, efforts toward reducing the impacts of existing development will be the focus of the planning and coordination efforts during the next 5 and 10 year planning horizons. Coordination with Brevard County in efforts toward enhancement of pedestrian and bicycle facilities, obtaining transit service from SCAT, and encouraging use of the transit service will be the most feasible and productive efforts in reduction of traffic congestion accompanying greenhouse gasses.

**Goals, Objectives, and Policies**

**GOAL**

To provide a safe, convenient and energy efficient transportation system that supports the community defined by this Comprehensive Plan, and enhances mobility, reduces reliance on the automobile, and minimizes adverse impacts on neighborhoods and cultural and natural resources.
OBJECTIVE 1.0:
If proposed development will result in deterioration of the adopted minimum level of service standards to unacceptable levels then capacity increasing improvements that mitigate the reduction in the level of service shall be accomplished.

POLICY 1.1:
The Town hereby adopts the following minimum peak hour Level of Service Standard for each listed facility segment as indicated below. These standards are consistent with Policy 1.3 of the Brevard County Comprehensive Plan.

<table>
<thead>
<tr>
<th>FACILITY SEGMENT</th>
<th>FUNCTIONAL CLASSIFICATION</th>
<th>LOWEST ACCEPTABLE L.O.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1-A:</td>
<td>Minor Arterial</td>
<td>E</td>
</tr>
<tr>
<td>Riverside Drive North of Ocean Ave</td>
<td>Urban Collector</td>
<td>E</td>
</tr>
<tr>
<td>Ocean Ave West of Oak St</td>
<td>Urban Collector</td>
<td>E</td>
</tr>
<tr>
<td>Oak St South of Ocean Ave</td>
<td>Collector</td>
<td>E</td>
</tr>
</tbody>
</table>

OBJECTIVE 2.0:
Participate with Brevard County and the Town of Indialantic in the routine monitoring and evaluation of the performance of county and State roadways, as well as, other modes of transportation including bicycle, pedestrian, and transit as appropriate.

Policy 2.1:
The Town shall participate with Brevard County, the Spacecoast Transportation Planning Organization (TPO), Florida Department of Transportation (FDOT), and the Town of Indialantic to establish and maintain a common performance monitoring system for arterial and collector roadways using minimum criteria as follows:

a. Traffic count data provided by the Spacecoast TPO shall be utilized;

b. The Town shall participate in coordination efforts with Brevard County, the Spacecoast TPO, FDOT and Indialantic to develop, enhance, and maintain a centralized transportation data reporting system;

c. The Town shall monitor, participate and assist in developing and maintaining the annual “State of the System Report” published by the Spacecoast TPO. The report monitors system trends and conditions and roadway segment conditions;
d. Level of service definitions shall be as adopted by the Florida Department of Transportation.

OBJECTIVE 3.0:
Transportation planning will be coordinated with the Future Land Uses shown on the Future Land Use Map (Map 2), the Florida Department of Transportation 5 Year Transportation Plan, plans of Brevard County, Spacecoast TPO and plans of neighboring jurisdiction.

POLICY 3.1:
The Town shall review on an annual basis updated versions of the Florida Department of Transportation 5 Year Transportation Plan, as well as the Traffic Circulation Elements of Brevard County and the Town of Indialantic, in order to update or modify this element, if necessary.

POLICY 3.2:
All proposed amendments to this Element shall include a statement of findings supporting such amendments.

OBJECTIVE 3.0:
Provide for non-motorized traffic circulation (pedestrian and bicycle) along all collectors and arterials as shown on the Future Traffic Circulation Map, within the Town.

POLICY 3.1:
Identify roadways where adequate pavement width exists and designate bikepaths by striping and signing.

POLICY 3.2:
By January 1, 2012 develop a Pathways Plan that will address right-of-way requirements, pavement requirements and locations of bike paths and sidewalks.

POLICY 3.3:
Continue to enforce the requirements of the Code of Ordinances regarding the construction and maintenance of sidewalks by property owners that develop or redevelop property in the 6-B, 7-C, 8-B, and 9-I zoning districts as described in Table 5 and Table 6 in the Future Land Use Element.

POLICY 3.4:
Coordinate with Space Coast Area Transit (SCAT) to determine the feasibility of extending transit service to Melbourne Beach.

POLICY 3.5:
Prior to January 1, 2012 develop an implementation and funding policy for the Pathways Plan and provision of transit services to the Town.
OBJECTIVE 4.0: Continue to enforce existing requirements for Site Plan review to insure safe efficient on-site traffic circulation.

POLICY 4.1: Continue to enforce the requirements of the Town’s Code of Ordinances in order to insure safe efficient on-site traffic circulation.

POLICY 4.2: The Town will develop an ordinance that outlines objective criteria for the issuance of driveway and/or curb-cut permits which will include standards for minimum and maximum width, minimum frontage requirements, distance from intersecting streets, and minimum separation, prior to January 1, 2012.

OBJECTIVE 5.0: Explore street, parking lot, and sidewalk options designed to be energy efficient and reduce greenhouse gasses.

POLICY 5.1: Prior to November 2011, the Town will implement land development regulations that require porous surfacing in locations determined to be appropriate for such surfacing for sidewalks, parking areas, and local roadways.
CHAPTER 4  HOUSING ELEMENT
PURPOSE

The purpose of this element is to prepare policies for the provision of housing for current and future residents of Melbourne Beach and to meet any identified or projected deficits in the supply of housing for moderate, low, and very low income households, group homes, foster care facilities, and households with special housing needs.

Residential Growth

Residential development in the Town of Melbourne Beach has virtually reached the saturation point. Infill on the 18 remaining single family lots and three small parcels designated for multiple family development will result in a total of 33 additional units. This infill is expected to occur over the next 10 year planning horizon.

There are no renter-occupied units currently using Federal, State, or local subsidies, group homes licensed by the Florida Department of Health and Rehabilitative Services, or mobile homes parks licensed by the Florida Department of Health and Rehabilitative Services within the Town of Melbourne Beach. Also, there are no dwellings on the Florida Master Site File, National Register of Historic Places, or designated as historically significant by local ordinance.

Inventory

Table 9 provides a summary of the characteristics of the existing housing stock in Melbourne Beach. The table also provides a comparison of the characteristics in Brevard County.
<table>
<thead>
<tr>
<th><strong>YEAR-ROUND HOUSING UNITS</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,528</td>
<td>222,072</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>MEDIAN INCOME – HOUSEHOLDS – 1999</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$57,035</td>
<td>$40,099</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>OWNER OCCUPIED UNITS</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1181</td>
<td>176,242</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>VALUE (Median)</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>163,200</td>
<td>$94,400</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>MONTHLY COST</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$1,340</td>
<td>$900</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>RENTER OCCUPIED UNITS</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>245</td>
<td>50,272</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>CONTRACT RENT (Median)</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$686</td>
<td>$604</td>
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<table>
<thead>
<tr>
<th><strong>YEAR STRUCTURE BUILT</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939 or earlier</td>
<td>71</td>
<td>2,795</td>
</tr>
<tr>
<td>1940 - 1969</td>
<td>702</td>
<td>62,684</td>
</tr>
<tr>
<td>1970 to 2000</td>
<td>755</td>
<td>156,593</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>STRUCTURE TYPE</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>1,250</td>
<td>146,810</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>278</td>
<td>49,971</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>UNITS LACKING</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Heat</td>
<td>27</td>
<td>1,560</td>
</tr>
<tr>
<td>Complete Plumbing</td>
<td>0.0</td>
<td>0.3%</td>
</tr>
<tr>
<td>Complete Kitchen</td>
<td>0.0</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>OVERCROWDING</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>22</td>
<td>5,021</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>INCOME</strong></th>
<th>MELBOURNE BEACH</th>
<th>BREVARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>38</td>
<td>15,575</td>
</tr>
<tr>
<td>$10,000 - $14,999</td>
<td>41</td>
<td>13,177</td>
</tr>
<tr>
<td>$15,000 - $24,999</td>
<td>121</td>
<td>28,621</td>
</tr>
<tr>
<td>$25,000- $34,999</td>
<td>269</td>
<td>28,649</td>
</tr>
<tr>
<td>Greater than $ 35,000</td>
<td>798</td>
<td>112,349</td>
</tr>
</tbody>
</table>

Source: 2000 United States Census of Housing
Shimberg Center for Affordable Housing
Housing Analysis

Based upon data from the U S Census and Shimberg Center for Affordable Housing, and population projections outlined in the Future Land Use Element (FLUE) it is expected that the Town of Melbourne Beach will eventually be occupied by 1561 total housing units. These additional 33 units are expected to be in place by 2020. Eighteen of the additional units will be single family residential and the remaining 15 units will be multi family residential. Land for units in excess of 1561 is neither currently available nor expected to be available in the future. Approximately 81% of the total units will be single family detached structures with the remaining 293 units in multi-family structures. Based upon the Census data approximately 77% of all units will be owner occupied.

Since the Town is urban in nature with no agricultural land-uses, there is no demonstrated need for rural or farm worker housing.

Given the age of housing stock and the general condition of existing units within the Town, replacement housing is not seen as a significant consideration.

The land necessary to provide the estimated number of new units presently exists as scattered lots within existing subdivisions and is currently zoned for residential purposes. All new housing is to be provided by the private sector. Current zoning and building regulations appear to be sufficient to meet the needs for future housing.

The infrastructure necessary to provide service to these new units is currently in place and operational.

Ordinances currently exist to insure the elimination of units in deteriorated condition, however, a minimum housing code has not been adopted, which would provide criteria for evaluating and upgrading substandard units suitable for rehabilitation.

Goals, Objectives and Policies

GOAL The provision of safe, sanitary living conditions, in viable neighborhoods for present and future residents of the town.

OBJECTIVE 1.0: Insure that all residential structures are maintained in a safe sanitary condition.

POLICY 1.1: The Town shall continue with strict enforcement of the Florida Building Code and Florida Residential Building Code and adopt revisions to these codes as appropriate to ensure that new building material and techniques are permitted in Melbourne Beach.

OBJECTIVE 2.0: Maintain the residential character of the Town to instill community pride and prevent blighting influences.
POLICY 2.1:
Insure that the zoning map remains consistent with the requirements of the Future Land Use Element.

POLICY 2.2:
The Town shall review and update, as necessary, the land development ordinances to assure the residential quality of the Town is maintained.

OBJECTIVE 3.0:
Insure that persons displaced by actions of governmental agencies are provided fair and uniform treatment consistent with Florida Statute.

POLICY 3.1:
Prior to December 31, 2012 amend the Code of Ordinances to include policies for relocation of persons displaced by actions of governmental agencies.

OBJECTIVE 4.0:
The Town shall cooperate with Brevard County and other governmental agencies and private organizations to insure that the needs of special population groups are met.

POLICY 4.1:
Establish criteria in the Code of Ordinances to ensure that the Town provides support to agencies such as the Brevard County Housing Authority and the Department of Health and Rehabilitative Services in their efforts to meet the housing needs of special population groups.

POLICY 4.2:
Prior to January 1, 2012 review existing development regulations and prepare revisions as necessary to insure that objective criteria is provided in order to permit group homes, and foster care facilities licensed by the State of Florida.

POLICY 4.3:
The Town shall support regional efforts to address low income and work force housing by working with the Brevard County and participating in established quarterly meetings to coordinate housing assistance programs.

POLICY 4.4:
The Town shall work with Brevard County and municipalities within the County in an attempt to develop an interlocal agreement that allows for jointly pursuing a comprehensive approach and solution to the county wide need to provide low income and special needs housing.

OBJECTIVE 5.0:
Continue efforts to identify housing of historical significances and develop the means of preserving and/or maintaining such structures.
**POLICY 5.1:**
Continue to secure the assistance of groups, such as the Brevard County Historical Society and/or state or federal agencies in inventorying and identifying historical structures.

**OBJECTIVE 6.0:**
Ensure that development regulations do not prevent the provision of low and/or moderate income housing.

**POLICY 6.1:**
Continue to ensure that the Code of Ordinances is not exclusionary, with respect to permitting low and moderate income housing.

**OBJECTIVE 7.0:**
The Town shall ensure that housing units are available to all residents regardless to age, race, handicaps, sex or family size.

**POLICY 7.1:**
The Town shall continue to encourage members of the home building profession, financial institutions, real estate firms and community organizations to adopt coordinated affirmative marketing plans that comply with the Federal Fair Housing requirements.
CHAPTER 5

INFRASTRUCTURE ELEMENT
PURPOSE

The purpose of this Infrastructure Element is to provide for necessary public facilities and services correlated to existing development and anticipated growth of the Town that include existing and proposed sanitary sewer, solid waste, drainage, and potable water facilities and services. The Element also addresses the natural groundwater aquifer recharge system as it relates to the Town and the surrounding area.

Data and Analysis

Sanitary Sewer

Sewer service, as well as maintenance of the existing infrastructure is provided by the Brevard County Utilities Department. The Brevard County Sewer Plant serving the South Beaches area is located just south of the Town at 2800 A-1-A. This plant is operating at a volume of 2.2 million gallons per day (m.g.d.) which is well below its design capacity of 3 m.g.d. Effluent disposal is by deep well injection. County officials have estimated that at current levels of service the facility treats approximately 92 gallons of sewage per person per day for its service area. Thus the Town of Melbourne Beach, based on the Future Land Use Element population estimates of 3356 persons in 2010, would be contributing approximately 308,752 gallons of sewage per day.

The service area is the entire town as shown on Map 1.

ANALYSIS OF EXISTING CONDITIONS AND LEVEL OF SERVICE

Brevard County has estimated that the actual per capita flow is approximately 92 gallons per person per day. According to the Brevard County Planning Department, the County Comprehensive Plan will not allocate plant capacity to a specific municipality, however, it will compare a Level of Service per person of 92 gallons per day and distribute it according to the county population projection for the plant’s service area.

The estimated demand (level of use) for sewer service in the Town of Melbourne Beach, based on the 2010 projected population of 3356 is 308,752 gallons per day (3356 population “x” 92 gallons/person/day).

The agreement for the County to provide sanitary sewer to the Town was approved by resolution on December 19, 1967. The agreement is in the form of a binding contract.

Solid Waste

Collection

Solid Waste Collection within the Town of Melbourne Beach is provided by a private sanitation company, under contract with the Town Commission. As it currently exists, solid waste collection within the Town is satisfactory.
Disposal
Brevard County, by a special act of the Legislature is responsible for the disposal of all solid waste within the County.

ANALYSIS OF EXISTING CONDITIONS AND LEVEL OF SERVICE

The predominant land-uses in the Town of Melbourne Beach served by these facilities are shown on the Existing and Future Land-Use Maps (See Map 1 and 2). Brevard County has established a policy that the level of service standard shall be established to provide for the disposal of all solid waste generated by Brevard County's population, with a criterion that at a minimum this will be 8.32 pounds per capita per day.

Drainage

ANALYSIS OF EXISTING CONDITIONS

Generally, storm water runoff, within the Town, is collected within storm sewers located in the public rights-of-way and is disposed of at several outfalls into the Indian River. The drainage structures as shown on Map 7 are the responsibility of the Town in terms of operation and maintenance. The predominant land uses served by the facilities are those shown on Map 1 (Existing Land-Use) and tabulated on Table 4. The service area is the Town of Melbourne Beach. The drainage patterns are essentially east to west.

DRAINAGE IMPACT OF FUTURE DEVELOPMENT AND LEVEL OF SERVICE:

The Drainage structures that were installed as part of the development process, are sufficient to accommodate additional development envisioned by the Future Land Use Map, as the Town is approximately 99% built-out. The existing design capacity and level of service is a 10 year storm event.

Much of the storm water is untreated prior to disposal, because the bulk of the development occurring since the adoption of minimum storm water discharge standards has been below the minimum thresholds for enforcement. Storm water associated pollution is responsible for:

1. Virtually all of the sediment deposited in surface waters
2. Increasing the load of oxygen demanding substances in the Indian River Lagoon.
3. Approximately 90 percent of the heavy metals that enter surfaces waters.

The Town of Melbourne Beach is responsible for only a very small portion of the water quality problems of the Indian River.

Potable Water

Potable water is provided to the Town by the City of Melbourne. Distribution lines exist to serve all properties within the Town. These lines are the maintenance responsibility of the City of Melbourne Utilities Department.
The City of Melbourne is a regional water supplier for south Brevard County. The City holds a Consumptive Use Permit (CUP) issued by the St. Johns River Water Management District (SJRWMD). This permit allows the withdrawal of a combination of surface and ground waters of the state for public water supply. The Florida Department of Environmental Protection (FDEP) has issued all necessary current permits and regulates the city's water treatment and distribution facilities.

The City of Melbourne currently owns and operates two water treatment plants (WTPs). The John A. Buckley Water Treatment Facility treats surface water from Lake Washington which is a part of the St. Johns River. The Joe Mullins Water Treatment Facility uses a reverse osmosis treatment system to treat ground water drawn from the Floridan Aquifer.

The total designed and permitted production capacity of the two WTPs is 26.5 MGD. This total designed capacity consists of 20 MGD and 6.5 MGD of design capacity from the Surface WTP and ROWTP, respectively. The 6.5 MGD ROWTP capacity includes 1.5 MGD of raw ground water blended with the RO product water.

Peak-day demands have at times approached 23 MGD. Average daily flows in 2007 were approximately 15.2 MGD. The water utility has sufficient water production and storage capacity to meet current average daily and typical peak day demands generated by customers in its water service area. The adopted level of service standard is 100 gallons per day per person according to the City’s established Level of Service in the City of Melbourne Comprehensive Plan.

ANALYSIS OF EXISTING CONDITIONS AND LEVEL OF SERVICE:

The service area is the Town of Melbourne Beach as shown on Map 1. The land-uses served are those shown on the Existing Land-Use Map (Map 1) and tabulated in Table 10. With respect to the distribution system, the City of Melbourne is responsible for maintenance. The entire Town has water service available. There are no known deficiencies in the system.

The Town has an interlocal agreement with the City of Melbourne for the provision of water service. This agreement indicated that the level of service to be provided to the Town will be equivalent to that provided others. There is no allocation of plant capacity to the Town.

Natural Groundwater Aquifer Recharge

As noted in the Conservation Element of the Town’s Comprehensive Plan, the soils in the Melbourne Beach area are not suited to groundwater recharge. The permeability is so rapid, inadequate filtration may result in contamination of the groundwater. See Map 11 reproduced from the Soil Conservation Service Soil Survey of Brevard County Florida, noting soil types. The following Table 10 outlines the soil types and gives estimates regarding depth to the season high water table, permeability rates, and limitations upon use for absorption fields.
There are no aquifer recharge areas with the Town of Melbourne Beach. The Town is located on a barrier island between the Atlantic Ocean and the Indian River. Other than the location of the Atlantic Ocean and the Indian River, both of which are outside of the jurisdiction of the Town, there are no natural drainage features. Considering the minimal level of development, the low intensity of that development, and the location of the Town, any further analysis would not be applicable.

**TABLE 10**

<table>
<thead>
<tr>
<th>Soil Type</th>
<th>Depth to Season High Water Table</th>
<th>Permeability Rate in per hr</th>
<th>Limitations as absorption</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coastal Beaches</td>
<td>No valid estimates</td>
<td></td>
<td>Very severe High water table Salinity</td>
</tr>
<tr>
<td>Galveston</td>
<td>40 – 60 inches</td>
<td>&gt; 20</td>
<td>Moderate Rapid permeability Results in Inadequate Filtration and Contamination of Ground water</td>
</tr>
<tr>
<td>Palm Beach</td>
<td>&gt;120 inches</td>
<td>&gt; 20</td>
<td>Slight Rapid permeability Results in Inadequate Filtration and Contamination of Ground water</td>
</tr>
<tr>
<td>Welaka</td>
<td>40 – 60 inches</td>
<td>&gt;20</td>
<td>Moderate Rapid permeability Results in Inadequate Filtration and Contamination of Ground water</td>
</tr>
</tbody>
</table>

Source: Soil Survey of Brevard County Florida, S.C.S.

Given that the Town is approximately 99% developed, with a large portion of this development occurring prior to, or below the thresholds, for storm water management systems, a large volume of storm water that may be available to recharge the groundwater is lost.
ANALYSIS OF EXISTING CONDITIONS AND IMPACTS OF FUTURE DEVELOPMENT:

The regulations of the Saint John’s River Water Management District regarding the management and storage of storm water apply to the Town of Melbourne Beach. These regulations are geared more toward controlling pollution of the surface waters than protecting or enhancing groundwater recharge. The Town has no regulations regarding recharge areas.

Given the level and form of development within the Town (of the total 627 acres of land within the Town, 7.41 (1.18%) acres remain vacant), future development consistent with the Future Land-Use Element will not significantly reduce groundwater recharge as it currently exists.

GOALS, OBJECTIVES AND POLICIES

SANITARY SEWER GOAL

The Town of Melbourne Beach will ensure the provision of sanitary sewer facilities to meet the needs of existing and future residents of the town.

OBJECTIVE 1.0:
The Town will ensure that sanitary sewer service is maintained to serve all existing and future residents.

POLICY 1.1:
The Town will seek to secure an interlocal agreement with Brevard County, which will establish as a minimum level of service the treatment of 92 gallons/person/day and allocate plant capacity sufficient to meet the projected needs of the Town through a ten-year planning timeframe.

SOLID WASTE GOAL

The Town of Melbourne Beach will ensure the provision of solid waste collection services and disposal to meet the needs of existing and future residents of the Town.

OBJECTIVE 2.0:
The Town will continue to ensure that solid waste collection and disposal is available to all residents and that the parties responsible for collection and disposal shall have adequate facilities necessary to meet the needs of the Town.

POLICY 2.1:
The minimum level of service for the collection and disposal of solid waste shall be established to provide for the disposal of all solid waste generated by the Town’s population. The criterion for determining the level of service standard shall be at a minimum 8.32 lbs per capita per day.

POLICY 2.2:
Upon the expiration of the existing contract for solid waste collection the Town shall seek a contract which establishes the above minimum levels of service.
POLICY 2.3:
The Town shall seek an interlocal agreement with Brevard County ensuring the disposal of solid waste in an amount equivalent to the minimum levels of service outlined above and an allocation of landfill capacity.

DRAINAGE GOAL

The Town of Melbourne Beach will ensure that drainage facilities are provided to meet the existing and projected demands of existing and future residents.

OBJECTIVE 3.0:
The Town shall ensure that new and/or replacement drainage structures meet minimum design standards.

POLICY 3.1:
The minimum level of service for all new and replacement drainage facilities and structures shall be based upon the 25 Year 24 Hour Rainfall Event.

POLICY 3.2:
Prepare and adopt drainage regulations which impose as a minimum that all new non residential and multi family residential construction subject to the requirements for Site Plan review are designed to retain on-site additional run-off generated by the 25 year 24 hour event in excess of the pre-developed run-off, with a discharge rate not to exceed the pre-developed rate, with the overflow treated prior to disposal into the drainage system.

POLICY 3.3:
Strengthen the requirements for storm water retention and treatment for all construction and/or substantial reconstruction to provide for as a minimum the retention and treatment of the first ½ inch of storm water.

OBJECTIVE 4.0:
The Town shall take steps to reduce pollutant loads being discharged into the Indian River, and ensure that replacement structures comply with the minimum design standards outlines above.

POLICY 4.1:
Seek grant funding and participate in intergovernmental efforts with Federal, State, Regional and local governments and agencies in order to complete a drainage and storm water management study in order to identify and implement methods of capturing and treating storm water before it is discharged into the lagoonal system.

OBJECTIVE 5.0:
Following completion of the drainage and storm water management study, the Town will prepare and adopt ordinances which will insure the protection of functions of the natural drainage features.
POLICY 5.1:  
The Town shall prepare and adopt regulations, upon completion of the drainage and storm water management study which will ensure the protection of the function of natural drainage features, by controlling grading, requiring on-site retention and controlling the rate and direction of drainage discharge points.

POTABLE WATER GOAL

The Town of Melbourne Beach will ensure the provision of potable water facilities to meet the needs of existing and future residents of the Town.

OBJECTIVE 6.0: The Town shall insure that potable water is available to all residents at adequate volumes and pressures.

POLICY 6.1:  
The minimum acceptable level of service will be to supply 101 gallons per person per day, at a pressure sufficient to maintain a fire insurance rating of ISO 4 (as it pertains to the water distribution system only).

POLICY 6.2:  
The Town will seek to amend the interlocal agreement with the City of Melbourne, in order to establish a minimum level of service and allocate plant capacity sufficient to meet the projected needs of the Town as part of the adoption and implementation of the 10-Year Regional Water Supply Plan.

OBJECTIVE 7.0:  
The Town will prepare and adopt a water conservation ordinance by January 1, 2012.

POLICY 7.1:  
Local building codes will be amended pursuant to the proposed water conservation ordinance which will require low volume plumbing fixtures for new construction.

POLICY 7.2:  
The Town shall take steps to educate the public regarding wasteful water usage through existing public information systems.

POLICY 7.3:  
The Town shall ensure potable water is available at the time of issuance of a building permit.

NATURAL GROUNDWATER AQUIFER RECHARGE GOAL

The Town of Melbourne Beach will ensure that drainage facilities are provided to meet the existing and projected demands of existing and future residents in order to improve groundwater recharge.
OBJECTIVE 8.0:
The minimum level of service (design standard) for drainage for all new structures, except single family houses, shall be a 25 year 24 hour event (Type II modified distribution).

POLICY 8.1:
Prepare and adopt drainage regulations which impose as a minimum that all new construction subject to the requirements for Site Plan review, except single family houses, are designed to retain on-site additional run-off generated by the 25 year 24 hour event in excess of the pre-developed run-off, with a discharge rate not to exceed the pre-developed rate, with the overflow treated prior to disposal into the drainage system.

POLICY 8.2:
Strengthen the requirements for storm water retention and treatment for all construction and/or substantial reconstruction to provide for as a minimum the retention and treatment of the first ½ inch of storm water.

OBJECTIVE 9.0:
In the event existing storm water collection and disposal facilities must be replaced, ensure that replacement structures comply with the following policies.

POLICY 9.1:
All replacement structures must be capable of satisfactorily disposing the run-off from a 25 year 24 hour design storm.

TEN-YEAR WATER SUPPLY FACILITIES WORK PLAN SUB-ELEMENT

1.0 INTRODUCTION

1.1 Purpose and Objectives

The purpose of the Town of Melbourne Beach Water Supply Facility Work Plan (hereinafter the Work Plan) is to identify and plan for the water supply sources and facilities needed to serve existing and new development within the local government’s jurisdiction. Chapter 163, Part II, F.S., requires local governments to prepare and adopt Work Plans into their comprehensive plans within 18 months after the water management district approves a regional water supply plan or its update. The St. Johns River Water Management District implemented their Water Supply Plan in 2005.

The Town of Melbourne Beach residential and non-residential users purchase retail water directly from the City of Melbourne which is enabled through a 30-year franchise agreement (expiring in 2017). The City of Melbourne has a franchise agreement with six other local governments as well and ensures that enough capacity is available for existing and future
customers in Melbourne Beach as well as these other local governments. Each of the local
governments agrees in their respective agreement to provide mutual granting of franchise
between the local governments, essentially working as one system, so that the infrastructure,
including streets and rights-of-way, may be used by any local governments to provide service.

According to state guidelines, the Work Plan and the comprehensive plan amendment must
address the development of traditional and alternative water supplies, bulk sales agreements and
conservation and reuse programs that are necessary to serve existing and new development for at
least a 10-year planning period. The planning period for Melbourne Beach is 2009/10 through
2019/20.

The City of Melbourne has completed a plan that addresses each of these requirements. Since the
Town of Melbourne Beach does not produce potable water or have a potable water distribution
system, the development of traditional water supplies and alternative water supplies, and bulk
sales agreements are not tasks that are possible to accomplish. Conservation and reuse programs
administered by the City of Melbourne are implemented throughout the service territory,
including the Town Melbourne Beach.

Statutory Requirements

The following highlights the statutory requirements:

1. Coordinate appropriate aspects of its comprehensive plan with the appropriate water
management district’s regional water supply plan, [163.3177(4)(a), F.S.]

2. Ensure that its future land use plan is based upon availability of adequate water supplies
and public facilities and services, [s.163.3177(6)(a), F.S., effective July 1, 2005.] Data
and analysis demonstrating that adequate water supplies and associated public facilities
will be available to meet projected growth demands must accompany all proposed Future
Land Use Map amendments submitted to the Department for review. The submitted
package must also include an amendment to the Capital Improvements Element, if
necessary, to demonstrate that adequate public facilities will be available to serve the
proposed Future Land Use Map modification.

3. Ensure that adequate water supplies and facilities are available to serve new development
no later than the date on which the local government anticipates issuing a certificate of
occupancy and consult with the applicable water supplier prior to approving building
permit, to determine whether adequate water supplies will be available to serve the
development by the anticipated issuance date of the certificate of occupancy.
[s.163.3180(2)(a), F.S., effective July 1, 2005.] This “water supply concurrency”
requirement is now in effect, and local governments should be complying with the
requirement for all new development proposals.

Local governments should update their comprehensive plans and land development
regulations as soon as possible to address these statutory requirements. The
comprehensive plan must be revised to reflect the concurrency requirements no later than
the time the local government adopts plan amendments to implement the
4. For local government subject to a regional water supply plan, revise the General Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element (the “Infrastructure Element”), within 18 months after the water management district approves an updated regional water supply plan, to:
   a. Identify and incorporate the alternative water supply project(s) selected by the local government from projects identified in the updated regional water supply plan, or the alternative project proposed by the local government under s. 373.0361(7), F.S. [s. 163.3177(6)(c), F.S.];
   b. Identify the traditional and alternative water supply projects, bulk sales agreements, and the conservation and reuse programs necessary to meet current and future water use demands within the local government’s jurisdiction [s. 163.3177(6)(c), F.S.]; and
   c. Include a water supply facility work plan for at least a 10-year planning period for constructing the public, private, and regional water supply facility identified in the Element as necessary to serve existing and new development. [s. 163.3177(6)(c), F.S.]
   d. Amendments to incorporate the water supply facility work plan into the comprehensive plan are exempt from the twice-a-year amendment limitation. [s. 163.3177(6)(c), F.S.]

5. Revise the Five-Year Schedule of Capital Improvements to include any water supply, reuse, and conservation projects and programs to be implemented during the five-year period.

6. To the extent necessary to maintain internal consistency after making changes described in Paragraph 1 through 5 above, revise the Conservation Element to assess projected water needs and sources for at least a 10-year planning period, considering the appropriate regional water supply plan, the applicable District Water Management Plan, as well as applicable consumptive use permit(s). [s.163.3177(6)(d), F.S.]

   If the established planning period of a comprehensive plan is greater than ten years, the plan must address the water supply sources necessary to meet and achieve the existing and projected water use demand for the established planning period, considering the appropriate regional water supply plan. [s.163.3167(13), F.S.]

7. To the extent necessary to maintain internal consistency after making changes described in Paragraphs 1 through 5 above, revise the Intergovernmental Coordination Element to ensure coordination of the comprehensive plan with applicable regional water supply plans and regional water supply authorities’ plans. [s.163.3177(6)(h)1., F.S.]

8. Address in the EAR, the extent to which the local government has implemented the 10-year water supply facility work plan, including the development of alternative water supplies, and determine whether the identified alternative water supply projects, traditional water supply projects, bulk sales agreements, and conservation and reuse programs are meeting local water use demands. [s.163.3191(2)(1), F.S.]
DATA AND ANALYSIS

The information below is excerpted from the City of Melbourne Comprehensive Plan which implements their Ten-Year Water Supply Facilities Work Plan.

Permit Conditions and Duration

The City of Melbourne has a consumptive use permit (CUP) from the St. Johns River Water Management District for its potable water system. The permit (CUP No. 50301) was issued in June 1999, updated and approved in 2007, and will expire in 2019. The permit allows for surface water supply from Lake Washington (12.2 mgd) and up to 15.9 mgd of ground water to serve a projected population of 179,393 in 2019 for residential and nonresidential use.

Service Area - Population Information and Potable Water Supply Demand Projections

The City of Melbourne Potable Water Supply Service Area (Utility Service Area) allows the City to provide water services to Melbourne, and most surrounding jurisdictions, including areas of unincorporated Brevard County. Approximately 55,000 customers are served, representing a population of 155,000.

The existing and future population figures for the Utility Service Area were derived from data provided by the St. Johns River Water Management District to estimate demand. The Melbourne Water Supply Plan provides that, based on historic data for per capita demand, a little over 100 gallons per day is needed. The Plan notes that years 1999 and 2000 were drought years, resulting in unusually high demand. Data was then averaged for a seven-year period (2001-2007) with an average of 101 gallons per day as the result. The 101 gallons per capita per day (gpcpd) is the figure used to project future demands for the Utility Service Area.

Service Area Map

The City of Melbourne Utility Service Area includes Melbourne, the Town of Melbourne Beach, Town of Indialantic and Town of Indian Harbour Beach, Melbourne Village, Palm Shores, Satellite Beach, portions of unincorporated Brevard County, and West Melbourne (wholesale) and has interconnect agreements with the City of Cocoa, Patrick Air Force Base, and the City of Palm Bay. A copy of the City’s Potable Water Supply Service Area map is provided in the Melbourne Comprehensive Plan Map Series.

Population

This section provides historical population projections from 2001 to 2007 and projected population projections from 2009 through 2019 for the City Utility Service Area.

Historical Population Projections for the Service Area

Historical populations for the City Utility Service Area are as shown below in Table 11.

Historical Water Use

The 2009 adopted Melbourne Water Supply Plan provides that, based on historic data for per capita demand, a little over 100 gallons per day is needed. The Plan notes that years 1999 and
2000 were drought years, resulting in unusually high demand. Data was then averaged for a seven-year period (2001-2007) with an average of 101 gallons per day as the result. The 101 gallons per capita per day (gpcpd) is the figure used to project future demands for the Utility Service Area.

Table 11–Historical Population and Water Use

<table>
<thead>
<tr>
<th>Year</th>
<th>Service Area Population</th>
<th>Average Day Demand (MGD)</th>
<th>Max. Day Flow (MGD) Max</th>
<th>Max. Day Peaking Factor</th>
<th>Permitted Capacity</th>
<th>Percent Utilization</th>
<th>Max Peak Hour Demand (MGD)</th>
<th>Per Capita</th>
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</thead>
<tbody>
<tr>
<td>1999</td>
<td>138,940</td>
<td>14.5</td>
<td>17.9</td>
<td>1.23</td>
<td>26.5</td>
<td>67.5</td>
<td>28.9</td>
<td>104.36</td>
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<tr>
<td>2000</td>
<td>140,909</td>
<td>15.1</td>
<td>18.3</td>
<td>1.21</td>
<td>26.5</td>
<td>69.1</td>
<td>23.2</td>
<td>107.16</td>
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<td>2001</td>
<td>142,591</td>
<td>14.5</td>
<td>16.8</td>
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<td>63.4</td>
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<td>2002</td>
<td>144,273</td>
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<td>18.2</td>
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<td>68.7</td>
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<td>2005</td>
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<td>15.5</td>
<td>17.7</td>
<td>1.14</td>
<td>26.5</td>
<td>66.8</td>
<td>24.0</td>
<td>103.80</td>
</tr>
<tr>
<td>2006</td>
<td>151,015</td>
<td>15.7</td>
<td>19.0</td>
<td>1.21</td>
<td>26.5</td>
<td>71.7</td>
<td>26.2</td>
<td>103.96</td>
</tr>
<tr>
<td>2007</td>
<td>152,710</td>
<td>15.2</td>
<td>17.9</td>
<td>1.18</td>
<td>26.5</td>
<td>67.5</td>
<td>22.9</td>
<td>99.54</td>
</tr>
</tbody>
</table>

Future Water Demand Projections

Approximately 93% of the Melbourne customers are residential accounts. Out of 55,815 customers, only 3,907 are commercial customers. The City’s average daily water demand was forecast by multiplying the projected service area populations by the gross per capita rate. Table 12 below provides the projected finished water demand for the year 2008 through 2019 and the permitted allocation from the SFWMD. The City’s permitted allocation change per year provides for an expansion of the R.O. wellfield and treatment facility by the year 2010. Future population projections for the City Water Utility Service Area are as shown below in Table 2 with anticipated demand and supply.
### Table 12–Utility Service Area Water Demand Projections

<table>
<thead>
<tr>
<th>Year</th>
<th>Projected Population</th>
<th>Projected Annual Avg. Day Withdrawal (MGD)</th>
<th>Permitted Combined CUP Allocation (MGD)</th>
<th>Surplus/Deficit (MGD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>156,100</td>
<td>17.6</td>
<td>18.9</td>
<td>1.3</td>
</tr>
<tr>
<td>2010</td>
<td>157,795</td>
<td>17.8</td>
<td>19.1</td>
<td>1.3</td>
</tr>
<tr>
<td>2011</td>
<td>159,688</td>
<td>18.0</td>
<td>19.3</td>
<td>1.3</td>
</tr>
<tr>
<td>2012</td>
<td>161,581</td>
<td>18.3</td>
<td>19.6</td>
<td>1.3</td>
</tr>
<tr>
<td>2013</td>
<td>163,475</td>
<td>18.5</td>
<td>19.8</td>
<td>1.3</td>
</tr>
<tr>
<td>2014</td>
<td>165,368</td>
<td>18.7</td>
<td>20.0</td>
<td>1.3</td>
</tr>
<tr>
<td>2015</td>
<td>167,262</td>
<td>18.9</td>
<td>20.2</td>
<td>1.3</td>
</tr>
<tr>
<td>2016</td>
<td>169,205</td>
<td>19.1</td>
<td>20.5</td>
<td>1.4</td>
</tr>
<tr>
<td>2017</td>
<td>171,148</td>
<td>19.3</td>
<td>20.7</td>
<td>1.4</td>
</tr>
<tr>
<td>2018</td>
<td>173,092</td>
<td>19.6</td>
<td>21.0</td>
<td>1.4</td>
</tr>
<tr>
<td>2019</td>
<td>175,036</td>
<td>19.8</td>
<td>21.2</td>
<td>1.4</td>
</tr>
</tbody>
</table>

The City’s projected annual demand ranges from 18.9 million gallons per day in 2009 to 21.2 million gallons per day in 2019. An annual surplus is projected for the ten-year period.

### Conservation and Reuse Programs

The City of Melbourne has had an active water conservation program since the mid-1980’s. A reclaimed water use program was implemented in 1987. Together these have resulted in a reduction in per capita rate to 99 gallons per day. The following programs are also utilized to promote conservation and reuse:

- Educational programs at schools reaching more than 1000 students per year
- Poster contests and career day events recognizing “Water Conservation Month” in April
- Participation in various environmental events and group/club presentations
- Toilet retrofit rebate program (in its 11th year) that has saved 22,073,984 gallons
- Water conservation and environmental education newsletters
- Water conservation messages inside utility bills
- Enforcement of the Water Management District’s “permanent water conservation rule” and contribution of funds to the media campaign
- Implementation of a meter replacement program

These conservation measures have resulted in approximately .86 MGD less than the 2007 CUP allocation of 18.5 MGD.

The City plans to continue using surface and groundwater sources for raw water supply. They will maximize reuse and reclaimed water use and the City has met the requirement of using 30% of all wastewater treatment flows. The City is exploring ways to increase this to 50% and expect to achieve it by 2019.
WORK PLAN PROJECTS/CAPITAL IMPROVEMENT ELEMENT/SCHEDULE

Capital Improvements Element/Schedule

The City’s financially feasible Capital Improvements Schedule, adopted annually, includes capital improvement projects necessary to maintain levels of service and provide for improved operational facility over the next 5 years. (See the Capital Improvements Element) The City has prepared a five-year capital improvements plan that was adopted as part of the Work Plan.

Alternative Supply Projects

The Work Plan also proposes to increase the use of the lowest quality raw water available. This requires an expansion to the City’s Reverse Osmosis Water Treatment Facility and is expected to be constructed by the end of 2011. This expansion will increase overall production capacity to 33 MGD, providing the City with the ability to serve the maximum day demand of 22.35 expected to occur in 2019. The Work Plan also includes necessary transmission, distribution, and storage facility upgrades that are needed to ensure meeting demand for the ten-year period.

The City does not anticipate the expanding the water service area boundaries within the 10-year planning horizon.

SUMMARY

All requirements regarding preparation of a 10 Year Water Supply Facility Work Plan (Work Plan) have been accomplished by the City of Melbourne, the supplier of water to the Town of Melbourne Beach. The Town of Melbourne Beach endorses this effort and will continue to coordinate with the City of Melbourne, other local governments, and the St. Johns Water Management District in implementing components of the Work Plan including water conservation efforts. To coordinate with and contribute to meeting these water conservation and planning measures, the Town hereby adopts the following goal, objectives, and policies:

GOAL  Promote water conservation through practicing water conservation strategies.

Objective: Identify key areas that the Town can contribute to water conservation and smart use of water resources to ensure capacity can be achieved and quality maintained.

POLICY 1.1: The Town will encourage water conservation regulations that promote and encourage the use of low impact development techniques such as those that use the Florida Water Star Program.

POLICY 1.2: The Town will also evaluate creating incentive programs that encourage the installation of water-saving plumbing devices, such as indoor water audits and leak detection and will consider adopting regulations that require water-efficient landscaping for all new development projects.
and require functioning rain sensor devices on automatic irrigation systems, as well as overriding green lawn deed restrictions.

POLICY 1.3:
The Town commits to using lower quality sources of water for nonpotable needs when such sources (storm water, surface water, or reclaimed water) become available.

POLICY 1.4:
The Town commits to implementing water conservation practices that include: educational programs at schools; observing “Water Conservation Month” in April through press releases and resolution; promoting water conservation and environmental education newsletters, as well as water conservation messages inside utility bills; and, enforcement of the Water Management District’s “permanent water conservation rule”.

CHAPTER 6  COASTAL MANAGEMENT ELEMENT
PURPOSE

The purpose of the Coastal Zone Management Element is to provide direction and establish a plan for and where appropriate restrict development activities that would damage or destroy coastal resources, and to protect human life and limit public expenditures in the coastal area.

Data and Analysis

Existing Land Uses

Melbourne Beach is a coastal community bounded by the Atlantic Ocean to the east and the Indian River Lagoon to the west. The entire Town is a coastal area and is located on the barrier island.

Characterized by single family subdivisions, several multiple family developments, and a commercial strip along Ocean Avenue, Melbourne Beach is predominately a residential community.

Table 13 shows the existing land uses in the coastal area which encompasses the entire Town:

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>ACRES</th>
<th>% OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>456.17</td>
<td>72.75</td>
</tr>
<tr>
<td>Commercial</td>
<td>10.47</td>
<td>1.66</td>
</tr>
<tr>
<td>Recreational</td>
<td>8.25</td>
<td>1.32</td>
</tr>
<tr>
<td>Educational</td>
<td>17.90</td>
<td>2.86</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>2.88</td>
<td>0.47</td>
</tr>
<tr>
<td>Places of Worship</td>
<td>6.32</td>
<td>1.01</td>
</tr>
<tr>
<td>Rights-of-Way</td>
<td>117.60</td>
<td>18.75</td>
</tr>
<tr>
<td>Vacant</td>
<td>7.41</td>
<td>1.18</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>627.00</td>
<td>100.00</td>
</tr>
</tbody>
</table>

The existing land uses are illustrated on Map 1 in the Future Land Use Element. Virtually all shoreline uses through the entire Town are residential with the exception of ocean and river parks, and one commercial restaurant/office use fronting the ocean.

Water-Dependent and Water-Related Uses

The Town is approximately 99% built out. Water dependent recreation is the only water dependent use occurring in the Town. The beach along the ocean provides recreational
opportunities to the Town’s residents and others. Public access to the beach is available at several access points as well as at Ocean Park.

The need for water-dependent or water-related development is not anticipated within the Town for the foreseeable future.

Effect of Future Land Uses

The Town is predominately a bedroom community with limited business uses intended mostly to serve the needs of the Town, and no industrial uses. The implementation of the future land use plan is not likely to have any impact on the economic base of the Town. Nor would the implementation of the future land use plan have any impact on the vegetative cover; areas subject to coastal flooding; wildlife habitat; or living marine resources.

Impact on Historic Resources

Implementation of the Comprehensive Plan is not anticipated to have an adverse impact on any historical resources in Melbourne Beach.

Estuarine Pollution

The Indian River lagoon to the west of the Town is includes the Intracoastal Waterway and is connected with the Atlantic Ocean through inlets to the north and south of the Town. The only known point sources of estuarine pollution within Melbourne Beach are the drainage outfalls shown on Map 7. Table 14 provides a listing of State, regional and local regulatory agencies and programs that maintain or improve estuarine environmental quality.
# TABLE 14

**STATE, REGIONAL AND LOCAL REGULATORY AGENCIES AND PROGRAMS THAT MAINTAIN OR IMPROVE ESTUARINE ENVIRONMENTAL QUALITY**

## STATE

1. Department of Environmental Protection. The Department of Environmental Protection (DEP) is responsible for regulating air and water quality and in some cases, water quantity (through the water management district) within the Intracoastal Waterway (ICW). The DEP is also the local contact for the initiation of dredge and fill applications in conjunction with the U.S. Army Corps of Engineers. The DEP is responsible for programs designed to protect and enhance the natural amenities throughout the State of Florida.

2. Department of Community Affairs. The Department of Community Affairs is responsible for reviewing Developments of Regional Impact (DRI) and for designating Areas of Natural Resources.

3. Marine Fisheries Commission. A seven member committee appointed by the Governor is delegated full rulemaking authority over marine life, with the exception of endangered species.

4. Florida Game and Fresh Water Fish Commission. The Florida Game and Fresh Water Fish Commission’s (FGFWGC) Environmental services office in Vero Beach along with the central office assists in developing fish and wildlife protection programs.

5. Department of Transportation. The Department of Transportation works with the local governments on anticipated projects having possible impacts on the natural resources of the Town.

6. Department of State. The Division of Archives, History and Record Management in the Department of State works closely with interested individuals and municipalities in order to protect archeological and historical sites.

## REGIONAL


2. East Central Florida Regional Planning Council. The East Central Florida Regional Planning Council (ECFRPC) serves Brevard, Volusia, Osceola, Lake, Seminole, and Orange counties. Among the ECFRPC’s duties are: assist the local governments with planning expertise; act as the regional representatives for the Development of Regional Impact review process; serve a regional clearinghouse for State and Federal projects and programs; and convey information from the local governments to the State and Federal levels.

3. Florida Inland Navigation District (FIND). FIND is responsible for providing and maintaining spoil areas to the U.S. Army Corps of Engineers for the dredging and maintenance of the ICW.
TABLE 14 (continued)

LOCAL GOVERNMENTS AND SPECIAL DISTRICTS

1. Adjacent Municipalities. The Town of Melbourne Beach coordinates its land use policies and environmental concerns with Brevard County, the City of Melbourne and the Town of Indialantic. Further coordination mechanisms have been provided in the Intergovernmental Coordination Element.

2. Town of Melbourne Beach Departments. Brevard County and the City of Melbourne also have programs and/or policies which are utilized in the maintenance or improvement of environmental quality.

Hurricane Evacuation/Disaster

The Town of Melbourne Beach is bordered on the east by the Atlantic Ocean and on the west by the Indian River lagoon. These bodies of water critically impact the hurricane/disaster evacuation plans of the Town. The entire Town, a barrier island, is within the Brevard County Mandatory Evacuation Zone. The Brevard County Hurricane Evacuation Plan and provides for an orderly system of timely evacuation of the Town’s residents and visitors. Considering the Town’s coastal location as described above, the entire population of the Town will require evacuation during a hurricane/disaster. During the 2010 hurricane season, this population is estimated at 3356 residents and visitors.

Based upon a behavioral survey the East Central Florida Regional Planning Council (ECFRPC) has estimated that approximately 64.7% of the population would evacuate immediately, while 27.5% would leave within an average of 2.2 hours. Additionally it has been estimated that it would require 6 to 7 hours before all persons desiring to evacuate begin to leave. The Brevard County Peace Time Emergency Plan indicates that evacuation of the South Beaches area will take approximately 16 hours. Approximately 7.8% of the residents would refuse to evacuate. Of those persons evacuating the area 18.35% would use public shelters while 13% do not know where they would seek refuge. The remaining would seek shelter with friends, family or alternatives such as hotels or motels.

Assuming the behavioral survey has application to the Melbourne Beach Area it can be anticipated that a minimum of 567 persons would evacuate and seek shelter and as many as 970 may seek shelter.

The Brevard County Hurricane Evacuation Plan establishes Melbourne High School and Riviera Elementary School as evacuation shelters.

The official evacuation route for the residents and visitors is north on State Road A-1-A, then west on US 192, then north on Babcock Street to Melbourne High School. The route to Riviera Elementary School is south on Babcock to Palm Bay Road, then west to Riviera Drive, then south to the school.
The transportation and hazard constraints in the evacuation route exist primarily due to the fact that the only practical route in and out of the Town is on A-1-A and US 192. A severe storm, hurricane, or abnormal tide conditions that could cause serious flooding which in turn could inundate these roads, making the evacuation of the Town’s population difficult, if not impossible.

Since the Town’s entire population is expected to increase only marginally through the planning period, the implementation of the future land use element is not expected to have any significant impact on the Town’s current evacuation plan.

**TABLE 15**

**MELBOURNE BEACH EVACUATION ESTIMATES**

<table>
<thead>
<tr>
<th>Immediate Evacuation</th>
<th>Evacuate within 2.2 to 7 Hours</th>
<th>Refuse to Evacuate</th>
</tr>
</thead>
<tbody>
<tr>
<td>64.7%</td>
<td>27.5%</td>
<td>7.8%</td>
</tr>
<tr>
<td>2171</td>
<td>923</td>
<td>262</td>
</tr>
</tbody>
</table>

**TABLE 16**

**MELBOURNE BEACH EVACUATION TOTALS AND SHELTER USE**

<table>
<thead>
<tr>
<th>Evacuees</th>
<th>Definitely use shelter</th>
<th>Unsure of shelter use</th>
<th>Would not use shelter</th>
</tr>
</thead>
<tbody>
<tr>
<td>92.2%</td>
<td>18.35%</td>
<td>13.0%</td>
<td>78.5%</td>
</tr>
<tr>
<td>3094</td>
<td>567</td>
<td>403</td>
<td>2124</td>
</tr>
</tbody>
</table>

The Town of Melbourne Beach recognizes the potential danger of a hurricane/disaster to a community located on a barrier island. In view of this potential danger, the Town is fully prepared to proceed with evacuation if the situation warrants it. The Town’s experience with Hurricanes in 2004 and 2006 proved that those wishing to leave can be evacuated within a reasonable time.

**Coastal High-Hazard Areas**

The area below the elevation of the Category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.
Post-Disaster Redevelopment

In the event that property becomes available for redevelopment due to damage by storm, fire or other disaster, or due to attrition or age, the Town faces a range of options for redevelopment. Alternately, continuing beach erosion will force a choice among a range of options. These options fall into the following categories:

1. Abandon the shoreline. In light of the public and private investments on the barrier island, this is not considered a reasonable alternative.

2. Regulatory Solutions. The use of Town ordinances and rules to define an acceptable level of development. These would include the protection of beaches and dunes, minimum setbacks for storm protection, and restoration of degraded dunes.
**Goals, Objectives and Policies**

**Goal**
Preserve, protect and enhance the coastal resources as development or redevelopment occurs in Melbourne Beach.

**OBJECTIVE 1:**
Protect existing native vegetation as development or redevelopment occurs.

**Policy 1.1:**
Native vegetation communities such as those located in dunes along the ocean and along the lagoon to the west shall be preserved and incorporated in any development or redevelopment project through procedures adopted in the Code of Ordinances.

**Policy 1.2:**
The Town shall coordinate with the State and local agencies to provide for the reestablishment of shoreline vegetation where it has been removed.

**Policy 1.3:**
The development code shall require that the plant material used in landscaping of any development or redevelopment project shall be predominately native. The code shall contain a list of recommended native plant species adapted to the coastal environment of the area.

**OBJECTIVE 2:**
The Town shall continue to coordinate with the applicable Federal, State, County and agencies in order to protect the beach and dune system as a viable feature providing storm protection for upland property and serving as an important recreation and aesthetic resource.

**Policy 2.1:**
Codes that control and regulate construction activities in the coastal zone areas shall be adopted and enforced consistently throughout the Town.

**Policy 2.2:**
Codes shall be updated when necessary to conform to new state regulations and advances in the understanding of the coastal process.

**Policy 2.3:**
The coastal building setback requirement shall be modified when necessary to allow the setback line to follow any repositioning of the Coastal Construction Control Line (CCCL).

**Policy 2.4:**
The Town shall maintain public access to the beach.
Policy 2.5:
The development code shall specify the appropriate vegetation for planting in dunes, and that such vegetation shall be protected from pedestrian and vehicular traffic. Any construction or reconstruction of beach access shall provide for dune crossing over walks.

OBJECTIVE 3:
Protect, conserve and enhance coastal resources, living marine resources, wildlife and wildlife habitats, especially those with special status.

Policy 3.1:
The Town shall cooperate with the State to implement adopted regulations that provide for the protection of sea turtle nesting areas by prohibiting the disturbance of nests, restricting beach cleaning activities in nesting season, and controlling the emission of light from structure on, or adjacent to, the beach.

Policy 3.2:
The Town shall adopt regulations to regulate the specific and cumulative impacts of development and redevelopment on coastal resources, living marine resources wildlife and wildlife habitats, especially those with special status.

OBJECTIVE 4:
Maintain and/or improve Indian River Lagoon environmental quality by preventing potentially adverse impacts of development or redevelopment from affecting this natural resource.

Policy 4.1:
The Town shall coordinate with the SJRWMD, Department of Environmental Protection and other entities to establish a regulatory program to limit the specific and cumulative impacts of development or redevelopment on this multi-jurisdictional estuarine system.

GOAL
Protect human life and limit public expenditures in areas subject to destruction by natural disasters.

OBJECTIVE 5
Limit public expenditures that subsidize development permitted in coastal high-hazard areas except for restoration and enhancement of natural resources.

Policy 5.1:
No construction or development activity shall be permitted, except through the Florida Department of Environmental Protection, seaward of the Coastal Construction Control Line (CCCL) unless it is intended for restoration and enhancement of natural resources.

Policy 5.2:
Existing permanent structures protruding into the coastal high-hazard areas shall be required to meet the most recent version of coastal building codes and regulations established by the Florida Department of Environmental Protection when redevelopment occurs on the property.
Policy 5.3:
The Coastal High Hazard Area is the area below the elevation of the category 1 storm surge line established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. This encompasses that portion of the Town as depicted on Map 2 (2020 Future Land Use) and Map 9 (Coastal High Hazard Area). Public infrastructure within this area may be built and reconstructed when necessary but not for the purpose of facilitating an increase in permitted density.

OBJECTIVE 6
The Town shall maintain an out of County evacuation time of less than sixteen (16) hours for a Category 5 storm event.

Policy 6.1:
The Town shall cooperate with, and support, Brevard County in planning for hurricane evacuation.

OBJECTIVE 7:
The Town shall continue to coordinate with the Brevard County Emergency Management Office to provide immediate response to post-hurricane situations.

Policy 7.1:
The current Local Peacetime Emergency Plan shall be modified to comply with the policies under this objective, and shall contain step-by-step details for post-disaster recovery operations.

Policy 7.2:
After a hurricane but prior to re-entry of the population into the evacuated areas, the Town Commission shall meet to hear preliminary damage assessments, appoint a Recovery Task Force, and consider a temporary moratorium on building activities not necessary for the public health, safety and welfare.

Policy 7.3:
The Recovery Task Force shall review and decide upon emergency building permits, and repair and cleanup actions needed to protect public health and safety; coordinate with County, State and Federal officials to prepare disaster assistance applications; develop a redevelopment plan; and recommend amendments to the Comprehensive Plan, Local Peacetime Emergency Plan, and other appropriate policies and procedures.

Policy 7.4:
Repairs to potable water, waste water, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and minimal repairs to make dwellings habitable shall receive first priority in permitting decisions. Long term redevelopment activities shall be postponed until the Recovery Task Force has completed its tasks.

Policy 7.5:
Structures destroyed, by any means, to an extent of more than 50% of the replacement cost at the time of destruction shall not be reconstructed except in compliance with the Code of Ordinances.
GOAL
Public facilities shall be adequate and available to serve the residents and visitors to the Town’s coastal area.

OBJECTIVE 8:
Whenever development orders or permits are requested, apply the level of service standards adopted elsewhere in this Comprehensive Plan for facilities in the coastal area and additional standards under this objective. The entire Town shall be considered a service area for solid waste, drainage, water and sewer facilities.

Policy 8.1:
The entire Town shall be considered a service area for solid waste, drainage, water and sewer facilities. Development within the Town shall be limited to the capacity of the respective facilities to supply the appropriate service as established by the level of service standard adopted in this Comprehensive Plan.
CHAPTER 7  CONSERVATION ELEMENT
PURPOSE

The purpose of Conservation Element is to provide a guide for the conservation, use and protection of natural resources, including factors that affect energy conservation, located within the Town. A specific component of this guide is the provision of a 10 year water supply plan.

There are 18 vacant lots zoned single family and 3 zoned for multi-family uses. The total acreage of these vacant lots is approximately 7.04 acres.

Economically, the Town is a “bedroom community” to the larger urban areas of the South Brevard County mainland. The Town is now and plans to continue to be a residential community. There exists a strip of commercial land along Ocean Avenue, which primarily serves to accommodate the convenience needs of the Town’s residents, not the economic vitality of the area.

Environmental Setting

Impacts of Future Development Upon Natural Resources

Vegetative Cover

The Town of Melbourne Beach as previously noted is essentially developed. Development occurred during a period when the practice was to clear the subject land of vegetation and install the necessary infrastructure to support development. Further, it has been pointed out the Town has only 1.18 % (7.41 acres) of its land vacant, existing as scattered lots within previously developed subdivisions. Significant vegetative communities do not exist, expect along the dune system and within the Indian River, which is outside the jurisdiction of Town. With respect to the affect of future development upon vegetative communities and other natural resources, there are three vacant lots on the Indian River, shoreline, and two vacant properties along the Atlantic Ocean. Map 2 shows the locations of these vegetative communities.

The dune system is vegetated by the following species:

- Sea Oats
- Railroad vine
- Sea rocket
- Sea grapes
- Cabbage palm
- Saw palmetto

The dune system is also vegetated by exotic species such as Australian pines, Brazilian pepper trees. It has been reported that Sea lavender and Beach creeper, both on the list of protected species exist within the dune system, however locations of these species is unknown.

Two important vegetative communities occur in the Indian River- sea grasses drift algae aggregations. Principal sea grass species include manatee grass, shoal grass, and turtle grass.
Sea grass coverage has been determined by the Brevard County Natural Resources Department to be less than 10% for this immediate area. However, the Town will work to cooperate with the County and other governmental agencies to reverse the declination.

Drift algae aggregations have only recently been recognized as an important habitat in the lagoon. These drift algae aggregates have no fixed location and therefore are not mapped. Most of the lagoon bottom is exposed sand or shell. Off shore in the Atlantic, the bottom is either exposed shell and sand or outcroppings colonized by algae and animal life.

Wetlands do not exist within the Town except along the lagoonal waters edge. Upland of the mean high water line vegetation is predominantly lawn grass and landscaping common to single family development. Wetlands below the mean high water line is outside the jurisdiction of the Town, and as such are not mapped in this element or any other element the comprehensive plan.

Areas subject to coastal flooding are shown on Maps 4 and 9.

Because of the developed nature of Melbourne Beach, very few terrestrial animals have natural habitats within the Town limits. It is to those few that we will address this section.

The beaches and fore dunes of the Town are important nesting areas for green turtles and loggerhead turtles. In addition, leatherback and hawksbill turtles may use the beaches of the Town for nesting sites. Other animals that would frequent the dune system would be sand crabs, sea-going birds such as sandpipers, terns and gulls, and an occasional raccoon or field mouse.

The lagoonal waters edge is the habitat for several species of animals including nursery areas for shrimp, crabs, mullet, manatee, clams and snook. Herons, egrets, and white ibis frequent the lagoonal waters edge. Scrub Jays, which have been placed on the list of protected species, have been observed in the Melbourne Beach area. It is pointed out that the Town of Melbourne Beach is a bird sanctuary.

The open waters of the Lagoon and the near shore waters of the Atlantic Ocean are inhabited by numerous fish. The list of these fish can be obtained from the Florida Game and Freshwater Fish Commission (FWC). Table 17 outlines species, which are considered “Endangered,” “Threatened,” and “Of Special Concern.”

**Impacts of Development On Historic Resources**

An identified on the Existing Land Use Map (Map 1) and the Future Land Use Map (Map 2), there is one site of historical significance. The pier, located at the west end of Ocean Avenue has been designated as an historic structure. It has previously been restored through a grant from the Department of Natural Resources. The land-use activities proposed in the Future Land Use Element will not adversely impact the continued use and enjoyment of the pier.
**Estuarine Pollution**

Melbourne Beach borders on part of a large estuary, the Indian River Lagoon, which stretches from north of Titusville to Stuart, Florida. The Lagoon is connected to the Atlantic ocean through several inlets, the nearest being Sebastian Inlet, 20 miles to the South, and, to a limited extent, Port Canaveral, about 30 miles to the North.

### TABLE 17

**ENDANGERED SPECIES, THREATENED SPECIES AND SPECIES OF SPECIAL CONCERN**

<table>
<thead>
<tr>
<th>Endangered Species</th>
<th>Threatened Species</th>
<th>Species of Special Concern</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Loggerhead Turtle</td>
<td>Atlantic Green Turtle</td>
<td>Common Snook</td>
</tr>
<tr>
<td>Atlantic Ridley Turtle</td>
<td>Eastern Brown Pelican</td>
<td>Rivulus</td>
</tr>
<tr>
<td>Leatherback Turtle</td>
<td>American Kestrel</td>
<td>American Alligator</td>
</tr>
<tr>
<td>Atlantic Salt Marsh Snake</td>
<td>Roseate Tern</td>
<td>Little Blue Heron</td>
</tr>
<tr>
<td>Woodstork</td>
<td>Least Tern</td>
<td>Snowy Egret</td>
</tr>
<tr>
<td>Peregrin Falcon</td>
<td></td>
<td>Louisiana Egret</td>
</tr>
<tr>
<td>West Indian Manatee</td>
<td></td>
<td>Reddish Egret</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Roseate spoonbill</td>
</tr>
<tr>
<td></td>
<td></td>
<td>American Oystercatcher</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bald Eagle</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chelonia mydas mydas</td>
<td>Carretta carretta</td>
<td>Centropomus undecimalis</td>
</tr>
<tr>
<td>Lepidochelsy kempii</td>
<td>Pelecanus occidentalis Carolinensis</td>
<td>Rivulus marmoratus</td>
</tr>
<tr>
<td>Dermochelys coriacea</td>
<td>Falco sparverius paulus</td>
<td>Alligator mississippiensis</td>
</tr>
<tr>
<td>Nerodia fasciata taeniata</td>
<td>Serna dougalli</td>
<td>Florida caerules</td>
</tr>
<tr>
<td>Mysteria Americana</td>
<td>Sterna dougalli</td>
<td>Egretta thula</td>
</tr>
<tr>
<td>Falco peregrinas</td>
<td>Serna albifrons</td>
<td>Hydranassa tricolor</td>
</tr>
<tr>
<td>Trichechus manatus</td>
<td></td>
<td>Egretta rufescens</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ajaiaaja</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Haematopus palliates</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Haliaeetus leucocephalus</td>
</tr>
</tbody>
</table>

Source: Brevard County Comprehensive Plan

There are several areas within the surrounding jurisdictions (i.e. County and surrounding municipalities) where fresh water enters the Lagoon. Because these areas are beyond the scope of this plan and beyond the Town’s ability to control, this Plan will only concern itself with the storm water outfalls within its jurisdiction. Map 7 shows these outfalls. (This issue will be covered in greater detail in the Sanitary Sewer, Solid Waste, Potable Water, Drainage and Natural Groundwater Element).

The State of Florida has classified the Indian River in the vicinity of the Melbourne Beach Area as Class III waters. By this classification these waters should maintain a quality sufficient to allow water body contact sports and support the propagation of fish and wildlife. The principal
water quality problem is high nutrients, associated with storm water runoff. Pollutants, which may be contributed by the Town, include fertilizers, oils, and other hydrocarbons. The principal pollution problem is sewer effluent and urban runoff. The water quality problems are exacerbated by the limited tidal flushing in this area. Although Melbourne Beach cannot solve the entire lagoon pollution problem, the Town can limit its contribution to the overall cumulative effect.

**Known Point Source and Non-Profit Source Estuarine Pollution**

Known point sources of pollution are the storm water outfalls located on Map 7. There are no other known point sources of pollution. Generally, given the nature of development within the Town the non-point source of pollution is run-off from lawns and yards.

**Impact of Proposed Land Uses And Facilities On Estuaries**

The proposed land uses for the lagoonal waters edge are single family residential or recreational in nature and to a great extent currently exist. Obviously, additional construction, even on the limited scale outlined in the Future Land Use Element can have an adverse impact upon the estuarine system. Additionally, increases in traffic volumes passing through the Town on A-1-A can increase the pollutants, which may be deposited within the Indian River. Implementation of the Goals, Objectives and Policies of this element will significantly reduce the point source pollution levels.

**Analysis of Remedial Action**

Current regulations issued by the Saint John’s River Water Management District require that new construction retain on-site as a minimum the first ½ of runoff with treatment (i.e. skimming and/or filtration) prior to discharging the overflow into the drainage system. The purpose of such regulation is to reduce pollutants entering wetlands, and/or other water bodies. The enforcement of these regulations however will have a limited effect within the Town of Melbourne Beach because, as outlined in the Future Land Use Element, new construction which may be expected in the Town will predominately be new single family dwellings on individual lots in previously developed subdivisions. Only 1.6 acres of the remaining 7.41 vacant acres is available for multiple family development with some limited non-residential possible. The provisions of Chapter 40C-42 F.A.C. specifically exempts single family construction form the requirements of the rule. Thus, many of the regulations that are directed at reducing storm borne pollutants are not applicable to a bulk of the new construction, which occurs within the Town.

One way to address the problem of nutrient levels would be to address basic storm water management practices on the construction of single-family homes. Since this is really the only anticipated land use on the lagoon, it is recommended that a least the first ½ inch of stormwater be retained on site. An additional measure would “capture” stormwater at the outfall locations and skim the stormwater prior to entering the Lagoon system. This could be done through a system of weirs and skimmers. This would be more costly and require funding from extra-
jurisdictional sources. The potential funding of this option will be addressed in the Capital Improvements Element.

**State, Regional And Local Regulatory Programs To Reduce Estuarine Pollution**

State pollution regulation is largely vested in the Florida Department of Environmental Protection (FDEP). The FDEP regulates dredge and fill of waters and adjacent wetlands. FDEP also regulates discharge of pollutants in water bodies.

FDEP and the water management districts regulate the withdrawal, diversion, storage and consumption of water with the water management districts responsible for most of the permitting and operational aspects.

The Florida Department of Environmental Protection (FDEP) is also involved in controlling estuarine pollution. The FDEP is responsible for selling or leasing state owned submerged lands if the sale or lease is “not contrary to the public interest.” The proposed use of the conveyed or leased submerged land “must not interfere with the conservation of fish, marine or wildlife, or other natural resources.” Deeds or leases may contain restrictions on dredging or filling. The FDEP is also the chief land-purchasing agent for the state. Through the FDEP, the state may purchase environmentally sensitive land, which is vital to the estuary.

The county, through its police power, regulates numerous activities, which impact estuarine water quality. Applicable to Melbourne Beach would be sewer hook-ups, maintenance of sewer lines, and the issuance of septic tank permits. The County also has a Beach and Riverfront Acquisition Program, which enables the County to purchase lands that border on these water bodies.

**Air Quality**

According to the St. Johns River District Office of the Florida Department of Environmental Protection, the air quality in the Melbourne Beach area is considered to be acceptable based on available data and observations by that Agency. According to FDEP officials, there are no continuous air quality monitoring programs in the South Brevard Beaches area. The good air quality in this air is attributed to the fact that there are no major industrial land uses and the prevailing winds and air circulation patterns. Given the limited potential for additional development in the Town, no significant change in air quality is anticipated.

**Flood Prone Areas**

In that, the Town of Melbourne Beach is on a barrier island, located between the Atlantic Ocean and the Indian River with less than 5000 feet of land separating the two, flood prone areas are significant considerations in the development and or redevelopment of areas within the community. Map 4 shows that portion of the Town within the Coastal High Hazard Area (those areas east of the Coastal Construction Control Line), the areas of the 100-year flood (A zones and V zones) as well as areas between the 100-year and 500 year event (B zones). Infrastructure
located within the Coastal High Hazard Area, as shown on Maps 6, 7, 8, and 9, include S.R. A-1-A, as well as water and sewer lines necessary to serve existing land-uses. The coast associated with relocating approximately 1.6 miles of roadway, water and sewer in a community that is essentially built out would be excessive. Additionally, the elimination of access and services would not be feasible, economically or politically. Existing State and Federal regulations regarding construction and reconstruction in such areas must be rigorously enforced.

**Commercially Valuable Minerals**

There are no known sources of commercially valuable minerals within the Town of Melbourne Beach.

**Dunes**

Sand dunes occur behind the beaches in all areas. Dune heights range from 5 to 12 feet. The average height is approximately 8 feet. Some building practices that have since been regulated. There is a potential for strengthening those measures. These will be discussed in the Goals, Objectives and Policies.

**Impacts of Coastal and Shore Protection Structures on the Beach**

Due to the fact that Melbourne Beach has experience accretion rather than erosion, the impacts of the minimal number of shore protection structures within the Town cannot be ascertained. However, improperly designed and installed systems can produce very negative results and the permitting of any such structures, if allowed at all, should be done only after intense scrutiny and review by qualified professionals.

**Existing and Potential Beach Renourishment Projects**

It is the desire of the Town to cooperate with County and State officials in the future if it is deemed beneficial to the Town to institute renourishment projects in the area.

**Analysis of Beach and Dune Protection Measures**

The State, the County and the Town contribute to the control process through local ordinances, particularly through ordinances, which echo the State coastal construction laws. Beach and dune protection in Melbourne Beach is currently handled by state rules and local ordinances. The State controls the Coastal Construction Control Line (CCCL), which is shown on all maps herein attached, and the thirty-year erosion setback. FDEP regulates all development seaward of the CCL to ensure that the proposed development has minimal impact on the beach and dune system and survive a major storm. As a part of the review process, thirty years of accumulated erosion must be considered, and Florida law prohibits (with limited exceptions) construction of buildings that will be in the water in thirty years. State law also prohibits driving on the beach and picking sea oats.
The Town has several public beach accesses as shown on Map 10, these access points are equipped with dune crossovers. The Town enforces existing ordinances, which prohibit walking along or across the dune except on the crossovers provided. Additionally, vegetation has been planted which is intended to reduce erosion and to discourage bypassing the crossovers.

**Beaches**

Melbourne Beach has 1.59 miles of Sandy beaches. Brevard County has studied the shoreline movement and has found that in the Study years (1972-1985) the shoreline gained between 16.77 and 21.07 feet.

**Public Access**

**Inventory of Existing Facilities**

Public access facilities are shown on Table 16. Their locations are shown on Map 10. All future needs are discussed in the Recreation and Open Space Element.

**Goals, Objectives and Policies**

**GOAL**
Protect and/or enhance existing coastal resources.

**OBJECTIVE 1.0:**
Protect the coastal dune system, associated native vegetative communities and beaches from the impacts of development.

**POLICY 1.1:**
Complete a review of existing ordinances directed at protection of the beaches, dune system, and dune vegetative communities and strengthen if necessary by January 1, 2012.

**POLICY 1.2:**
Establish administrative procedures, which would ensure cooperation and coordination among the various regulatory agencies involved in assuring adequate dune, dune vegetation and beach protection by January 1, 2012.

**POLICY 1.3:**
Review existing ordinance regarding clearing and/or grading of the dune area to ensure that regulations are consistent with those of other governmental agencies and develop administrative procedures which will ensure on-going cooperation and coordination of the activities of the various agencies.

**OBJECTIVE 2.0:**
Enhance and improve existing dune systems, and maintain permanent public access to the beaches and shores according to the level of service standards outlined in the Recreation Open Space Element.
POLICY 2.1:
Develop ordinances, which prohibit pedestrian and/or vehicular use of the dune systems by January 1, 2012.

POLICY 2.2:
Improve community awareness of the dune system and its importance to the community through existing community information systems.

POLICY 2.3:
Increase vegetation on the dune system to prevent erosion and plant “barrier vegetation” adjacent to dune crossovers to discourage pedestrian access around the structure.

POLICY 2.4:
Identify funding sources, and through preparation and submission of grant applications, endeavor to secure funding, and cooperate with extra-jurisdictional agencies, such as Brevard County and the Florida Department of Environmental Protection.

POLICY 2.5:
Improve aesthetic quality of beach and/or river accessways.
   i. Control vehicular uses of existing unimproved accessways through the use of signs and/or traffic control devise.
   ii. Develop landscape and/or parking plans for the various beach and river accessways.
   iii. Encourage public and private participation in the implementation of such plans within the Capital Improvement Program.

OBJECTIVE 3.0:
Protect the Indian River lagoon system, its fisheries and marine habitat from further water quality degradation where such protection is within the Town’s jurisdiction.

POLICY 3.1:
Continue to enforce stormwater management practices within the corporate limits of the Town by developing ordinances, which would require all new construction or substantial reconstruction to retain on-site the first ½ inch of runoff and treat stormwater prior to discharging into the drainage system.

POLICY 3.2:
Complete a drainage and stormwater management study in order to identify methods of capturing and treating stormwater before it is discharged into the lagoonal system, by December 1989.

POLICY 3.3:
The Town will cooperate and coordinate its activities directed toward protecting the Indian River Lagoon with the Town of Indialantic, Brevard County, and other units or local and regional government.
OBJECTIVE 4.0:
Protect plant and animal species that are endangered, threatened, and listed as species of special concern including the sea turtle, the manatee, other wildlife and wildlife habitat from the adverse effect of human interference and enhance Melbourne Beach as a wildlife breeding area.

POLICY 4.1:
Improve community awareness of the existence of the sea turtle and the fragile nature of its nesting and hatching habits through existing community information systems.

POLICY 4.2:
Strictly enforce existing ordinances dealing with lighting on the beach and enforce existing laws and aggressively prosecute, to the fullest extent possible, all those caught disturbing sea turtles or their nests.

POLICY 4.3:
Maintain the Town’s status as a bird sanctuary.

POLICY 4.4:
Cooperate with State and County environmental protection personnel in the placement of limits upon the speed of boats in areas frequented by manatee, within canals within the town.

OBJECTIVE 5.0:
The establishment of shoreline land uses shall be consistent with the land-uses outlined on the Future Land Use Map.

POLICY 5.1:
Continue to enforce existing zoning and development regulations.

OBJECTIVE 6.0:
Encourage the preservation of the historical value of structures and archaeological sites deemed to be of historical or archaeological significance.

POLICY 6.1:
Identify structures or sites of local historical or archaeological significance to encourage development or redevelopment that maintains the historical integrity of the site or building, by requesting assistance from groups and/or organizations with expertise in identifying and preserving archaeological sites and historical structures.

OBJECTIVE 7.0:
The Level of Service Standards for the coastal area shall be the same as those established in the various elements of the Comprehensive Plan for the Town as a whole.

POLICY 7.1:
Infrastructure necessary to serve new construction within the coastal area will be available concurrent with the need for such service.
OBJECTIVE 8.0:
The Town shall update and adopt appropriate revisions to the water conservation ordinance and policies by January 1, 2012, to fully implement the St. Johns River Water Management District’s landscape irrigation rule.

POLICY 8.1:
Pursue amendments to State building codes consistent with the water conservation ordinance, which requires low volume plumbing fixtures for all new construction.

POLICY 8.2:
The Town shall continue to take steps to educate the public of wasteful water usage through existing public information systems.

POLICY 8.3:
The Town shall adopt a Ten Year Regional Water Supply plan consistent with Brevard County and the contingency plans developed by the St. John’s River Water Management District.

OBJECTIVE 9.0:
The Town will continue to maintain existing land-use policies in order to insure that land-uses, which may contribute to air pollution, are not permitted.

POLICY 9.1:
Ensure the Zoning map remains consistent with the Future Land Use Map.

OBJECTIVE 10.0:
Contribute to the reduction of greenhouse gases by implementing policies and strategies that encourage increased pedestrian activity, reduce vehicular dependency, and decrease energy consumption and carbon loading activities.

POLICY 10.1:
The Town will conduct an energy consumption audit on all municipal facilities by 2013 to determine operational efficiencies that can be made to reduce the overall energy consumption.

POLICY 10.2:
The Town will develop an action plan by 2015 that prioritizes retrofitting of municipal facilities to implement energy consumption reduction.

POLICY 10.3:
Reduce Vehicle Miles Travelled (VMT) and Greenhouse Gases (GHG) by ensuring Future Land Use Categories and consistent Zoning designations that continue a development pattern where goods and services for the community are in close proximity to the residential neighborhoods.

POLICY 10.4:
Implement GHG reduction strategies in the Future Land Use Element and Transportation Element consistent with the reduction of VMT and GHG.
POLICY 10.5:
Evaluate implementation a GHG reduction educational program for the Town as part of land development/redevelopment permitting process.

POLICY 10.6:
Regulate land clearing and landscaping regulations to augment passive cooling by trees.

POLICY 10.7
The Town shall continue to implement the Florida Energy Efficient Code for new construction and substantially rehabilitated structures.
CHAPTER 8    RECREATION AND OPEN SPACE ELEMENT
PURPOSE

Public access to the Indian River Lagoon and the Atlantic Ocean is a dominant recreation and open space resource in Melbourne Beach. Continuing to provide public access so that residents and visitors can enjoy recreation opportunities at these natural features is a priority of the Town.

Table 18 provides an inventory of recreation areas including the equipment or facilities provided.

Existing Facility Inventory

Standards for Recreation Areas

Standards for recreation facilities and open space focus on quantity and accessibility. Quantity relates to the number and size of the various types of facilities necessary to serve a given population and the area. Accessibility standards are designed to assure convenient access to recreation facilities and open space.

Recreation facility standards vary widely due to many factors such as need, population density, climate, geography, and political environment. The standards presented in this element were determined after workshops and public hearings with citizens of the Town, The Planning and Zoning Board and the Town Commission in visioning sessions and in preparation of the Comprehensive Plan Evaluation and Appraisal Report. These standards are subject to change over time due to fluctuations in population densities, age levels, life styles, levels of leisure time and personal preferences. Therefore, it is recommended that these standards be reviewed periodically and adjusted to reflect changes in the various factors affecting the need for the amount of recreational open space.
### TABLE 18

RECREATION FACILITIES

<table>
<thead>
<tr>
<th>Description</th>
<th>Location</th>
<th>Improvements</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Ryckman Park</td>
<td>Ocean Ave</td>
<td>Tennis Courts</td>
<td>3.13 ac</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Multi-Use Courts</td>
<td></td>
</tr>
<tr>
<td>Activity Based</td>
<td></td>
<td>Playground Equip</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Community Center Building</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Picnic Tables</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Multi-use areas</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gazebo</td>
<td></td>
</tr>
<tr>
<td>2. Ocean Park</td>
<td>Ocean Ave</td>
<td>Picnic Area</td>
<td>1.75 ac</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Beach Access</td>
<td></td>
</tr>
<tr>
<td>Resource Based</td>
<td></td>
<td>Parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unloading Area</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Showers</td>
<td></td>
</tr>
<tr>
<td>3. River Accesses</td>
<td>Sunset Blvd</td>
<td>Unimproved</td>
<td>50 x 50’</td>
</tr>
<tr>
<td></td>
<td>B Avenue</td>
<td>Unimproved</td>
<td>50 x 50’</td>
</tr>
<tr>
<td>Resource Based</td>
<td>A Avenue</td>
<td>Unimproved</td>
<td>50 x 50’</td>
</tr>
<tr>
<td></td>
<td>Ocean Avenue</td>
<td>Public Pier</td>
<td>100 x 100’</td>
</tr>
<tr>
<td></td>
<td>1st Avenue</td>
<td>Unimproved</td>
<td>50 x 50’</td>
</tr>
<tr>
<td></td>
<td>2nd Avenue</td>
<td>Bench</td>
<td>50 x 50’</td>
</tr>
<tr>
<td></td>
<td>3rd Avenue</td>
<td>Bench</td>
<td>50 x 500’</td>
</tr>
<tr>
<td></td>
<td>4th Avenue</td>
<td>Paved Street</td>
<td>50 x 350’</td>
</tr>
<tr>
<td></td>
<td>5th Avenue</td>
<td>Park</td>
<td>50 x 150’</td>
</tr>
<tr>
<td></td>
<td>6th Avenue</td>
<td>Boat ramp</td>
<td>50 x 150’</td>
</tr>
<tr>
<td>4. Beach Accesses</td>
<td>Atlantic Street</td>
<td>Dune Crossover</td>
<td>Access Easement</td>
</tr>
<tr>
<td></td>
<td>East end of Harland Av.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resource Based</td>
<td>Avenue B</td>
<td>All areas</td>
<td>All areas</td>
</tr>
<tr>
<td></td>
<td>Avenue A</td>
<td>have crossovers</td>
<td>have</td>
</tr>
<tr>
<td></td>
<td>1st Avenue</td>
<td>and limited</td>
<td>50 x 150’</td>
</tr>
<tr>
<td></td>
<td>2nd Avenue</td>
<td>parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3rd Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4th Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5th Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6th Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ocean Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Loggerhead Park Preserve</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>East end of Cherry Drive</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Part of Ocean Park</td>
<td></td>
</tr>
<tr>
<td>5. Adjacent to Town</td>
<td>Spessard</td>
<td>Beach access, parking, golf</td>
<td>1.65 ac</td>
</tr>
<tr>
<td>Activity/Resource</td>
<td>Holland Park</td>
<td>golf course</td>
<td></td>
</tr>
<tr>
<td>Based</td>
<td></td>
<td>boardwalk</td>
<td>not including</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ball fields</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tennis</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Multi-use area</td>
<td></td>
</tr>
</tbody>
</table>
Park Classification System

1. Neighborhood Parks:

A neighborhood park is a “walk-to” park serving the people of usually one residential neighborhood. The service radius is approximately one half mile. No major streets should have to be crossed by the users. The minimum size is 1.5 acres per 1000 population according to county standards. The service areas for neighborhood parks often coincide, in part, with elementary schools; therefore, it is desirable for neighborhood parks to physically join elementary schools to meet the recreational needs of the particular neighborhood by designing facilities and programs according to age, income level, and limited to, play areas for preschool age children, apparatus for children 6-12 years of age, areas for free play, hard surface courts, and areas with benches for passive recreation.

2. Community Parks:

A community park is a “ride-to” park located near major streets and arterials. It is designed to serve the needs of four to six neighborhoods. This type of park serves an area within a radius of up to three miles or a maximum population of 10,000. A minimum of 20 acres is recommended, with acreage needs based on two acres per 1000 population. Approximately 25 percent of the park area should be reserved for landscaping and passive type recreation.

Essentially, community parks are family recreation areas with programs and facilities for all age groups. Activities are on a broader scale that at neighborhood parks. Typical facilities include, but are not limited to: baseball fields, tennis courts, swimming pools, play apparatus areas, open play areas and additional areas to meet specific needs.

3. District Parks:

District parks are designed to serve the diversified needs of a large number of people. Sizes according to state, regional county standards are a minimum of 100 acres and serving a population of 50,000 to 100,000 people.

4. Regional Park:

A regional park normally serves one or more metropolitan areas. The park should be located so that principal users are within ½ to 1 hour driving time. Usually a regional park is associated with a natural resource, such as a lake, forest or beach. Therefore, great emphasis should be placed upon natural sport activities.

5. Special Use Facility:

Special use facilities are important in fulfilling the demand for particular outdoor recreation activities. Generally designed for a single purpose use, the facilities need to be tailored to each community’s situation and needs. Standards for these facilities are dependent upon the
activity to be performed. Some special use facilities may be privately owned such as bowling alleys, golf courses, tennis clubs, etc. Special use facilities in the Melbourne Beach area include a fishing pier, golf course and bikeways.

**General Guidelines for Effective Open Space Planning**

The Town of Melbourne Beach will consider the following guidelines when determining the location, access, and function of recreation facilities and open space.

1. **Compatibility** - the proposed use of an open space area must be (a) suited to the physical characteristics of the area; (b) compatible with adjacent land uses and features; and (c) compatible among themselves so that one particular use does not destroy the value of the site for other intended uses.

2. **Continuity** - the value of an open space area may be significantly increased if it contributes to the continuity of the overall, multipurpose open space system.

3. **Accessibility** - depending upon the proposed function of an open space area, public access or the prevention of access is an important factor to consider. For example, access is necessary for active recreation sites while denial of access may be necessary to preserve natural processes such as a dune system.

**Facility Design Criteria**

The Town of Melbourne Beach will consider the following design guidelines for public open spaces.

1. Parks should be compatible with surrounding areas and should be designed and maintained to enhance the natural beauty, generate local pride and to provide a progressive image for the Town. The design should reflect the desires of the public and not be a result of ease of construction.

2. A complete plan for facilities should be prepared that includes short and long-range plans.

3. Lighting at some facilities should be installed to help maximize proper use of the facility, reduce vandalism and improve security in the recreational facilities.

4. Selection of site amenities and facility equipment should be made based upon durability and quality to withstand intense use and possible vandalism rather than upon the least expensive equipment.
5. Selection of play equipment for children should be made with regard to the child’s safety and the benefits the equipment will provide toward physical and mental development.

6. Activities should be appropriately associated and/or separated to insure minimal conflict with various groups using the recreational facility.

7. For the comfort of facility users, most neighborhood and community parks should include benches, water fountains, restrooms, shaded areas and tables, that are aesthetically pleasing and durable.

8. Off-street parking areas should be provided in major neighborhood parks and all community parks.

9. Landscaping should be included as an integral part of every park. The use of both native and exotic plants can produce a desirable environment for recreation.

10. Locate uses within parks according to demand for shape, soil capability, need for vegetation, nearness to water, utilities, transportation, wind, and sunlight.

11. Land should not be wasted within a recreational site. There should be various purposes for all land or water within a site. These uses can be intensive (e.g. play areas) or passive (e.g. nature trails).

12. When a new park site is being examined, consideration should be given to its impact on the surrounding areas (transportation, adjacent property values, noise activity level and other factors that may impact the surrounding area.)

13. New recreation facilities should be made to meet the American National Standards Institute (ANSI) specifications for making buildings and facilities accessible to and useable by the physically handicapped.

**Facilities Needs Analysis**

**Level of Service and Demand**

The recreation and open space standards for the Town of Melbourne Beach shall be as shown on Table 19:
TABLE 19
TOWN OF MELBOURNE BEACH
RECREATION STANDARDS

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>LEVEL OF SERVICE</th>
<th>SERVICE AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Park</td>
<td>1.5 ac per 1000</td>
<td>1 mile radius</td>
</tr>
<tr>
<td>Including</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ball fields</td>
<td>1 per 2000 pop</td>
<td></td>
</tr>
<tr>
<td>Multi-purpose field</td>
<td>1 per 2000</td>
<td></td>
</tr>
<tr>
<td>Tennis Courts</td>
<td>1 per 2000</td>
<td></td>
</tr>
<tr>
<td>Playgrounds</td>
<td>1 per 4000</td>
<td></td>
</tr>
<tr>
<td>Community Center</td>
<td>1 per 5000</td>
<td>2 mile radius</td>
</tr>
<tr>
<td>Beach Access</td>
<td>1 per 500</td>
<td>.5 mile radius</td>
</tr>
<tr>
<td>River Access</td>
<td>1 per 500</td>
<td>.5 mile radius</td>
</tr>
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### TABLE 20
FACILITY DEMAND ANALYSIS

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>CURRENT SUPPLY (2010)</th>
<th>2010 DEMAND</th>
<th>2020 DEMAND</th>
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</thead>
<tbody>
<tr>
<td>Neighborhood Parks</td>
<td>5.94</td>
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<tr>
<td>Rykman Park</td>
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<tr>
<td>Ocean Park</td>
<td>1.75</td>
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</tr>
<tr>
<td>Spessard Holland</td>
<td>1.65/2=.83*</td>
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<td></td>
</tr>
<tr>
<td>Loggerhead Park</td>
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<tr>
<td>5th Avenue Park</td>
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<tr>
<td>Ball fields</td>
<td>4/2=2*</td>
<td>2</td>
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<tr>
<td>Multi-purpose fields</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Tennis Courts</td>
<td>2</td>
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<td>2</td>
</tr>
<tr>
<td>Playgrounds</td>
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<td>1</td>
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</tr>
<tr>
<td>Community Center</td>
<td>1</td>
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<tr>
<td>Beach Access</td>
<td>11</td>
<td>8</td>
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<tr>
<td>River Access</td>
<td>10</td>
<td>8</td>
<td>8</td>
</tr>
</tbody>
</table>

*These facilities are shared between Brevard County and Melbourne Beach. Thus, Melbourne Beach includes ½ of the land and facilities in the inventory.

### Analysis of Needs

Based upon a review of the inventory of existing facilities in Table 18, the level of service standards outlined in Table 19 and a comparison of the supply versus demand outlined in Table 20 it is noted the Town has adequate open space and recreation areas to meet the needs of existing and future residents, through the Year 2020.

In terms of providing public access to the Indian River, existing conditions appear to be sufficient to meet the public need.

Given the proximity of most of the residents of the Town to the recreational facilities and the street and thoroughfare patterns, it is suggested that the Town encourage the use of alternatives to the automobile as a means of transportation to recreational facilities. This could be accomplished through the provision of bikeways/bike paths, pedestrian ways between residential areas and recreational facilities, and the provision of areas to secure bicycles at these recreation areas. Bikeways exist in some locations, as a traffic lane along portions of Ocean Avenue, Oak Street, A-1-A and Riverside Drive. The inclusion of bikeways is addressed more specifically in the Transportation Element.
The Town of Melbourne Beach is currently providing recreation/open space facilities in excess of the Level of Service Standard and pursuant to the population projection will continue provide such facilities in excess of the standard through the Year 2020.

**Goals, Objectives and Policies**

**GOAL**

Provide adequate recreational opportunities for all residents, including those with special needs.

**OBJECTIVE 1.0:**
Insure that, as minimum, recreational facilities and open space areas are provided to meet the needs of Melbourne Beach residents as outlined in the level of service standards.

**POLICY 1.1:**
The levels of service standards outlined in Table 8 are hereby adopted.

**POLICY 1.2:**
Funding of all identified maintenance needs will be accomplished through the annual budget process.

**POLICY 1.3:**
Continue to seek funding to improve the handicap beach accessways to the ocean in order to make for easier access for handicapped persons.

**POLICY 1.4:**
Continue to implement adopted open space and recreation definitions and standards, consistent with the level of service standards outlined in Table 8 that will require a minimum percent of open space, for all new construction.

**POLICY 1.5:**
Prior to the issuance of a development order for any new construction the necessary recreation facilities and open space area consistent with the adopted level of service standards shall be in place.

**OBJECTIVE 2.0:**
Provide leisure resources for the Town’s residents to enhance their health and well-being.

**POLICY 2.1:**
Prior to January 1, 2012 identify roadways that have adequate pavement width to create a striped bike lane. Stripe and provide bikeway signage in these locations.
POLICY 2.2:
By January 1, 2012 develop a Pathways Plan that will address right-of-way requirements, pavement requirements and locational needs for bikepaths and sidewalks.

OBJECTIVE 3.0
Ensure permanent public access (including handicap) to the Atlantic Ocean and to the Indian River, by maintaining, as a minimum, all existing access areas.

POLICY 3.1:
If demonstrated demand for river access increases then existing points of access shall be improved to accommodate the need. Potential improvements include, but are not limited to the following:

i. Signs to identify public access and control parking and permitted uses.
ii. Picnic tables, shelters, benches, and parking areas.

POLICY 3.2:
Improve aesthetic quality of beach and/or river access ways through actions that include, but are not limited to, the following:

i. Control vehicular uses of existing unimproved accessways through the use of signs and/or traffic control devices.
ii. Develop landscape and/or parking plans for the various beach and river accessways.
iii. Encourage public and private participation in the implementation of the plans.
iv. Establish timetable and funding mechanisms for the implementation of such plans within the Capital Improvement Program.

Objective 4.0:
Cooperate with the County, State and Federal Governments as well as private enterprise in acquiring accessing, and funding quality park and recreational needs.

POLICY 4.1:
If the need for activity based recreation increases, due to changes in demand for certain activities, to a point that that the level of service standards are not being met, then the Town shall seek agreements with the Brevard County School Board, other local governments and private enterprise in an effort to meet the increased demand for activity based recreational facilities.
CHAPTER 9 PUBLIC SCHOOL FACILITIES ELEMENT
Goals, Objectives and Policies

Goal:
To provide a public school system that offers a high quality educational environment, provides accessibility for all of its students, and ensures adequate school capacity to accommodate enrollment demand within a financially feasible school district’s five-year capital facilities work program.

OBJECTIVE 1.0: Concurrency Management System
Maintain adequate school facilities in Brevard County Schools by adopting a Concurrency Management System to address the need for correction of school facility deficiencies through a Tiered Level of Service for the short and long term planning periods.

POLICY 1.1:
The Town of Melbourne Beach hereby adopts the following Tiered Level of Service (LOS) standards for public schools, based upon Permanent Florida Inventory of School Houses (FISH) capacity, which shall address the correction of existing school facility capacity deficiencies. Upon achieving the LOS standard of 100% of Permanent FISH capacity, by school year 2011-2012, the Tiered LOS will be terminated.

TABLE 21
TIERED LEVEL OF SERVICE
SCHOOL YEARS 2007/08 THROUGH 2011/12

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

POLICY 1.2:
The Town of Melbourne Beach hereby adopts the School Board's current public school attendance boundaries, as the Concurrency Service Areas (CSA).
POLICY 1.3:
Concurrency shall be measured and applied using a geographic area known as a Concurrency Service Area (CSA) which shall coincide with the school attendance boundaries, as adopted by the School District. Either Melbourne Beach or the School District may propose a change to the CSA boundaries. The following procedures shall be used for modifying a CSA map:

A. The School District will transmit a proposed CSA map modification with data and analysis to support the change to the Cities, the County, and the Capital Outlay Committee (COC). Any proposed change to a CSA shall require a demonstration by the School District that the change complies with the public school LOS standard and that utilization of school capacity is maximized to the greatest extent possible. The utilization of school capacity will be maximized to the greatest extent possible, taking into account transportation costs, court approved desegregation plans and other relevant factors.

B. Brevard County, the Cities, and the COC will review the proposed modification of the CSA and send their comments to the School District within 45 days of receipt of the proposed change.

C. The modification of a CSA shall be effective upon adoption by the School Board.

POLICY 1.4:
The Parties shall observe the following process for changes in the use of schools:

A. At such time as the School District determines that a school change is appropriate considering the appropriate use of the school and utilization requirements, the School District shall transmit the proposed school change in use and data and analysis to support the changes to the Capital Outlay Committee and the Staff Working Group.

B. The Capital Outlay Committee and the Staff Working Group shall review the proposed changes to the school use and send their comments to the School District within forty five (45) days of receipt.

C. The change in school use shall become effective upon final approval by the School Board.

OBJECTIVE 2: School Concurrency Evaluation
The Town of Melbourne Beach shall ensure a school concurrency evaluation shall be performed by the Brevard County School District to review projected residential development in order to accommodate new students at the adopted level of service for adequate school facility capacity.

Policy 2.1:
The Town of Melbourne Beach shall not approve any non-exempt residential development application for a new residential preliminary plat, site plan or functional equivalent until the School District has issued a School Capacity Availability Determination Letter (SCADL) verifying available capacity.
Policy 2.2: The Town of Melbourne Beach shall consider the following criteria to exempt residential uses from the requirements of school concurrency:

Criteria:

A. Single family lots of record, existing at the time the Public School Facilities Element addressing school concurrency implementation becomes effective.

B. Any new residential development that has a preliminary plat or site plan approval or the functional equivalent for a site specific development order prior to the commencement date of the School Concurrency Management Program.

C. Any amendment to any previously approved residential development that does not increase the number of dwelling units or change the type of dwelling units (single-family to multi-family, etc.).

D. Age restricted communities with no permanent residents under the age of 18. Exemption of an age restricted community will be subject to a restrictive covenant limiting the age of permanent residents to 18 years and older.

Policy 2.3: The Town of Melbourne Beach, through its land development regulations, and in conjunction with the School District, shall establish a school concurrency review process for all residential projects that are not exempt under Policy 2.2.

The minimum process requirements are described below:

A. A residential development application including a School Impact Analysis (SIA) is submitted to The Town of Melbourne Beach for review.

B. The Town of Melbourne Beach determines application is complete for processing and transmits the SIA to the School District for review.

C. The School District reviews application for available capacity and issues a School Capacity Availability Determination Letter (SCADL) to The Town of Melbourne Beach:

1. If capacity is available within the affected CSA, the School District shall issue a SCADL verifying available capacity.

2. If capacity is not available within the affected CSA, contiguous CSAs are reviewed for available capacity.
3. If capacity is available in the contiguous CSAs, the School District shall issue a SCADL verifying available capacity in the adjacent CSAs.

4. If capacity is not available in the contiguous CSAs, the School District shall issue a SCADL indicating the development is not in compliance with the adopted LOS and offers the developer a 90-day negotiation period for mitigation defined in POLICY 2.4.

POLICY 2.4:
The Town of Melbourne Beach in conjunction with the School District shall review developer proposed applications for proportionate share mitigation projects to add the school capacity necessary to satisfy the impacts of a proposed residential development. Mitigation options may include, but are not limited to:

A. Contribution of land or payment for land acquisition in conjunction with the provision of additional school capacity; or

B. Mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits; or

C. Donation of buildings for use as a primary or alternative learning facility; or

D. Renovation of existing buildings for use as learning facilities; or

E. Construction or expansion of permanent student stations or core capacity; or


Policy 2.5:
For mitigation measures in Policy 2.4 (A) through (F) above, the estimated cost to construct the mitigating improvement will reflect the estimated future construction costs at the time of the anticipated construction.

A. Improvements contributed by the developer shall receive school impact fee credit.

B. The cost difference between the developer’s mitigation costs and the impact fee credit, if greater, shall be the responsibility of the developer.

POLICY 2.6:
The Town of Melbourne Beach and the School District shall provide a 90-day negotiation period to allow for the review and negotiation of proportionate share mitigation offers proposed by a developer.
Criteria:

A. If mitigation is approved, the Town of Melbourne Beach and the School District enter into an enforceable binding agreement with the developer and the improvement(s) will be included in the School District’s annually adopted Five-Year Capital Facilities Work Program and reflected in the next update to the Capital Improvements Element.

B. If mitigation is denied, the Town of Melbourne Beach must deny application based upon no available school capacity.

C. The Town of Melbourne Beach shall not issue any permits for a residential development until receiving confirmation of available school capacity in the form of a SCADL from the School District.

POLICY 2.7:
The Town of Melbourne Beach shall, upon acceptance of a mitigation option identified in Policy 2.4, enter into an enforceable binding agreement with the School District and the developer.

POLICY 2.8:
The Town of Melbourne Beach shall notify the School District when an approved residential development has paid impact fees and when the development order for the residential development expires.

OBJECTIVE 3: New Facilities Coordination
Beginning with an effective date of 2008, all new public schools built within the Town of Melbourne Beach will be coordinated with the School District to be consistent with the Town of Melbourne Beach’s Future Land Use Map designation to: ensure facilities are proximate to appropriate existing and future land uses; serve as community focal points; are co-located with other appropriate public facilities; and, will have needed supporting infrastructure.

POLICY 3.1:
The Town of Melbourne Beach, in conjunction with the School District, shall jointly determine the need for, and timing of, on-site and off-site improvements necessary to support a new school.

POLICY 3.2:
The Town of Melbourne Beach shall enter into an agreement with the School Board identifying the timing, location, and the party or parties responsible for the planning, constructing, operating, and maintaining off-site improvements necessary to support a new school or school improvement to ensure that the necessary infrastructure is in place prior to or concurrent with construction.

POLICY 3.3:
The Town of Melbourne Beach shall encourage the location of schools near residential areas by:

A. Assisting the School District in the identification of funding and/or construction opportunities (including developer participation or local government capital
budget expenditures) for sidewalks, traffic signalization, access, water, sewer, drainage and other infrastructure improvements.

B. Reviewing and providing comments on all new school sites including the compatibility and integration of new schools with surrounding land uses.

C. Allowing schools within all residential land use categories.

POLICY 3.4:
The Town of Melbourne Beach, in conjunction with the School District, shall seek opportunities to collocate schools with public facilities, such as parks, libraries, and community centers, as the need for these facilities is identified.

POLICY 3.5:
The Town of Melbourne Beach, in conjunction with the School District, hereby designates the Capital Outlay Committee (COC) as the monitoring group for coordinated planning and school concurrency in The Town of Melbourne Beach.

POLICY 3.6:
The Town of Melbourne Beach shall adopt school concurrency provisions into its Land Development Regulations (LDR) to implement school concurrency upon the effective date of this Public School Facilities Element.

POLICY 3.7:
The Town of Melbourne Beach, in conjunction with the School District, the County and the other municipalities within Brevard County shall identify issues relating to public school emergency preparedness, such as:

A. The determination of evacuation zones, evacuation routes, and shelter locations.

B. The design and use of public schools as emergency shelters.

C. The designation of sites other than public schools as long-term shelters, to allow schools to resume normal operations following emergency events.

OBJECTIVE 4: Annual Updates
Beginning with an effective date of 2008 and no later than December 1st of each year thereafter, the Town of Melbourne Beach will include in its Capital Improvements Element (CIE), the School District’s annually updated five-year schedule of capital improvements as adopted by the School Board, which identifies school facility capacity projects necessary to address existing deficiencies and meet future needs based upon achieving and maintaining the adopted level of service standard for schools.
POLICY 4.1:
A. By December 1 of each year, the Town of Melbourne Beach shall adopt as part of its Capital Improvement Element the School Board of Brevard County’s Five Year Work Program.

B. The Town of Melbourne Beach hereby adopts by reference the School Board of Brevard County’s Five-Year Work Program for the planning period 2008-09 through 2012-13, approved on May 13, 2008 as part of the School District budget, including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.

POLICY 4.2:
The Town of Melbourne Beach shall annually coordinate review of school enrollment projections in conjunction with the School District and other local governments through the Capital Outlay Committee, and provide an annual update of the process, including the Public School Facilities Element and maintain a public school facilities map series which are coordinated with Melbourne Beach’s Future Land Use Map or Map Series, including the planned general location of schools and ancillary facilities for the five-year planning period and the long-range planning period. The Map Series shall include:

Existing Public School Facilities Maps - type and location of ancillary plants;

Five-Year Planning Period Maps - generally planned public school facilities and ancillary plants.

POLICY 4.3:
The Town of Melbourne Beach, in conjunction with the School District, shall coordinate the long range public school facilities map with its Comprehensive Plan and Future Land Use Map. The Map shall be included in the Map Series provided in Policy 4.2. The Long Range Planning Period Map - generally planned areas of future public school facility needs.
CHAPTER 10

INTERGOVERNMENTAL COORDINATION ELEMENT
PURPOSE

The purpose of this element of the Comprehensive Plan is to identify and resolve incompatible goals, objectives, policies and developments proposed in local government comprehensive plans and to determine and respond to the needs for coordination with other local, county, and regional governments as well as state agencies.

Inventory of Entities

Current Government Structure

The government of the Town of Melbourne Beach is a Commission/Manager form of government. The elected Town Commission consists of a Mayor and four Commissioners, which establish policy, and approves the annual budget. The Town Manager, appointed by the Town Commission, is responsible for the day to day operation and administration of the Town government and heads an organization of Town Officials and Departments.

The Town Manager is a full-time Town employee and the organization that the Town Manager directs is staffed by full and part time paid employees.

The Town Attorney reports directly to the Town Commission. This position serves both the Town Commission and the Town Manager in a consulting capacity and is compensated for services based upon time and materials.

The Town Commission has established several boards and/or commissions, staffed by citizen volunteers, as follows:

- Planning and Zoning Board
- Code Enforcement Board
- Local Planning Agency
- Board of Adjustment and Appeals

Each of these boards/commissions are established by ordinance and governed by their respective bylaws. Organizationally, all exhibit similar organization with each board electing its own officers.

Town representatives, (elected and/or appointed officials and citizen volunteers) serve on several boards or commissions with greater jurisdiction that the Town limits. Such current outside board representation include:

Technical Advisory Committee of the Spacecoast Transportation Planning Organization.

The Town of Melbourne Beach through its Charter provides for coordination with other governmental entities as follows:

“The Town may exercise any of its powers or perform any of its functions and may participate in the financing thereof, jointly or in cooperation by contract or otherwise, with any one or more
states or agencies thereof, other counties or municipalities, or the United States or agencies thereof, to the fullest extent permitted by law, providing however, all participation involving financial obligations of the Town shall be approved by Ordinance.”

**Intergovernmental Coordination Data and Analysis Requirements**

Municipalities are required to coordinate with adjacent municipalities, the county government, and the government of any county adjacent to the municipality. This includes all adjacent governments, school boards, regional authorities, water management districts, special districts, state agencies and utilities companies that provide services within the jurisdiction.

Intergovernmental coordination as it exists is both formal and informal. Combinations of these relationships are effective in coordinating the activities and interests between the Town and other governmental agencies.

Several governmental organizations to include Federal, State, Regional, County, and local governments affect the Town of Melbourne Beach. Effective and timely interaction is essential to the provisions of public service. Table 22 outlines the organizations, the type of relationship, as well as the mechanisms for coordination.

**TABLE 22**

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<tr>
<th>AGENCY</th>
<th>ACTIVITIES</th>
<th>CONTACT OFFICE</th>
<th>COORDINATION MECHANISM</th>
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<td>Indialantic</td>
<td>Voluntary cooperation on common concerns</td>
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<td>Brevard County Health Dept</td>
<td>Regulation Enforcement</td>
<td>Town Manager</td>
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<td>Transportation Planning Organization TPO</td>
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<td>Melbourne Beach Comprehensive Plan</td>
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<tr>
<td>Police Chief</td>
<td></td>
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</tr>
<tr>
<td><strong>A, C</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>League of Cities</strong></td>
<td></td>
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<tr>
<td>General Government</td>
<td></td>
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<td></td>
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<tr>
<td>Town Manager</td>
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<tr>
<td><strong>A</strong></td>
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<tr>
<td><strong>Regional Governments:</strong></td>
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<td></td>
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</tr>
<tr>
<td><strong>East Central FL Regional</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning and Management</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Town Manager</td>
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<tr>
<td><strong>A, C</strong></td>
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</tr>
<tr>
<td><strong>St. Johns River Water Mgmt Dist</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water resource planning, permitting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Manager</td>
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<tr>
<td><strong>A, C</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>State Government: Community</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Affairs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning Assistance</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Town Manager</td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>A, B, C</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Department of Environmental Protection (DEP)  
Regulation, enforcement permitting  
Town Manager  

Health and Rehabilitative Services (HRS)  
Regulation Enforcement  
Town Manager  

Motor Vehicles  
Regulation enforcement information  
Police Chief  

Florida Department of Law Enforcement (F.D.L.E.)  
Law enforcement  
Police Chief  

Department of Transportation enforcement (DOT)  
Maintenance permitting  
Town Manager  

Federal Governments:  
Environmental Protection Agency (EPA)  
Regulation  
Town Manager  

Corp of Engineers  
Regulation permitting enforcement  
Town Manager  

U.S. Air Force  
Mutual Aid  
Fire Chief  

Coordination Mechanisms:  
A – Informal  
B – Binding Agreement  
C – Regulation/Statute/Ordinance  
D – Training  

Town of Melbourne Beach
**Analysis of Existing Intergovernmental Coordination Requirements**

Generally, the existing mechanisms for intergovernmental coordination have been effective. The Town has been active in working with other governmental jurisdictions resulting in accomplishments such as implementation of open container laws and securing funding for beach and dune re-nourishment projects. Organizations such as the Brevard League of Cities have been effective in maintaining informal relationships among the various municipalities throughout the County, by allowing issues to be aired in an informal setting.

Growth within the Town of Melbourne Beach will be limited to construction on approximately 7.41 acres of remaining vacant land. The Town of Melbourne Beach is nearly built out. Redevelopment is highly unlikely to result in an increase in population for a number of reasons. The Town requires a voter referendum to rezone property to increase densities. Currently developed multi-family properties are at or near the maximum density allowed. Increasing density in the coastal area will require a number of additional issues to be addressed including hurricane evacuation times, water supply adequacy, transportation concurrency, and maintaining service level standards for all services offered by the Town.

Informal coordination with Indialantic, as well as Brevard County is the most common form of intergovernmental coordination. This produces an effective relationship between the entities.

Formal agreements exist between the Town, the Town of Indialantic, Brevard County, and Patrick Air Force Base mutual aid for fire protection. Agreements among law enforcement agencies exist with respect to mutual aid and assistance within the County. Also the Town has a formal agreement with the City of Melbourne regarding the provision of water service to the Town.

The agreements regarding the mutual aid for both fire and law enforcement appear to be adequate and meet the needs of the organizations involved. Deficiencies appear to exist in terms of formal agreements as follows:

**Brevard County:**

There is no formal agreement between the Town and the County regarding the provision of sewer service. However, Melbourne Beach passed a resolution on December 19, 1967 granting Brevard County the ability to provide sewer service to the Town. The resolution has the effect of a binding contract. Any other agreement which may be initiated should establish a level of service and allocate capacity of the treatment facility to meet the anticipated needs of the Town.

There is no formal agreement between the Town and the County regarding the disposal of solid waste. A franchise exists between the Town and a private waste collection and hauling company regarding the collection of solid wastes. Florida Statute places the responsibility for the disposal of solid waste upon the County. The County operates disposal facilities at various locations. Future formal agreements should establish a level of service regarding the disposal of solid waste and allocate capacity of the disposal facilities (i.e. the transfer stations, and the landfills) to the Town of Melbourne Beach.
City of Melbourne:

While a formal agreement for provision of potable water between the Town and the City of Melbourne exists there is no established minimum level of service, or allocation of capacity of the water production facilities within the agreement.

Goals, Objectives and Policies

GOAL
Maximize the effectiveness and efficiency of intergovernmental relationships between the Town of Melbourne Beach and other governmental entities.

OBJECTIVE 1.0:
Maintain membership in organizations such as the Space Coast League of Cities in order to foster informal intergovernmental relationships.

POLICY 1.1:
Ensure that annual membership fees in such organizations are budgeted and Town Representatives attend the organizations meetings.

OBJECTIVE 2.0:
The Town shall review for compatibility, all comprehensive planning elements and subsequent updates of neighboring jurisdictions. Brevard County, the Brevard County School System, the Florida Department of Transportation, and other units of local government providing services to the Town in order to coordinate with the planning activities of each jurisdiction.

POLICY 2.1:
Continue to work with the Brevard County Comprehensive Planning Steering Committee. The Town participates through representation on the Spacecoast Transportation Planning Organization and the Intergovernmental Coordination Committee.

POLICY 2.2:
The Town of Melbourne Beach shall seek to resolve conflicts with other units of local government through the East Central Florida Regional Planning Council’s informal mediation process.

POLICY 2.3:
The Town shall coordinate its activities with respect to future growth and development with the City of Melbourne, Brevard County, and private waste collection companies and provide these agencies with information regarding such growth and development such that these service providers may require.
POLICY 2.4:
The Town of Melbourne Beach shall insure that any annexation is compatible with the Comprehensive Plans of Brevard County, conflicts which may arise as a result of such annexation shall be resolved through the regional planning council’s informal mediation process.

OBJECTIVE 3.0:
Through cooperative efforts with Brevard County and the City of Melbourne, develop interlocal agreements for the provision of sewer service, solid waste disposal and water service which includes a minimum acceptable level of service and an allocation of plant capacity to the Town of Melbourne Beach.

POLICY 3.1:
The Town will continue to cooperate in efforts to negotiate or renegotiate agreements with the appropriate jurisdictions.

OBJECTIVE 4.0:
The Town of Melbourne Beach will ensure that development within its jurisdiction does not adversely affect surrounding units of local governments.

POLICY 4.1:
Any development which may necessitate an amendment to the Comprehensive Plan of the Town of Melbourne Beach shall be reviewed with respect to the relationship such development may have upon compatibility with comprehensive plans of surrounding units of local and regional government.

POLICY 4.2:
A Future Land Use amendment requires the demonstration of adequate water supplies and demonstrates that associated public facilities are (or will be) available to meet projected growth demands pursuant to state statutes.

POLICY 4.3:
The Town shall insure that its activities are coordinated with Brevard County, the Town of Indialantic, the Florida Department of Environmental Protection, and the St. Johns River Water Management District in order to provide for coordinated management of the resources on the Indian River.

POLICY 4.4:
Prior to approving a building permit or its functional equivalent, the City will consult with the City of Melbourne Utility Authority to determine whether adequate water supplies will be available to serve the new development no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent by the Town.

OBJECTIVE 5.0:
Through cooperative efforts with affected local, state and regional jurisdictions (such as the Florida Department of Transportation, Brevard County, and City of Melbourne) ensure that
established level of service standards are consistent with the operational and maintenance needs of the affected agency.

POLICY 5.1:
The Town will seek input from the various agencies regarding the impact of the adopted level of service standards upon the maintenance and operational needs, on an annual basis as this Comprehensive Plan is reviewed.

POLICY 5.2:
The Town has developed a ten-year water supply work plan that addresses current and projected water needs and sources. The Town shall coordinate with all applicable local, state, and federal agencies regarding the work plan. In addition, the Town will update the work plan within 18 months of any update to the regional water supply plan.

POLICY 5.3:
The city will participate in the development of updates to the SJRWMD's water supply assessment and district water supply plan and in other water supply development-related initiatives facilitated by SJRWMD that affect the city.

POLICY 5.4:
The Town will coordinate with the City of Melbourne, Brevard County, and other local jurisdictions in Melbourne’s water service area regarding population projections and development projects that affect future water demands to assist in master planning to ensure that current and future water demands can be met.

OBJECTIVE 6.0:
Participate in coordination and implementation of the County-wide public school facilities concurrency management system to address the need for correction of school facility deficiencies through a tiered level of service for the short and long term planning periods.

Policy 6.1:
Melbourne Beach shall continue coordination with the Brevard County School District and municipalities through the Interlocal Agreement that ensures the public school facilities level of service is maintained. Melbourne Beach shall continue to be responsive to any legislative changes regarding school facility development and coordination with local governments and agencies.
CHAPTER 11  CAPITAL IMPROVEMENTS ELEMENT
**PURPOSE**

The purpose of the Capital Improvements Element is to evaluate the need for facilities and other improvements as identified in the various elements of the comprehensive plan; to estimate the costs of such improvements for which the local government has responsibility; to analyze the fiscal capability of the Town to finance and construct such improvements; and to schedule the funding and construction of these improvements to insure that they are provided when required based upon needs identified in the other elements.

**Inventory**

Needs Derived From Other Elements

The Town of Melbourne Beach is a small ocean-front community that is built out. The analyses performed in the other elements of the Comprehensive Plan indicate that the existing facilities are adequate to serve the existing, as well as, future developments in the Town. No facility improvements are needed to meet the existing or future demands for transportation, sanitary sewer, solid waste, potable water or recreation facilities.

Public Educational And Health Care Facilities

One public elementary school is located within the Town. The geographic service area of the school includes the Town limits and the unincorporated barrier island for approximately one mile south of the Town limits.

There are no public health care facilities located in the Town of Melbourne Beach.

Existing Revenue Sources & Funding Mechanisms

For the fiscal year 2009/10, the Town of Melbourne Beach projects a total of $2,066,776 in revenues from the following sources:

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxes</td>
<td>$1,649,680</td>
<td>79.8%</td>
</tr>
<tr>
<td>Licensing and Permits</td>
<td>63,800</td>
<td>3.0%</td>
</tr>
<tr>
<td>Intergovernmental Revenue</td>
<td>241,000</td>
<td>11.7%</td>
</tr>
<tr>
<td>Services</td>
<td>18,900</td>
<td>0.9%</td>
</tr>
<tr>
<td>Fines &amp; Forfeitures</td>
<td>6000</td>
<td>0.3%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>32,396</td>
<td>1.6%</td>
</tr>
<tr>
<td>Appropriated Fund Balance</td>
<td>55,000</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

As shown above, the Town’s major sources of revenues are: property taxes; intergovernmental revenues such as state revenue sharing, sales tax, communications services tax, etc.; and franchise fees.
Analysis
Local Conditions and Practices

As a virtually built out community, the Town of Melbourne Beach does not have any specific policies to guide the timing and location of construction, extension or increases in capacity of public facilities.

The existing infrastructure continues to be quite adequate to serve the existing, as well as, any redevelopment that may occur. No extension or increase in capacity of any public facility is necessary to correct any existing deficiency or to satisfy any future needs.

State Road A-1-A is the only public facility in Melbourne Beach that is provided and maintained by a State agency. The St. Johns River Water Management District has no facilities in Melbourne Beach that they provide and manage.

There are no other tax bases, or sources of revenue, such as impact fees or user fees in Melbourne Beach. With little growth projected in the Town and absence of user-oriented facilities, impact fees or user fees are not a feasible source of future revenues.

Five Year Schedule of Capital Improvements

DRAINAGE PROJECTS

Sunset/Riverside*

<table>
<thead>
<tr>
<th>Year</th>
<th>Expense</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>$155,000</td>
</tr>
<tr>
<td>2011</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>2012</td>
<td>0</td>
</tr>
<tr>
<td>2013</td>
<td>0</td>
</tr>
<tr>
<td>2014</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>1,105,000</td>
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</table>

Rosewood/Cherry

<table>
<thead>
<tr>
<th>Year</th>
<th>Expense</th>
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<tbody>
<tr>
<td>2010</td>
<td>0</td>
</tr>
<tr>
<td>2011</td>
<td>$75,000</td>
</tr>
<tr>
<td>2012</td>
<td>$425,000</td>
</tr>
<tr>
<td>2013</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$500,000</td>
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</tbody>
</table>
Pine Street**

<table>
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<tr>
<th>Year</th>
<th>Expense</th>
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</thead>
<tbody>
<tr>
<td>2010</td>
<td>$100,000</td>
</tr>
<tr>
<td>2011</td>
<td>$600,000</td>
</tr>
<tr>
<td>2012</td>
<td>0</td>
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<td>2013</td>
<td>0</td>
</tr>
<tr>
<td>2014</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>$700,000</td>
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</table>

Riverview***

<table>
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<tr>
<th>Year</th>
<th>Expense</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
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<tr>
<td>2011</td>
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<td>2013</td>
<td>$500,000</td>
</tr>
<tr>
<td>2014</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>$600,000</td>
</tr>
</tbody>
</table>

*$456,000 to be reimbursed
**$252,000 to be reimbursed
***$100,000 to be reimbursed

**Goals, Objectives and Policies**

**GOAL**

Undertake actions necessary to adequately provide needed public facilities to all residents of the town in a manner that protects investments in existing facilities and maximizes the use of existing facilities.

**OBJECTIVE 1:**
Provide capital improvements to replace or rebuild worn out, obsolete or eroded facilities when necessary, and include these capital improvements in the 5-Year Schedule of Improvements of this element, as soon as the need becomes evident.

**Policy 1.1:**
All capital improvement projects with costs of $25,000 or more shall be included in the 5-Year Schedule of Improvements of this element.

**Policy 1.2:**
Proposed capital improvement projects including those proposed by State, Regional, and local entities that provide services to the Town, shall be evaluated and ranked in order of priority according to the following guidelines:
a) Whether the project is needed to:
   (1) Protect public health and safety;
   (2) Fulfill the Town’s legal commitment to provide facilities and services; or
   (3) Preserve or achieve full use of existing facilities.

b) Whether the project:
   (1) Increases efficiency of use of existing facilities;
   (2) Prevents or reduces future improvement cost; or
   (3) Provides service to developed areas lacking some service.

Policy 1.3:
The Schedule of Capital Improvements shall be revised annually in conjunction with the annual revision of the Town budget. The Capital Budget shall be adopted annually as part of the operational budget of the Town.

Policy 1.4:
The Town shall direct capital improvement costs in a manner that is consistent with the other elements of the Comprehensive Plan.

Policy 1.5:
Capital Improvements financed by the Town shall be funded by either a debt to be repaid by user fees or assessments; or through the use of current assets; or a combination of the two.

OBJECTIVE 2:
Limit public expenditures that are for the purpose of increasing density in coastal high hazard areas (CHHA).

Policy 2.1:
The Town shall not fund infrastructure in the high hazard coastal area that subsidizes development.

OBJECTIVE 3:
Ensure that decisions regarding the issuance of development orders and permits are based upon coordination of the development requirements included in the Comprehensive Plan, the Land Development Regulations, and the availability of necessary public facilities needed to support such development.
Policy 3.1:
The Town shall use the following Level of Service (LOS) standards in reviewing the impacts of new development or redevelopment upon public facility provision:

- **Sanitary Sewer**: 92 gallons per capita per day
- **Solid Waste**: 8.32 pounds per capita per day
- **Drainage**: Water Quality Standard: Post development runoff volumes shall not exceed predevelopment runoff volumes for a storm event of three day duration and twenty-five (25) year return frequency
- **Potable Water**: 101 gallons per capita per day
- **Roadways**: A-1-A LOS E
  - Ocean Avenue LOS E
  - Oak Street LOS E
  - Riverside Drive LOS E
- **Recreation Facility**: Level of Service
  - Neighborhood Park: 1.5 ac per 1000 population
  - Ball fields: 1 per 2000 population
  - Multi-purpose field: 1 per 2000 population
  - Tennis Court: 1 per 2000 population
  - Playgrounds: 1 per 4000 population
  - Community Center: 1 per 5000 population
  - Beach Access: 1 per 500 population
  - River Access: 1 per 500 population

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>2007-08</th>
<th>2008-09</th>
<th>2009-10</th>
<th>2010-11</th>
<th>2011-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary Schools</td>
<td>127%</td>
<td>130%</td>
<td>115%</td>
<td>105%</td>
<td>100%</td>
</tr>
<tr>
<td>Middle Schools</td>
<td>122%</td>
<td>120%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Junior / Senior High Schools</td>
<td>133%</td>
<td>135%</td>
<td>110%</td>
<td>105%</td>
<td>100%</td>
</tr>
<tr>
<td>High Schools</td>
<td>139%</td>
<td>130%</td>
<td>115%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Policy 3.2:
Any plan amendment and development or redevelopment project shall be consistent with future land uses as shown on the Future Land Use Map of the Future Land Use Element.

Policy 3.3:
Development and redevelopment activities shall be approved only if public facilities necessary to meet level of service standards as adopted in this plan are available concurrently with the impact of the development.
**OBJECTIVE 4:**
Future development and redevelopment activities shall fund a proportionate cost of the needed facility improvements necessitated by the development.

**Policy 4.1:**
Development and redevelopment shall be assessed a pro rata share of costs for improvements or expansion to public facilities, necessitated by the development impact, in order to maintain the adopted levels of service.

**OBJECTIVE 5:**
The Town will manage its fiscal resources to insure the provision of needed capital improvements.

**POLICY 5.1:**
The Town shall make efforts to secure grants or private fund whenever available to finance all or part of capital improvement projects.

**POLICY 5.2:**
Debt management practices shall insure that:
(a) Revenue bonds, as a percent of total debt, shall not exceed 50 percent.
(b) The maximum ratio of total non voted debt service to total revenue shall not exceed 15 percent.
(c) The maximum ratio of outstanding debt to the property tax base shall not exceed 15 percent.

**OBJECTIVE 6.0:**
Maintain adequate school facilities in Brevard County Schools by adopting a concurrency management system to address the need for correction of school facility deficiencies through a tiered level of service for the short and long term planning periods.

**POLICY 6.1:**
By December 1 of each year, the Town of Melbourne Beach shall adopt as part of its Capital Improvements Element the School Board of Brevard County’s Five Year Work Program. The Town of Melbourne Beach hereby adopts by reference the School Board of Brevard County’s Five-Year Work Program for the planning period 2009-10 through 2013-14, the School District Program approved on September 22, 2009 as part of the School District budget, including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.
Implementation

Monitoring And Evaluation

The role of monitoring and evaluation is vital to the effectiveness of any planning program and particularly for the Capital Improvements Element. This is largely because the Town’s revenue and expenditure streams are subject to fluctuations every year. In order to maintain the effectiveness and relevance of the Capital Improvements Schedule, the Capital Improvements Element requires a continuous program for monitoring and evaluation. In accordance with Chapter 163, F.S., this element will be revised on an annual basis.

The annual review will be the responsibility of the Local Planning Agency, and the Town Manager will serve as advisory member at all formal deliberations related to capital improvement monitoring and evaluation. The Local Planning Agency’s findings and recommendations will be presented to the Town Council at a public meeting. The Town Council will then direct the Town Manager to take appropriate action based upon the Local Planning Agency’s findings and recommendations.
MAPS
Map 1 - Existing Land Use

Legend:
- Commercial
- Educational
- Places of Worship
- Public Facilities
- Recreation
- Recreation/Public Facilities
- Residential
- Vacant
- Parcel Outline

Parcel lines are based on Brevard County Property Appraiser data. Depictions here do not imply any change in the existing use of a property due to minor fluctuations in property line.

April 2010

This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
Map 4 - 100 Year Flood Prone Areas

Legend
FLOODPLAIN ZONE

April 2010

This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
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This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
Map 8- Hurricane Evacuation Routes

Legend

This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
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Map 9- Coastal High Hazard Area

Legend

Coastal High Hazard Area (Category 1 Evacuation Zone)

0 0.125 0.25 Miles

Atlantic Ocean
Indian River Lagoon

April 2010

This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
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Map 10- River and Beach Access Locations

Legend
- Access Points
- Parcel Outline

0 0.125 0.25 Miles

April 2010

This map is for presentation purposes only and is based on best available data. Property specific information must be verified through independent means.
Public School Facilities Element Map Series Index:

Map 11 Existing and Proposed Elementary Schools

Map 12 Existing and Proposed Middle and Jr/Sr. High Schools

Map 13 Existing and Proposed Senior and Jr/Sr. High Schools

Map 14 Existing Public School Facilities and Ancillary Plants

Map 15 Proposed Ancillary Facilities

Map 16 Proposed Schools 10 Year Plan
Map 11 Existing and Proposed Elementary Schools

Existing and Proposed Elementary Schools
(No Proposed Elementary Schools)
Map 12 Existing and Proposed Middle and Jr/Sr. High Schools

Existing and Proposed Middle and Jr/Sr High Schools
(No Proposed Middle or Jr/Sr High Schools)
Map 13 Existing and Proposed Senior and Jr/Sr. High Schools

Existing and Proposed Senior and Jr/Sr High Schools

Proposed "CCC" Senior High

- Existing High Schools
- Proposed High School
Map 14 Existing Public School Facilities and Ancillary Plants
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Map 15 Proposed Ancillary Facilities
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Map 16 Proposed Schools 10-Year Plan

Figure 5
Proposed Schools
10 Year Plan

Middle School "DD"
2011-12 / 2016-17