

New Port Richey 2030 Comprehensive Plan

City of New Port Richey

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New Port Richey *2030 Comprehensive Plan*

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Executive Summary

March 21, 2016

Background

In response to the problems associated with Florida's rapid growth, the 1985 Florida Legislature adopted the "Local Government Comprehensive Planning and Land Development Regulation Act." This legislation and subsequent amendments required that all local governments in the State adopt a comprehensive plan, establish level of service standards and develop other criteria to guide orderly growth and development. This planning process requires the management of land and its natural resources while also recognizing the importance of long-range planning for the maintenance of health, safety and welfare of the residents of the community. The planning efforts involved in this process, while being extensive and comprehensive, are oriented toward answering the basic questions of:

- What are the characteristics of the community?
- In what direction does the community desire to go in the future?
- How will the community achieve its desired direction?

The initial phase of this process requires extensive research and analysis to determine the characteristics of the community and provides the supporting data for the second phase of the process – determining the desired direction of the community. The second phase encompasses the preparation of goals, objectives, and policies for the purposes of guiding the community toward its desired direction. The final phase addresses the issues of how to achieve the stated goals, objectives, and policies, and involves development of a capital improvements program and land development regulations oriented toward implementing the community's stated goals, objectives, and policies.

Context

The City of New Port Richey is located in west central Florida approximately one mile inland from the Gulf of Mexico. The City's land area spans approximately 4.54 square miles, or 2,905 acres. US 19 is the major north/south transportation corridor in the City providing connectivity to urban Pinellas County to the south and urbanizing Hernando County to the north. The Pithlachascotee River traverses the City on its way to the Gulf of Mexico. Neighboring jurisdictions include the City of Port Richey to the north and unincorporated Pasco County.

The City, which was incorporated on October 24, 1924, operates under a Council-Manager form of government. The City has 233 employees and provides full municipal services including law enforcement, fire protection, and a library. In addition to the library, major community facilities in the City include two hospitals, four public schools, a recreation center, municipal boat ramp, and eleven parks.

New Port Richey is the most populous of Pasco County's six municipalities. In 2005, the estimated population of the City was 16,928, and its population density was 3,658 persons per square mile (5.67 persons per acre). Slightly more than 94 percent of the local population is White. Approximately five percent of the local population is Hispanic. The median age of a City resident is 44.2 and the average persons per household is 2.11. The median family income in

the City is \$32,172, and 16.6 percent of the local population is at or below the poverty level. Almost 12 percent of City households do not have a vehicle for transportation.

The Census reported that the City's estimated annual consumer expenditures (i.e., purchasing power) were \$80,828,017 in 2000. Approximately 49 percent of the local population over the age of 16 is in the labor force. The three top industries that employ City residents are educational, health and social services (21.1%); retail trade (14.6%); and arts, entertainment, recreation, accommodation and food services (13.1%). HCA Community Hospital and Morton Plant/North Bay Hospital are the largest employers in the City, the former of which intends to relocate outside the City in 2009.

Over the past two decades, the City's development focus has shifted from greenfield development to infill and redevelopment. The City began a redevelopment initiative in the early 1990's to address decline and disinvestment in the historic Downtown. Later, strides in the Downtown redevelopment effort and the recognition that other areas in this mature City were also in need of revitalization, led the City to broaden the reach of the redevelopment program. As a result, the Community Redevelopment Area boundary was expanded to encompass the entire City as it existed in 2001.

The City is poised to realize its redevelopment goals of revitalizing the physical condition of residential and business areas, growing the tax base, and creating new jobs. The City continues to serve existing and new development with adequate public infrastructure and services.

Organization of the Comprehensive Plan

The main components of the Comprehensive Plan are ten elements, each comprised of a technical support document and goals, objectives, and policies (GOPs). The elements include: Livable City, Future Land Use, Transportation, Housing, Infrastructure (with Potable Water, Sanitary Sewer, Solid Waste and Stormwater Drainage subelements), Conservation, Coastal Management, Recreation and Open Space, Intergovernmental Coordination and Capital Improvements. The Livable City is an optional element. All elements of this Comprehensive Plan were developed to be mutually supportive and interactive.

The technical support document in each element contains background data and analysis which provide the basis for GOP development. The technical support document is not adopted by the local governing body (i.e., City Council) and may be updated at any time without formal agency review.

The GOPs are developed for each Plan element to provide guidance for the future growth and public investment in the City. A *goal* is a long term end toward which programs or activities are ultimately directed. An *objective* is a specific, measurable, intermediate end that is achievable and marks progress toward a goal. *Policies* represent the actions necessary to achieve the respective objective.

The GOPs are an important part of the Comprehensive Plan as they represent commitments made by the City to achieve stated community development objectives. The GOPs, along with the Future Land Use Map, Future Traffic Circulation Map, and the Five-Year Schedule of Capital Improvements, are integral to the City's growth management process. As such, they require adoption by ordinance and are subject to Rule 9J-5, FAC, compliance review by the State of Florida Department of Community Affairs.

A significant effort was made to develop GOPs that support the residential character of New Port Richey as well as revitalization of commercial areas, economic development, environmental protection and mobility choices.

Future Land Use Element

Over the 30-year period from 1970 to 2005, the population of the City increased from 6,098 persons to 16,928 persons. The City experienced its highest rate of growth during the decade from 1970 to 1980, when its population increased by 83.6%. During the 1990s, the growth rate slowed to 14.8 percent for the decade, or 1.48 percent annually. During the current decade, the annual rate of growth is has further slowed to approximately 1.0 percent.

The year-round population projected in this Comprehensive Plan was ultimately based on the assumed carrying capacity of the community and growth trends. Using this approach, the year-round population of the City is projected to be 17,668 persons in 2020. This projection does not take into account population increases resulting from future annexations.

Population projections were also made including seasonal residents which place additional demand on municipal facilities and services. This *functional* population (year-round population plus seasonal) is projected to be 20,105 in 2020.

Approximately 377 acres, or 13 percent of the City is classified as vacant lands. The future land use needs assessment in the Future Land Use Element indicates that there is a sufficient inventory of suitably designated vacant land to accommodate the projected 2020.

In the Future Land Use Element, municipal facilities and services were assessed for their adequacy to serve existing and projected populations. Florida's Growth Management Act (Chapter 163, FS), requires that streets, potable water, sanitary sewer, stormwater drainage, solid waste and recreation and open space facilities be addressed in this manner in the Comprehensive Plan. Currently, facility deficiencies in the City exist for tennis courts, multi-use trails, baseball/softball diamonds, boat ramp lanes and a segment of US 19 and Rowan Road. All other analyzed facilities have adequate capacity during the planning time frame to serve existing and projected residents.

Significant policy changes in this element include the following:

- Requirement for Traditional Neighborhood Development (TOD) standards in the Land Development Code (LDC).
- Designation of "Centers" and "Public Transit Corridors" in the context of "Neighborhoods."
- Elimination of the Office land use category (replaced by Retail/Office and Retail/Office/Residential categories).
- Elimination of the Preservation land use category (replaced by Conservation categories).
- Elimination of the Public Education land use category (these facilities now allowed in all categories).
- Changes to the Future Land Use Map (FLUM) that correspond to the foregoing.
- Intergovernmental coordination to achieve desired redevelopment within the US 19 corridor.
- Requirement for the land use pattern to minimize travel requirements and encourage public transit use, walking and bicycling.
- Provision for blending of density and intensity requirements for mixed use developments that are contiguous and under unified control.

- Provisions for redevelopment of nonconforming uses including variances to dimensional requirements (e.g., height, setback, open space).
- Provisions for reconstruction of legally nonconforming structures in accordance with current regulations.
- Monitoring requirements for Downtown Transportation Concurrency Exception Area (TCEA), including consideration of potential impacts to US 19, a Strategic Intermodal System facility

Transportation Element

The City recognizes that future transportation needs cannot be met by the automobile alone. Therefore, multimodal transportation in New Port Richey, including public transit, walking, bicycling, and intermodal transportation connections, is emphasized in the element along with traditional planning for automobile circulation and roadway beautification. The element also acknowledges land use, which has a strongly interrelation to transportation system efficiency.

Existing and future level of service deficiencies were identified for US 19 from Main Street to Grand Boulevard and along the short segment of Rowan Road along the eastern City boundary.

Significant policy changes in this element pertain to:

- Requirement that new developments provide operational improvements to the transportation system to mitigate impacts
- Consideration of a long-term concurrency management system.
- Partnerships to manage, maintain and, to the extent feasible, improve the level of service on US 19.
- Preservation of the connectivity of the street grid which facilitates traffic circulation between neighborhoods and commercial districts and provides alternatives to travel on US 19.
- A greater mix of uses in new developments in such a way that housing, parks, schools, shops and employment centers are within walking distance (1/2 mile) of one another.
- Land uses and site developments which promote mass transit within designated public transit corridors.
- Multimodal transportation system within the Downtown TCEA.

Conservation Element

The emphasis of the Conservation Element is to control of development activities with potential to damage or destroy natural resources. Also addressed are use of natural resources, natural resource implications for the local economy, development pressure, pollution and hazardous waste, water conservation, and future land use impacts in the context of community sustainability.

Significant policy changes in this element pertain to the following:

- Use of alternative transportation modes such as mass transit, car pooling, walking, and bicycling, as well as compact urban development pattern, to reduce auto emissions.
- Coordination with Pasco County and others to develop strategies and partnerships for the protection of riverine habitats, including wetlands and the 100-year floodplain within Pasco County designated Critical Linkages and Ecological Planning Units, and habitats for threatened, endangered, or species of special concern.

- Promotion of government initiatives to protect natural processes within coastal marsh wetlands through protection of environmental lands and water quality, and restoration of previous impacts that can be rehabilitated.
- Review criteria for site alteration that would result in the destruction, moving, or removing of natural vegetation.
- A local planning process to protect priority wetlands from physical and hydrologic alteration.
- Restoration of floodplains whose functional values have been degraded through human intervention through the public acquisition, if feasible.

Coastal Management Element

This Coastal Management Element was combined with the Conservation Element in the previous Comprehensive Plan. In this Plan, Coastal Management is address in a separate element to place emphasis on the importance to coastal management planning in the protection of human life, property and natural resources. For the purposes of this element, the coastal area in New Port Richey has been defined as the area coinciding with the Coastal High Hazard Area (CHHA).

Significant policy changes in this element include the following:

- Policies for the protection of cultural and natural resources in the coastal area.
- Limitations on public expenditures on infrastructure in the coastal area that would support new development at densities in excess of those allowed by the adopted FLUM.
- “Hardening” of utility infrastructure in the CHHA, with exceptions.
- Establishment of an 18-hour hurricane evacuation clearance time in the “hurricane vulnerability area.”
- Requirement for adoption of a Recovery and Reconstruction ordinance.
- Requirement for adoption of a Post-Disaster Redevelopment Plan.
- Provisions for public access to waterfronts.
- Provisions for preservation of waterfronts for water-dependent uses.

Recreation and Open Space Element

The Recreation and Open Space Element addresses the existing characteristics of local recreational facilities as well as need generated by the 2020 population. Existing recreational facilities deficiencies noted were boat ramp lanes, multi-use trail, tennis courts, shuffleboard courts, and baseball/softball diamonds. The same facilities were indicated for the year 2020 with slight increases in the degrees of deficiency.

Significant policy changes in this element include the following:

- Established single parkland level of service standard (i.e., Local Park).
- A strategic plan that addresses additional public boat ramp facilities to accommodate existing and future boat ramp needs.
- Creation of a system of greenways by defining and preserving open space areas.

Intergovernmental Coordination Element

The Intergovernmental Coordination Element serves to insure that the Comprehensive Plan is internally consistent and responds to the need for and effectiveness of the coordination with

adjacent local governments, regional and state agencies and others in the planning process. The element addresses joint planning areas, especially for the purposes of annexation and utility service areas; voluntary dispute resolution; coordination with the School District; dealing with problematic land uses and coordination with special districts. Specific issues warranting further intergovernmental coordination included US 19 land use and traffic conditions, Pithlachascotee River water quality and affordable housing.

Significant policy changes in this element pertain to the following:

- Amendments to the interlocal agreement between the City, County and School District to address provisions for public school concurrency.
- Coordination with local governments and applicable regional and state agencies for the management of Pithlachascotee River estuaries.
- Partnerships with others to resolve obsolete, underutilized and blighted strip commercial development and regional traffic demand on US 19 through a vision, strategy and detailed plan for implementing change.
- Coordination with Pasco County to encourage code enforcement in the unincorporated area proximate to the City.

Capital Improvements Element

The purpose of the Capital Improvements Element is to evaluate the timing, cost, and ability to fund needed public facilities identified in the other Comprehensive Plan elements. This element is required to demonstrate the financial feasibility of the Comprehensive Plan. The financial analysis in this element indicates the City has adequate funding sources for the capital improvement needs identified in the Plan.

Significant policy changes in this element include the following:

- Consideration that the City evaluate an impact fee program to fund mobility projects.
- Requirement for identification of funding sources for Downtown TCEA mobility strategies.

Livable City Element

The Livable City Element is an optional element that was created to respond to the community's vision for a more functional, safe and attractive physical environment. The element addresses citywide urban design issues involving site, building, civic space, public ways, cultural resource, and infrastructure design. The Livable City Element is intended to enhance community livability, sustainability and quality of life through support of livable community and smart growth principles.

Housing Element

The Housing Element identifies housing trends and needs to guide the development of policies, plans and programs to meet the housing needs of current and future City residents. The element identified need for an additional 1,224 dwelling units in the City in the year 2020. Of these units, 529 dwelling units should be affordable to very low to low income households (i.e., household incomes less than 80% of the New Port Richey Area Median Income of \$25,881).

The element also addresses issues relative to land to accommodate for future housing, substandard housing, property maintenance and preservation of historic housing.

Infrastructure Element

The Infrastructure Element addresses the existing and future service requirements and delivery capabilities for public facilities and services. Public facility and service needs are correlated with future land use and population projections.

The public facilities analyzed in the element include those associated with potable water, sanitary sewer, solid waste and stormwater drainage. The analyses indicated that all public facilities are projected to operate at acceptable levels of service to the year 2020. Projected facility deficiency for the Pasco County Resource Recovery Facility is currently being resolved by Pasco County through programmed facility expansion.

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Adoption Ordinance

March 21, 2016

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Public Participation Procedures

March 21, 2016

Public Participation for the Comprehensive Plan

The State of Florida, pursuant to § 163.3181, Florida Statutes (FS) and §9J-5.004, Florida Administrative Code (FAC) has established requirements to assure citizen participation in the local government planning process. The public involvement procedures delineated herein shall be followed whenever the New Port Richey Comprehensive Plan is evaluated, updated, or amended.

Public Participation (§163.3181, FS)

It is the intent of the legislature that the public participate in the comprehensive planning process to the fullest extent possible. Towards this end, the Local Planning Agency and the Local Governing Body are directed to adopt procedures designed to provide effective public participation in the comprehensive planning process and to provide real property owners with notice of all official actions which will regulate the use of their property. The provisions and procedures required in this act are set out as the minimum requirements to this end.

During consideration of the proposed Plan or amendments thereto by the Local Planning Agency or the Local Governing Body, the procedures shall provide for broad dissemination of the proposals and alternatives, opportunity for written comments, public hearings as provided herein, provisions for open discussion, communications programs, information services, and consideration of and response to public comments.

Public Participation (§9J-5.004, FAC)

The Local Governing Body, with input by the Local Planning Agency, shall adopt procedures that provide for and encourage public participation in the planning process, including consideration of amendments to the Comprehensive Plan and evaluation and appraisal reports (EAR). Such procedures shall include the following:

- Provisions to assure that real property owners are put on notice, through advertisement in a newspaper of general circulation in the area or other method adopted by the local government, of official actions that will affect the use of their property;
- Provisions for notice to keep the general public informed;
- Provisions to assure that there are opportunities for the public to provide written comments;
- Provisions to assure that the required public hearings are held; and
- Provisions to assure the consideration of and response to public comments.

Implementation of Public Participation Requirements

Public involvement in the City of New Port Richey is based upon the policy direction of City Council (Local Governing Body). The five member Land Development Review Board (LDRB) serves as the designated Local Planning Agency. The City Council established a Comprehensive Plan Citizens Advisory Committee (CAC) to assure public participation in the comprehensive planning process. The citizens serving on this committee address problems,

issues, and conditions that are of concern in New Port Richey. The committee assists in the formulation of Comprehensive Plan goals, objectives, and policies.

On an as needed basis, the City may use ad hoc committees to assist in directing public policy in the planning process. Recommendations provided by these ad hoc committees are presented via Community Development Director, or designee, to the LDRB and City Council.

The Planning & Zoning Manager, or designee, will serve as staff to the LDRB, which is responsible for development of the Comprehensive Plan pursuant to adopted City Ordinance #1203. The LDRB, with the professional assistance of City staff, will use public input and findings resulting from data collection and analysis to develop goals, objectives, and policies, including the required Comprehensive Plan future conditions maps.

Once the LDRB has developed a draft Comprehensive Plan, review will commence by City Council. At this stage, the public again has the opportunity for input during required public hearings for adoption of the Comprehensive Plan. The draft Comprehensive Plan will be published during any Plan update or amendment process and made available to the public for viewing upon request at City Hall, 5919 Main Street, New Port Richey, Florida, Monday through Friday between 8:00 a.m. and 5:00 p.m. The draft Comprehensive Plan will also be posted on the City's website.

Public Comment, Request and Inquiry

Each meeting of the City Council and LDRB shall be conducted in a manner so as to constitute a presentation to the general public of the alternatives, recommendations, and proposals being considered in the Plan amendment, update, or evaluation process. The public will have opportunity at each of said meetings to present views and ask questions concerning alternatives, recommendations, and proposals that are the subject of that meeting.

Whereas the opportunity for public comment at any workshop of the City Council or LDRB may be provided at the discretion of the City Council or LDRB, the public shall be permitted to address the City Council and LDRB at public hearings held by these bodies. However, whether or not the opportunity is provided for public comment at a meeting or workshop, City staff shall be available at all meetings to record and provide informal responses to public comment, requests, or inquiries. An official record of public comment, requests, or inquiries shall be made upon request.

Any interested person may submit a comment, request, or inquiry to the Community Development Director, or designee, in any one or more of the following manners: 1) telephone communication, 2) in-person communication, and 3) written correspondence. Comments, request, and inquiries presented verbally during public workshops and hearings shall also constitute an official record of public input. However, the written transmittal shall remain the principal instrument of public comment.

After due consideration of public comment, request, or inquiry, an official response may be made by the Community Development Director, or designee,. The response would record the recommended disposition on a public comment or request, or record any action taken to answer a public inquiry. Responses may also be reflected in subsequent proposals, recommended

alternatives, publications, verbal answers, or presentations at public meetings. Whenever appropriate, a summary response may represent the consideration of several comments.

Comprehensive Plan Citizens Advisory Committee

The City may call upon the CAC at any time to provide additional input on any aspect of the continuing planning process including evaluation and appraisal reporting, Plan amendment, and land development regulation revision. The CAC shall be appointed by the City Council, at whose pleasure they shall serve. To the extent possible, the City Council shall ensure that CAC membership is representative of a cross-section of community interests. The CAC shall be governed by rules prescribed by City Council.

Public Workshops and Hearings

The LDRB in their capacity as Local Planning Agency shall hold at least one workshop and one public hearing for the consideration of any Comprehensive Plan update, amendment or Evaluation and Appraisal Report.

Pursuant to the requirements of §163.3184(15)(b)2, FS, City Council shall hold at least one public hearing prior to transmitting the proposed Comprehensive Plan update or amendment to reviewing agencies and at least one adoption public hearing.

The City Council shall hold at least one public hearing prior to transmitting the adopted Evaluation and Appraisal Report to reviewing agencies.

Public Meeting Notice

Public notice shall be provided for public workshops and hearings conducted as part of the Plan evaluation or amendment process. Comprehensive Plan related public workshops or hearings before City Council or the LDRB shall be noticed as required by §163.3184(15), FS.

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Consistency and Concurrency

March 21, 2016

Introduction

No development activity may be approved unless it is found that the development is consistent with the Comprehensive Plan and that the provision of certain public facilities will be available at prescribed levels of service concurrent with the impact of development on these facilities. These facilities include facilities for potable water, wastewater, solid waste, drainage, transportation, and recreation.

Comprehensive Plan Consistency

If a development proposal is found to meet all the requirements of the Comprehensive Plan, it shall be presumed to be consistent with the Comprehensive Plan in all respects, with exception of compliance with the Concurrency Management System requirements which are adopted in Chapter 4, New Port Richey Land Development Code. The Community Development Director, or designee, may, however, question the consistency of a development proposal with the Comprehensive Plan. If a question of consistency is raised, the Community Development Director, or designee, shall make a determination of consistency or inconsistency and support that determination with written findings.

Intergovernmental Consistency

Notwithstanding other provisions of this section, development approval shall not be granted unless the developer provides the City with adequate information that demonstrates that the proposed development is consistent with any interlocal agreements between the City and other jurisdictions as required by the Comprehensive Plan.

Public Facilities Concurrency

Pursuant to § 163.3202(2)(g), FS, and Rule 9J-5.0055, FAC, the City has adopted a Concurrency Management System (CMS) to implement public facilities level of service standards in the Comprehensive Plan. The CMS Ordinance is contained in Chapter 4, New Port Richey Land Development Code. The ordinance provides for concurrency reviews, certificates ascertaining concurrency approvals and appeal mechanisms. The concurrency requirement mandates that before any proposed development can obtain a final development order (DO) in the City of New Port Richey, it must be demonstrated that the development's impact can be adequately absorbed by the public facilities scheduled to serve it, as defined in the CMS provisions in the Land Development Code. If it is found that a public facility cannot absorb a proposed development's impact, the development project cannot go forth until the situation is corrected.

No DO shall be issued by the City until the Building Department has evaluated the application for DO and determined that the development proposal is compliant with the Comprehensive Plan and Land Development Code. To determine the compliance, a concurrency evaluation shall be conducted to determine that the development proposal does not exceed the level of service standards established in the Comprehensive Plan for potable water, sanitary sewer, solid waste, stormwater drainage, transportation, and parks and recreation.

The Building Department shall regularly monitor the availability of public facilities and services by:

1. Maintaining a documentary record of all levels of service and existing available capacities for applicable public facilities and services, noting any deficiencies relative to the adopted level of service standards;
2. Maintaining a cumulative record of the capacity allocations permitted by the approval of DOs relative to the operating level of service standards for all applicable public facilities and services;
3. Maintaining a documentary record of all applicable public facility and service capacities which have been reserved through approved capacity reservations; and
4. Annually conducting an audit of the level of service status of all public facilities and services and reporting the findings of said audit to the City Council. These audits will provide the basis for capital improvements planning, as required by the Comprehensive Plan.

Monitoring and Evaluation

March 21, 2016

Annual Monitoring

Per §163.3177(3)(b), FS, the Capital Improvements Element (CIE), including the Capital Improvements Program (CIP), shall be reviewed on an annual basis and modified as necessary in order to maintain a financially feasible Comprehensive Plan. Capital improvements programming is a dynamic process requiring continuing involvement by the public, City staff and City Council. Some of the factors that require regular monitoring and evaluation are changes in capital needs, revenue sources, expenditure levels and community preferences.

The Land Development Review Board, sitting as the Local Planning Agency, shall annually conduct a review of the Capital Improvements Element to ensure that the adopted timeframes in the CIP are being met. The review shall include analysis of the following:

- Need for updates, corrections and revision to costs, revenues, target dates and locations;
- Consistency with the other Comprehensive Plan elements;
- Impact of actions of other agencies;
- Assessment of the continued validity of priority assignments;
- Status of projects completed or progress toward completion;
- Maintenance of adopted level of service standards;
- Status of City debt;
- Grants or private donations received or sought;
- Account balances and reserves; and
- Identification of new, emerging facility or land needs for the latter portion of the planning period.

The results of the above review will be considered by the City Council prior to the initiation of the annual budget process. Additionally, the City Council shall annually conduct an assessment of the Concurrency Management System to ascertain fulfillment of its stated purpose.

Corrections and modifications concerning costs, revenue sources or acceptance of facilities pursuant to dedications which are consistent with the Comprehensive Plan may be accomplished by ordinance and shall not be deemed to be amendments to the Comprehensive Plan. Capital Improvements Element amendments shall require only a single public hearing before City Council, which shall be an adoption hearing as described in §163.3184(7). Such amendments are not subject to the requirements of §163.3184(3)-(6). A copy of the adoption ordinance shall be transmitted to the Florida Department of Community Affairs.

The CIE's Five-Year Schedule of Capital Improvements shall be used to document the financial feasibility of the Comprehensive Plan. Capital needs are only those identified in other elements of this Comprehensive Plan and do not include all capital needs the City may have. The inclusion of additional capital improvement projects are dependent upon the completion of any studies identified in the Comprehensive Plan.

Each of the elements of the Comprehensive Plan contain goals, objectives and polices, the adherence to which will ensure that facilities and services will meet the City's adopted levels of service standards. In support of this end, the City has the responsibility for adopting programs

and procedures that will ensure that capital facilities within its area of responsibility are available concurrent with the impacts of development. For those public services provided by an outside agency, the City will coordinate with the service provider to ensure that the applicable adopted level of service standard is maintained.

The possibility exists that the City could face an unfunded deficiency. Should this occur, it could revise its projected facility needs; revise its policies for financing infrastructure; or utilize a combination of these two strategies. Assuming that the policies guiding the financing of infrastructure do not change, the City still has a number of options available. Among these are:

- Decrease level of service standard;
- Decrease demand;
- Change the timing/phasing of the capital improvements schedule;
- Maintain the level of service standard and restrict future development order permitting; and
- Redefine facilities and their costs.

An adequate monitoring program implemented through the Concurrency Management System (CMS) will allow the City to anticipate problems of concurrency and develop a strategy to cope with the problem short of declaring a moratorium. For the purpose of issuing development orders and permits, the City shall adhere to the CMS described herein and set forth in Chapter 4 of the Land Development Code. Implementation and adherence to this system will ensure that public facilities and services are available concurrent with the development's impact.

Evaluation and Appraisal Report

Section 163.3191, FS, reflects the intent of the state legislature that local planning should be a continuous and ongoing process. As part of this process, the City must periodically review the Comprehensive Plan to ensure that it appropriately reflects current and anticipated conditions, embodies a community vision, targets major issues that the City must address in the short and long term, complies with state statutes and rules and is consistent with state and regional policy plans. This review process culminates in the preparation of an Evaluation Appraisal Report (EAR). Based on the EAR, the Comprehensive Plan may require updating and revision in order to ensure that the Plan continues to provide sufficient guidance to the City regarding development decisions.

The City is required to prepare an EAR every seven years with the primary objective of evaluating the Plan's progress in addressing major growth and development-related issues, identify changed conditions since the time the Plan was last updated, and determine if amendments to the Plan are needed to address major issues and changes. Specifically, the purpose of the EAR is to:

- Identify major City issues;
- Review past actions of the City in implementing the Plan since the last EAR;
- Assess the degree to which Plan objectives have been achieved;
- Assess both successes and shortcomings of the Plan;
- Identify ways that the Plan should be changed;
- Respond to changing conditions and trends affecting the City;
- Respond to the need for new data;

- Respond to changes to the state Comprehensive Plan, Chapter 163, Part II, FS, and Rule 9J-5, FAC;
- Respond to changes in regional plans; and
- Ensure effective intergovernmental coordination.

The preparation and adoption of the EAR will be coordinated by the Community Development Director, or designee. The City Council will appoint members of the general public to a Comprehensive Plan Citizens Advisory Committee (CAC). The CAC and other opportunities provided for public participation and input will provide a balanced perspective on community needs and issues, and provide insight on those elements of the Comprehensive Plan for which there is no direct City departmental responsibility.

The City will facilitate adequate and continuing participation in the EAR process by implementing the Public Involvement Procedures herein.

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— Appendix A: Future Land Use Map Series

March 21, 2016

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— **Appendix B: Transportation Map Series**

March 21, 2016

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— **Appendix C: School Facilities Map Series**

March 21, 2016

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Appendix D: Other Maps

March 21, 2016

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— ***Appendix E: Acronyms and Abbreviations***

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Appendix E: Acronyms and Abbreviations

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CBD	Central Business District
CME	Coastal Management Element
CHHA	Coastal High Hazard Area
CIP	Capital Improvements Program
CIE	Capital Improvement Element
City	City of New Port Richey
CMS	Concurrency Management System
CON	Conservation Element
CRA	Community Redevelopment Agency
EAR	Evaluation and Appraisal Report
ERU	Equivalent Residential Unit
DROD	Downtown Residential Overlay District
DU/A	Dwelling Units per Acre
FAC	Florida Administrative Code
FAR	Floor Area Ratio
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FWC	Florida Fish and Wildlife Conservation Commission
FIHS	Florida Intrastate Highway System
FLU	Future Land Use Element
FLUM	Future Land Use Map
FS	Florida Statutes
GPD	Gallons per Day
HOU	Housing Element
ICE	Intergovernmental Coordination Element
INF	Infrastructure Element
LDC	New Port Richey Land Development Code
LDR	Land Development Regulations
LDRB	Land Development Review Board
LIV	Livable City Element
LOS	Level of Service
L RTP	Long Range Transportation Plan
MGD	Million Gallons Per Day
MPO	Pasco County Metropolitan Planning Organization
NPDES	National Pollution Discharge Elimination System
PCPT	Pasco County Public Transportation
PDD	Planned Development District
Plan	New Port Richey Comprehensive Plan
ROS	Recreation and Open Space Element
RWPP	Reclaimed Water Production Plant
RWSP	SWFWMD Regional Water Supply Plan
SIS	Strategic Intermodal System
SWFWMD	Southwest Florida Water Management District
SRPP	Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region
TBRPC	Tampa Bay Regional Planning Council
TBW	Tampa Bay Water
TCEA	Transportation Concurrency Exception Area
TDR	Transfer of Development Rights
TRA	Transportation Element
TIF	Tax Increment Financing
TND	Traditional Neighborhood Design

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