
Coastal Management Element

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I. Purpose

The purpose of the Coastal Management Element is to plan for and, where appropriate, restrict development activities where such activities would damage or destroy coastal resources; and to protect human life and limit public expenditures in areas that are subject to destruction by natural disaster. Within the context of the Comprehensive Plan, the Coastal Management Element has a special status. The element must be integrated and consistent with the other Comprehensive Plan elements while addressing the protection of coastal resources, life and property from natural disaster and public access to the waterfront.

It should be stressed that coastal issues must be coordinated from a systems approach rather than by political jurisdiction. Environmental systems such as estuaries, watersheds and wildlife habitat, like transportation systems or stormwater drainage, do not start or stop at the City limits. Therefore, a central focus of the Coastal Management Element is intergovernmental coordination among coastal communities and state and regional agencies toward the identification of common problems and ways to collaboratively resolve those problems.

II. Background

The historical development pattern in western Pasco County has resulted in the degradation of critical wildlife habitat, native vegetation and water quality in coastal areas. With increasingly built-out conditions, lands in coastal areas are becoming more attractive for residential development. Currently, supply and demand market conditions can offset the additional development costs associated with environmental and other site constraints of coastal lands. Development pressure in coastal areas has implications for impacts on sensitive environmental resources, loss potential due to storm driven wind and water and decreased public access to the waterfront. Effective, coordinated land use and facility planning are essential to addressing the potential impacts of coastal development.

Coastal Planning Area

According to Rule 9J-5.003(18), FAC, the *coastal planning area* must encompass all of the following where they occur within the local government's jurisdiction: waters and submerged lands of oceanic or estuarine water bodies; shorelines adjacent to oceanic waters or estuaries; coastal barriers; living marine resources; water-dependent or water-related facilities on or adjacent to oceanic or estuarine waters; and public access facilities to oceanic or estuarine waters or shorelines. Although New Port Richey's western municipal boundary is located approximately one mile from the waters of the Gulf of Mexico, coastal reaches of the Pithlachascotee River traverse the City. The Pithlachascotee River flows to and is tidally-influenced by the Gulf of Mexico indicating hydrological ties to this estuarine water body.

For the purposes of the New Port Richey Comprehensive Plan, the coastal area coincides with the designated Coastal High Hazard Area (CHHA). The CHHA is defined in Section 163.3178(2)(h), FS, as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. This information is reported in the of the Tampa Bay Regional Hurricane Evacuation Study Storm Tide Atlas (2006). The CHHA in the City is depicted in Map CME-1 and

in Map FLU-9 as part of the Future Land Use Map series. The CHHA is generally located west of US 19 and along the Pithlachascotee River throughout the City.

III. Coastal Area Inventory

Natural Resources

Coastal Watersheds

The coastal area in Pasco County is a complex, dynamic natural system comprised of estuarine and riverine systems and mainland watersheds. The watershed is considered as the basic ecosystem unit for evaluating the combination of natural and man induced characteristics. Watershed energy flow is affected by biological and physical factors. The physical forces such as tidal fluctuations, rainfall, heat energy, winds, and sunlight are the basic energy sources that determine the composition of the biological community as well as soil and water characteristics.

The hydrologic boundaries between watersheds serve as complex biophysical membranes. They naturally divide the landscape into a mosaic of distinct units or watersheds, each possessing a physical/chemical integrity defined by topography and drainage. At the same time, these membranes are also permeable. Each watershed is partitioned into a mosaic of natural habitats and cultural land uses which often transcend hydrological boundaries. Through biological transport, cultural activities and atmospheric processes, energy and matter are constantly exchanged across watershed boundaries. Within each watershed there is also a systematic partitioning of physical/chemical resources by competing animals and plants.

Wetlands

Surface waters and estuaries are extremely valuable coastal resources. Estuaries are known to provide habitats to a variety of species. Many economically important species of shellfish and finfish utilize the estuary during some portion of their life cycle. Estuaries function as nursery areas by providing shallow open aquatic habitat (tidal creeks, sand flats, and mud flats), shallow submerged vegetative habitat (sea grass beds), and periodically inundated shallow emergent vegetation (salt marsh, mangrove swamp).

Perhaps the most important and unique aspect of an estuarine system is the mixing of fresh water (from surface water discharge or runoff) and sea water. The fluctuating salinity level determines the species of flora and fauna which inhabit different portions of the estuary. The health and productivity of an estuarine system is dependent on the quality of water both within and entering the system. In turn, the quantity, quality and timing of water entering the estuary is dependent upon the characteristics of the watersheds or basins. Freshwater wetlands are dominated by forested habitats generally occurring within the interior of the coastal zone, west of the estuary.

The current means of wetland protection is exercised by government agencies' emphasis on habitat preservation. The coastal wetlands are currently afforded some degree of regulatory protection by the US Army Corps of Engineers (aided by the US Environmental Protection Agency, US Fish and Wildlife Service, and National Marine Fisheries Service), Florida

Department of Environmental Protection (FDEP), and the Southwest Florida Water Management District (SWFWMD).

The coastal wetlands west of the City remain generally intact. However, the interface of remaining native uplands with these shoreline areas has all but disappeared throughout most of the coastal area. Upland habitats may no longer have a significant number of animal species present, but may have a high proportion of species not found elsewhere. Such areas are considered valuable for maintaining biological diversity. Without a balanced resource management plan, the coastal area in the future will consist of urbanized lands fringed by salt marsh and mangroves devoid of functioning natural lands, floral and faunal constituents and the contribution that both play toward a sustainable environment.

Uplands

The coastal area contains a variety of native upland habitats as described in the Conservation Element. As with the wetland habitats, upland communities provide habitat to a wide range of flora and wildlife species including many species listed as endangered, threatened or endemic. Upland habitats are not afforded protection by any state or federal agency. Without conservation, these habitats will steadily disappear from private lands.

Environmental Systems

Environmental Systems Linkages

Wildlife habitats represented within the natural systems are interdependent and, therefore, resource management plans must consider linkages between these systems. Plans should conserve the variety of interconnected habitats—not permitting isolation and envelopment by urbanization. The movement of species and materials between different types of habitats (e.g., sea grasses and mangroves) indicates that terrestrial and marine communities cannot be defined independently. The effectiveness of efforts to protect one community type may be diminished by failing to protect neighboring communities, habitats and watersheds. It is apparent that once-abundant upland resources of the coastal area have been significantly diminished by development. The continued loss of native habitats is directly proportional to the loss of fish and wildlife species.

Environmental Systems Corridors

An alternative management approach is the establishment of conservation areas containing environmentally-sensitive lands and waters and connectivity between each through multi-purpose corridors. This ensures that protective wetlands and upland habitats will be able to survive future natural and man-made perturbations within the watershed and function at optimal levels. The purpose of a corridor is to provide a contiguous pathway, irrespective of property or political boundaries, where the wetlands and uplands are integrated along a hydro-ecological pathway conducive to the maintenance and perpetuation of the system. The boundaries and design of the corridor would be influenced by the proper ecological evaluation of hydrological, vegetation and wildlife data.

The successful use of this approach will require a system evaluation, rather lands defined by ownership, political boundaries or agency jurisdiction (as is currently the case under existing

dredge and fill or water management permitting programs). The hydrological approach to natural systems evaluation and the integration of wetlands and uplands communities in conservation areas and greenways will help to ensure the long-term functionality of protected communities as a part of a larger ecosystem.

The environmental systems corridors are shown in Pasco County's Environmental Lands Acquisition Program. Major systems connect the drainage courses of the Pithlachascotee River and the Gulf of Mexico. Regulatory techniques such as environmental impact assessments, overlay districts, setbacks and buffers, floating zones, density transfer and the use of transferable development rights can be incorporated into land development regulations as alternatives to traditional or conventional land use and development review practices.

Beach and Dunes Systems

There are no beach or dune systems within the City, therefore, these resources have not been addressed in this element.

Cultural Resources

The archaeological and historical sites within the coastal area are identified in tables CME-1 and CME-2. The historical sites are shown on Map FLU-11. For their protection, only the general location has been provided for archaeological sites. There is no indication that development or redevelopment proposed on the Future Land Use Map and in the New Port Richey Redevelopment Plan would jeopardize these cultural resources in the coastal area.

**Table CME-1
Coastal Area Archaeological Sites
City of New Port Richey**

ID	Site Name	Type I	Type II	General Location	NRHP Eligible
PA00666	River Park	Prehistoric Camp Site	Artifact Scatter-low density	E of US 19, N of Gulf Dr	No
PA01287	Linder	Land Terrestrial	Lithic Scatter/Quarry	S of Plathe Rd, NW of Baillie Dr	No
PA00170	Shanahan	Lithic Scatter/Quarry	N/A	N of Louisiana Ave, W of Madison St	Not Evaluated
PA00015	Spencer's Electric	Artifact Scatter-low density	Ceramic Scatter	East of US 19, near Main St	Not Evaluated

Sources: Florida Site File, Florida State Historic Preservation Office, 2006, Historic Preservation, Pasco County, Florida, Pasco County Planning Division, 1976, A Plan for Revitalization - Downtown New Port Richey, Florida, Tampa Bay Regional Planning Council, 1986.

**Table CME-2
Coastal Area Historic Structures
City of New Port Richey**

ID	Year Built	Name	Location	Eligible	
				NRHP ¹	Local Register
PA00339	1925	Hacienda Hotel	5621 Main St	Yes	Yes
PA00340	1925C	Meighan Theater	6327 Grand Blvd	Yes	Yes
PA00341	1921C	Pasco Building	6230-6236 Grand Blvd	Likely	Yes
PA00342	1922	First State Bank	6321 Grand Blvd	Likely	Yes
PA00343	1925C	Arcade Building	5805 - 5811 Main St	Likely	Yes
PA00344	1925C	Screened Porch House	5854 Main St	No	No
PA00345	1925C	Stucco House	5852 Main St	No	No
PA00346	1925C	Enclosed Porch House	5834 Nebraska Ave	No	No
PA00347	1925C	Oak Tree House	5340 Nebraska Ave	No	No
PA00348	1925C	Ivy Chimney House	5850 Nebraska Ave	No	No
PA00349	1925C	Flower Bed House	5940 Nebraska Ave	No	No
PA00350	1925C	Center Chimney House	5936 Nebraska Ave	No	No
PA00351	1925C	Metal Awning House	5926 Missouri Ave	No	No
PA00352	1920C	Typical House	5926 Missouri Ave	No	No
PA01358	1919	Our Lady Queen of Peace Church	6431 Circle Blvd	No	Yes
PA01358	1925	James H. Becker House	Not indicated	No	No
PA01126	1916	The Port Richey Land Office	5728 Main St	No	No
PA0026	1926C	New Port Richey City Hall	320 E Main St	No	No

Notes:

1. National Register of Historic Places.

Sources: Florida Site File, Florida State Historic Preservation Office, 2006, Historic Preservation, Pasco County, Florida, Pasco County Planning Division, 1976, A Plan for Revitalization - Downtown New Port Richey, Florida, Tampa Bay Regional Planning Council, 1986.

Existing Land Use

Existing land uses in the coastal area are quantified in Table CME-3.

**Table CME-3
Coastal Area Existing Land Use
City of New Port Richey**

Existing Land Use Category	Acres	%
Residential	288.82	38.7
Mixed Use	1.49	0.2
Commercial (Retail & Office)	131.86	17.7
Industrial	0.40	0.1
Public/Semi-Public	43.29	5.8
Recreational	69.44	9.3
Water	42.51	5.7
Right-of-Way	15.68	2.1
Vacant	152.71	20.5
Total	746.20	100.0

Sources: Pasco County Property Appraiser, 2005.

Residential uses occupy the greatest amount of acreage in the coastal area, followed by right-of-way and commercial uses. There are approximately 1,080 developed residential parcels in the coastal area. Like most of the City, these residential uses are predominantly low density, single-family development. A significant portion of the US 19 commercial corridor as well as Downtown are located within the coastal area. Approximately 153 acres of coastal area lands are vacant. This represents approximately 20 percent of the total coastal area. The majority of these lands are designated for residential use.

Infrastructure

Public infrastructure located in the coastal area is identified in Table CME-4. With the exception of the US 19 segment north of Main Street, City infrastructure subject to a level of service standard is operating at acceptable levels of service.

**Table CME-4
Coastal Area Public Infrastructure
City of New Port Richey**

Infrastructure Type	Reference	LOS Status
Transportation Facilities		
US 19 (North of Main St to City Limits)	Map TRA-X	Failing
US 19 (South of Main St to City Limits)	Map TRA-X	Acceptable
Collector Roads (All)	Map TRA-X	Acceptable
Potable Water Facilities		
Water Treatment Plant	Map INF-X	Acceptable
Stormwater Drainage Facilities		
Orange Lake Outfall Pipe	-	N/A
Other Facilities		
Seawalls and Catwalks	-	N/A

Source: City of New Port Richey, 2007.

Public Access to Coastal Resources

With numerous waterfront parks and the municipal boat ramp, there are abundant opportunities for public access to coastal resources in the City. Map ROS-1 shows the locations of City parks, all of which are open to residents and visitors.

III. Analysis of Coastal Area Issues

Conflicts of Shoreline Uses

With an increasing population and demand for housing, the potential exists for conflicts between new development and water-dependent shoreline uses. The unique aesthetic qualities of the coastal area make it extremely desirable for residential development and its water access is essential to certain land uses, such as boat ramps. Competing interests for use of coastal lands require that the New Port Richey community be forward thinking in preserving or acquiring these lands for future water-dependent uses, public or private. In order to adequately plan for the protection and public access of the shoreline, development proposals in the coastal area should be reviewed relative to dependency upon water access and adherence to development criteria.

Water-Dependent and Water-Related Site Needs

A key asset of the City is the Pithlachascotee River, which provides a picturesque backdrop and functional setting for recreational and cultural activities. This valuable natural resource is a major attractor for such leisure pursuits as boating, fishing, and bird watching, a desirable location for community events and a contributing factor to economic development in Downtown. The Pithlachascotee River serves as one of the few navigable channels to the Gulf of Mexico in Pasco County.

Demand for water-dependent and water-related development sites is significant in New Port Richey since accessibility to the Gulf of Mexico in Pasco County is relatively limited for land/water-based recreation, leisure, and commercial activities. The City's water-dependent and water-related uses occur along the river and include the Downtown Municipal Boat Ramp, waterfront parks, and numerous private docks. With few public access points to coastal water resources, there is tremendous demand for the City's boat ramp. As the County's population and number of registered boats increases, congestion at these facilities is also expected to rise.

The mouth of the Pithlachascotee River within the City of Port Richey serves as a Federal port. In 1945, the US Congress authorized the river channel to be six-feet deep and 100-feet wide from the six-foot depth of the Gulf of Mexico, beginning immediately downstream from the US 19 bridge, for a length of 3.2 miles. This distance corresponds to an approximate location on the river near Madison Street in New Port Richey. Any improvements to the river channel were subject to certain conditions including maintenance and operation of a terminal, maintenance of a channel upstream of the bridge and alterations to the bridge as necessary to adapt it to navigational needs. More recently, the river channel is primarily used by small pleasure craft as well as commercial and charter fishing/shrimping boats and gambling excursion boats docked in the City of Port Richey.

The Pithlachascotee River was last dredged in the 1960s. The channel is a relatively narrow channel that is marked from the Gulf of Mexico upstream to Burns Point.

Economic Base

Developed lands within the coastal are comprised of residential and commercial uses. The predominant land use is single family residential. However, there is a significant amount of commercial activity in Downtown and along US 19. There are no water-dependent businesses, such a fishing operations or marinas, in the City.

Future Development Needs

Infrastructure within the coastal area is more likely to be damaged, and its residents are more likely to be evacuated during a severe storm event. Given these potential hazards, the City limits public expenditures in the coastal area, redirects populations away from high risk area through a transfer of development rights program and promotes the use the planned development zoning districts as a measure to protect coastal natural resources. Coastal vegetative communities are a protective resource against storm-driven wind and water, and maintenance of their buffering qualities help in minimizing loss of property and maximizing public safety.

The future land use allocation in the CHHA includes residential land use categories ranging from Low Density Residential (0 to 5.0 dwelling units per acre) to High Density Residential (0 to 30 dwelling units per acre).

**Table CME-5
Coastal Area Land Use Analysis
City of New Port Richey**

Existing Land Use Category	Acres	Future Land Use Category	Acres
Residential	288.82	Low Density Residential	111.32
		Low-Medium Density Residential	79.58
		Medium Density Residential-14	109.53
		Medium Density Residential-20	19.31
		High Density Residential	34.07
Mixed Use	1.49	Downtown (CBD)	14.20
		Residential/Office	1.10
Commercial (Retail & Office)	131.86	Residential/Office	0.01
		General Commercial	0.0
		Highway Commercial	114.98
Industrial	0.40	Industrial	0.0
Public/Semi-Public	43.29	Public/Semi-Public	28.86
		School	0.67
Recreational	69.44	Recreation/Open Space	53.88
Water	42.51	Conservation	8.30
Right-of-Way	15.68	Unclassified	30.45
Vacant	152.71		

Sources: Pasco County Property Appraiser, 2005, and New Port Richey 2020 Future Land Use Map.

Although the inventory of vacant developable land is dwindling, there appears to be a sufficient amount of vacant, residentially-designated land to accommodate the projected 2020 population (refer to discussion in the Future Land Use Element). Also, redevelopment at slightly higher densities in targeted areas in the City and outside the CHHA can accommodate a portion of the projected population. Environmental constraints (e.g., wetlands, floodplain, and unsuitable soils), as well as added costs for deep building foundations to withstand lateral loads (wind), will be limiting factors to future development in the coastal area.

Redevelopment Needs

The New Port Richey Community Redevelopment Area encompasses most of the incorporated area in the City. This area is the subject of the City’s redevelopment program to eliminate blight and stimulate private investment through physical and economic transformation. Roughly 90 percent of the Community Redevelopment Area is within the coastal area.

Land uses along the US 19 corridor are characterized by strip commercial development, possessing all of the challenges typically associated with this land use pattern (e.g., vacant buildings, excessive signage, numerous driveways, lack of pedestrian amenities, etc.). However, much of the land along this corridor is designated as Highway Commercial on the

FLUM. This category recognizes the existing character of the corridor—intense commercial use and a development pattern oriented to the automobile—but does not permit residential.

A recent practice in cities with “dead and dying” commercial malls and strips is to change the FLUM designation to redesignate commercially lands to moderate or high density residential. The intent of the method is to attracting residential development, which is more viable when there is a glut of commercial development. The City is precluded from pursuing this redevelopment strategy since amendment of the FLUM in the CHHA from commercial to residential is not permitted by the Comprehensive Plan or state statutes.

Property Rights and Redevelopment Feasibility

In 2002, the Legislature enacted Subsection 163.3191(2)(m), FS, which states, “If any of the jurisdiction of the local government is located within the Coastal High Hazard Area, an evaluation of whether any past reduction in land use density impairs the property rights of current residents when redevelopment occurs, including, but not limited to, redevelopment following a natural disaster. The property rights of current residents shall be balanced with public safety considerations. The local government must identify strategies to address redevelopment feasibility and the property rights of affected residents. These strategies may include the authorization of redevelopment up to the actual built density in existence on the property prior to the natural disaster or redevelopment.”

The City has not instituted any policies or programs that have resulted in a reduction of densities within the CHHA. The Plan allows for new development in the CHHA, at densities not to exceed those allowed under the adopted FLUM. Densities on the adopted Future Land Use Map (FLUM) are generally representative of existing densities in the CHHA (refer to FLUM in Appendix A). As such, the ability of current property owners in the CHHA to redevelop following a natural disaster, or otherwise, would be not be impaired. The FLUM designates the areas along the Pithlachascotee River as Low Density Residential as required by Plan policy. Areas west of US 19 are designated by a variety of low to medium density residential land use categories, except for parcels on the US 19 corridor, which are designated Highway Commercial. The CHHA area in Downtown is designated on the FLUM as Downtown, which allows mixed uses.

Through nonconforming use provisions, the FLUM recognizes the residential densities of existing approved developments and official lots of record. If a property is lawfully developed in accordance with existing regulations in effect at the time of development, and then those regulations change, the development which took place prior to the change is considered a legal non-conformity. Legal nonconformities are typically allowed to remain in existence provided they are not destroyed by more than 50 percent of their value, at which time they have to be brought into compliance with existing regulations.

Coastal Flooding

The City is subject to periodic widespread flooding in the coastal area. A number of localized factors contribute to the occurrence of flooding. The rainy season extends from May to October and includes a hurricane season. About 80 percent of the average annual 54 to 58 inches of rainfall occurs during this six month period. Flat topography and high water table levels tend to retain water and result in localized pooling. Coastal flooding may occur during tropical storms.

Among natural disasters, flooding remains a dominant concern relative to land use and emergency management planning. According to the Federal Emergency Management Agency (FEMA), more than 80 percent of the nation's Presidential declared disasters involve floods. Although the other 20 percent from hurricanes, wildfires, and tornadoes often produce a disproportionate share of the overall damages from natural disasters, floods continue to generate most disaster-related costs in most years. They also pose one of the most manageable and predictable problems connected with natural disasters. Flood mitigation lends itself to land use planning solutions because, with few exceptions, floods follow the contours of riverbanks and shorelines.

Since its inception in 1968, the FEMA National Flood Insurance Program (NFIP) has had two initial purposes: to provide affordable insurance to flood victims and to promote zoning and land use regulations that would prevent development in flood-prone areas. Later, greater emphasis was placed on the second objective through programs, such as the Community Rating System (CRS), encouraging the use of sound local land use planning. The CRS provides incentives in the way of flood insurance rate reductions for local flood management efforts. Under the CRS program, the City annually adopts a Repetitive Loss Area Floodplain Management Plan which identifies natural hazards, flood prone properties, and strategies to minimize future loss.

Under that general authority of Chapter 125, FS, which assigns local governments the responsibility of adopting regulations to promote public health, safety, and general welfare of its citizenry, the City adheres to the boundaries and performance standards set forth by the FEMA. The City adopted an ordinance to meet these requirements. The purpose of the ordinance, which is implemented through the building permit process, is to:

- Protect human life and health;
- Minimize expenditure of public money for costly and unsound flood control projects;
- Minimize damage and expense of public facilities and utilities in special flood hazard areas;
- Minimize the need for rescue and relief efforts associated with flooding; and
- Minimize the costs of prolonged business interruptions associated with flooding.

No structure may be constructed in a flood zone unless the first floor of living area is above the base flood elevation or a certain degree of flood-proofing is completed to prevent damage to the property. The NFIP Flood Insurance Rate Maps (FIRMs) outline the floodplain by determining the height water would rise in a flood with a one percent chance of occurring in a given year. These are known as 100-year floods, although such floods could occur more frequently.

Additional state and federal programs and policies which address flood protection include:

- Hazard Mitigation Planning (Chapter 252, FS)
- Development of a Countywide Comprehensive Emergency Management Plan (Rule 96-7, FAC)
- Development of Regional Impact (Chapter 380.06, FS)
- Florida Department of Environmental Regulations Permitting Programs
- Coastal Construction Standards (Coastal Zone Protection Act)
- Building Codes

Hurricane Clearance and Evacuation Times

Hurricane *clearance time* is the amount of time necessary from the issuance of the evacuation order until the last person gets to a place of safety. *Evacuation time* is the total time from when the evacuation order is issued until the eye of the tropical system makes landfall. As evacuation clearance times increase, the coastal population is subject to greater risk of death or injury during hurricanes. With greater evacuation clearance times, fewer people can be evacuated within a certain timeframe or the evacuation order must be issued earlier.

According to the most recent Tampa Bay Region Hurricane Evacuation Study (Tampa Bay Regional Planning Council, 2006), clearance times for the counties in the region exceed the 12-hour evacuation time to shelter and far exceed the 16 hours for a Category 5 regional evacuation. Additionally, the region has a shelter deficit for a Category 5 storm event. These conditions indicate that local governments in the region, especially those in the coastal area, need to define a mitigation plan for coastal development. A mitigation plan should address the safety of residents within vulnerable locations, including special needs residents evacuation needs, provision of adequate shelter capacity and post-disaster redevelopment strategies.

Table 6 shows the at-risk population in areas vulnerable to storm surge plus the mobile home population in Pasco County. The anticipated evacuation population is significantly higher, including inland residents not under the evacuation order who will seek to outrun the threatening severe weather.

**Table CME-6
Population At-Risk from Coastal Storms
Pasco County**

Evacuation Level	2006	2011
A	135,148	102,569
B	164,077	137,691
C	179,286	162,982
D	208,116	205,721
E	222,217	238,678

Source: Tampa Bay Region Hurricane Evacuation Study , TBRPC, 2006.

Local governments are required to adopt a level of service for an evacuation clearance time for a Category 5 storm event per §163.3178(9)(b), FS.

Local governments may elect to comply with Rule 9J-5.012(3)(b)6. and 7., FAC,

A proposed comprehensive plan amendment shall be found in compliance with state coastal high-hazard provisions pursuant to rule 9J-5.012(3)(b)6. and 7, FAC, if:

1. The adopted level of service for out-of-county hurricane evacuation is maintained for a Category 5 storm event as measured on the Saffir-Simpson scale;
2. A 12-hour evacuation time to shelter is maintained for a category 5 storm event as measured on the Saffir-Simpson scale and shelter space reasonably expected to accommodate the residents of the development contemplated by a proposed comprehensive plan amendment is available; or

3. Appropriate mitigation is provided that will satisfy the provisions of subparagraph 1 or subparagraph 2. Appropriate mitigation shall include, without limitation, payment of money, contribution of land, and construction of hurricane shelters and transportation facilities. Required mitigation shall not exceed the amount required for a developer to accommodate impacts reasonably attributable to development. A local government and a developer shall enter into a binding agreement to memorialize the mitigation plan.

The CHHA represents the area defined by the SLOSH model to be inundated from a Category one hurricane as reflected in the most recent Regional Evacuation Study, Storm Tide Atlas. The *Hurricane Vulnerability Zone* is the area defined by the SLOSH model to be inundated from a category three hurricane as reflected in the most recent Regional Evacuation Study, Storm Tide Atlas.

Evacuation Routing

The Florida Division of Emergency Management designated evacuation routes for west Pasco County include US 19, County Road 587, SR 54, SR 52, Rowan Road, Massachusetts Avenue and the Suncoast Parkway.

Evacuation Shelters

An essential element of any evacuation strategy is the ability to shelter relocated residents throughout the duration of the storm. Shelter preparedness is a crucial element of hurricane preparedness because vast numbers of vulnerable residents will potentially seek public shelter from an approaching hurricane.

Evacuees will seek several alternative forms of shelter at varying distances from their origin. These alternatives may include Pasco County emergency shelters, hotels in outlying areas and the homes of family or friends. In the experience of the Red Cross and emergency management officials, the majority of people evacuating because of a hurricane threat generally provide for themselves or stay with friends and relatives. However, for those who do seek public shelter, adequate space is paramount.

Shelter evacuation information is available to residents through the Pasco County Office of Emergency Management. This office is responsible for registering residents requiring special assistance during an evacuation. Table CME-7 lists emergency Shelters serving west Pasco.

**Table CME-7
West Pasco Emergency Shelters**

Shelter	Location
Calusa Elementary School	7520 Orchid Lake Rd
River Ridge High School	11646 Town Center Rd
Seven Springs Middle School	2441 Little Rd
Chasco Elementary School	7906 Ridge Rd
Trinity Elementary School	2209 Duck Slough Rd
Schrader Elementary School	11041 Little Rd
J.W. Mitchell High School	2323 Little Rd
Longleaf Elementary School	3253 Town Ave

Source: Pasco County Office of Emergency Management, 2007.

Hurricane Preparedness

The Pasco County Office of Emergency Management is tasked with ensuring that public safety is maintained in the event of a natural disaster. The County is responsible for inventorying emergency shelter capacity and maintaining sufficient capacity to meet safety standards; providing evacuation directives; ensuring transportation routes are adequate to allow for timely evacuation of coastal residents; keeping a listing of persons needing assistance in evacuation such as those in nursing homes in coastal areas; coordinating hazard mitigation efforts; and assisting with disaster response and recovery. The City participates in these tasks through participation in the development of the Pasco County Local Mitigation Strategy and representation at the Office of Emergency Management during emergencies.

Hazard Mitigation

The City is a participating jurisdiction in the Pasco County Local Mitigation Strategy (LMS). The LMS, updated in 2003 to comply with the Federal Emergency Management Agency Disaster Mitigation Act of 2000, addresses hazard mitigation and the management of post-disaster recovery. Strategies in the LMS are oriented to the following goals:

- Protect public health, safety and welfare;
- Promote hazard awareness and education;
- Develop mitigation initiatives that protect business and industry;
- Encourage economic diversification and development;
- Maintain high state of preparedness/coordination to mitigate disaster incidents;
- Develop and implement guidelines for post-disaster redevelopment;
- Establish pre- and post-disaster mitigation initiatives through the LMS;
- Encourage the protection of natural resources;
- Encourage the conservation of historical and cultural resources;
- Encourage the resolution of stormwater quantity and quality problems;
- Reduce property damage caused by flooding;
- Regulate the impacts of new development and redevelopment through code enforcement; and
- Regulate and prioritize the construction of critical facilities.

Better coordination of the various programs addressing hazard mitigation and post-disaster redevelopment is necessary to reduce overlaps and increase complementary efforts for the Comprehensive Plan and LMS.

V. Plan to Address Needs

Coastal Transfer of Development Rights Program

The City's Coastal Transfer of Development Rights (TDR) program allows the transfer of development rights from city-owned properties within the CHHA to other properties within the CHHA that are suitable and desirable for development or redevelopment. Once the development entitlements have been transferred from one property to another, the *sending*

property is redesignated to the Conservation land use category, under which it must remain in perpetuity. The allowable density of the *receiving* property increases by the amount of development entitlements transferred. A market for development rights is created by policies that prohibit any increase in the maximum allowable density within the CHHA as determined by the adopted FLUM. Objectives of the Coastal TDR program are to:

- Assist in the redevelopment of the CHHA;
- Protect environmentally sensitive lands within the CHHA;
- Distribute residential entitlements allocated by the FLUM to achieve the requirements of Rule 9J-5012, FAC; and
- Distribute residential entitlements allocated by the FLUM to achieve growth management goals of the City.

The Coastal TDR program is envisioned to remove impediments to redevelopment in blighted areas that are critical to the City's economic sustainability (e.g., US 19 corridor) and pressure to develop environmentally sensitive lands. The Coastal TDR program also allows landowners to help achieve desired development and redevelopment of the CHHA. A parallel goal of this program is to decrease overall residential densities within the CHHA from those development rights authorized by the FLUM, while at the same time allowing for new residential development.

Repetitive Loss Floodplain Management Plan

Under the FEMA Community Rating System program, the City annually adopts a Repetitive Loss Area Floodplain Management Plan which identifies natural hazards, flood prone properties, and strategies to minimize future loss. The plan also includes strategies to reduce the future property loss through land development regulation and guidance on post-disaster redevelopment. Post-disaster aid is available through over 100 different federal programs which provide disaster assistance to individuals, businesses, and state and local governments. Most federal aid is contingent on a Presidential declaration of an emergency or major disaster. Federal assistance is provided based on a 75:25 match ratio, with 75 percent of the eligible cost paid through federal disaster assistance funds and 25 percent paid through state and local government funds.

Floodplain Regulations

Compliance and enforcement of the floodplain management regulations is extremely important to mitigate the potential property loss from both coastal and inland flooding (100-year floodplain). The City has adopted land development regulations for properties within these vulnerable areas of the City.

Post-Disaster Redevelopment Plan

Although post disaster redevelopment planning is an existing requirement under Florida's growth management laws, most local governments have not formally adopted this type of plan. The Post-Disaster Redevelopment Plan addresses recovery and policies to guide post-disaster reconstruction and redevelopment as well as long-term recovery and rebuilding after a natural disaster. It is one of the best means of speeding recovery after a hurricane, minimizing future losses, and quickly restoring local economies. Without an effective Post-Disaster Redevelopment Plan in place in advance of such events rebuilding is often chaotic and

haphazard with lengthier recovery periods often having devastating effects on taxpayers, local economies and natural resources. Post-disaster recovery and rebuilding planning focuses on the long term process of recovery, reconstruction and redevelopment that must follow the emergency. Post-disaster recovery and rebuilding planning identifies policies, operational strategies, and roles and responsibilities for implementation of hazard mitigation elements within the process of recovery and reconstruction.

VI. Goals, Objectives and Policies

Introduction

Pursuant to sections 163.3177(6) and 163.3178, Florida Statutes, the following represents the Coastal Management Element goals, objectives and policies of the City of New Port Richey. These goals, objectives and policies are intended to address the establishment of a long-term directive for the protection of the natural environment systems, cultural resources and human life and property against the effects of natural disasters in the coastal area.

Implementation

Goal CME 1

To preserve and protect natural and cultural resources within the coastal area.

Coastal Natural Resources

Objective CME 1.1

Protect, conserve, or enhance remaining coastal wetlands, living marine resources, coastal barriers, and wildlife habitat.

Policies

CME 1.1.1 The City shall emphasize the protection, maintenance and, where possible, acquisition, of ecological systems in all land and water planning, management and regulation activities in accordance with the policies of the Conservation and Future Land Use elements.

CME 1.1.2 The City shall coordinate dredge and fill activities in the coastal area with the Florida Department of Environmental Protection, the Southwest Florida Water Management District, and the Army Corps of Engineers, and pursuant to Chapters 62 and 40D-4, Florida Administrative Code; Section 404, Clean Water Act and the Land Development Code.

CME 1.1.3 The City shall consider programs or projects relative to seagrass protection, including participation in the efforts of adjacent local governments.

Cultural Resources

Objective CME 1.2

Provide for the protection, preservation, or sensitive reuse of historical and archaeological resources in the coastal area.

Policies

CME 1.2.1 Development applications shall address the occurrence or potential occurrence of historical and archeological resources.

Goal CME 2

Reduce the future risk to human life and public and private property from natural hazards, and expedite post-disaster recovery through hazard mitigation, evacuation facilities, disaster recovery and post-disaster redevelopment strategies.

Public Facilities Expenditures in the CHHA

Objective CME 2.1

Limit public expenditures that subsidizes development permitted in Coastal High Hazard Area except for restoration or enhancement of natural resources.

Policies

CME 2.1.1 Per Section 163.3178(2)(h), Florida Statutes, the Coastal High Hazard Area is defined as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

CME 2.1.2 The City shall not support or finance new local transportation corridors which lie within the Coastal High Hazard Area, although existing corridors may be maintained or improved as necessary to protect the health, safety or welfare of existing residents.

CME 2.1.3 The City shall not support sewer and water line extensions or expansions within the Coastal High Hazard Area which will encourage future growth/higher densities in those vulnerable areas.

CME 2.1.4 The City shall limit the construction of wastewater treatment plant facilities within the Coastal High Hazard Area to expansion of existing plants as permitted and monitored by the Florida Department of Environmental Protection in Chapter 62-6, FAC, except in the case of an overriding public health and safety issue.

CME 2.1.5 All new public facilities in the Coastal High Hazard Area shall be flood-proof to ensure minimal damage from major storms.

CME 2.1.6 Utility infrastructure in the Coastal High Hazard Area shall be designed to withstand floods and wind damage associated with major storms. Furthermore, the City shall require, where necessary and appropriate, electric, telephone, television cable and other private utility infrastructure be designed to withstand flood and major storm damage. All utility lines and services shall be installed underground at the owner's expense with exception of the following:

- a. Temporary construction lines;
- b. Appurtenances such as transformers, pedestal-mounted terminal boxes and meter cabinets, when placed on a level concrete slab and located so as to minimize noise effects on surrounding properties;
- c. Replacement of existing overhead service lines due to expansion or change of use, where no other site improvements are required;
- d. Replacement of lines on existing poles; and
- e. Service to individual residential lots in developed areas presently served by overhead utility lines.

Development Density in the CHHA

Objective CME 2.2

Direct population concentrations away from the designated Coastal High Hazard Area.

Policies

CME 2.2.1 The City shall maintain or reduce allowable density in the Coastal High Hazard Area consistent with the Future Land Use Map of the Comprehensive Plan.

CME 2.2.2 The City shall implement a program of land acquisition and management for recreation, conservation and preservation areas within the Coastal High Hazard Area.

CME 2.2.3 The City shall review federal, state and county development projects which are to be located within the Coastal High Hazard Area, as well as the Hurricane Vulnerability Zone, and support those projects which are consistent with this Plan.

CME 2.2.4 The City shall require a coastal hazard disclosure statement on all real estate transfers or leases within the Coastal High Hazard Area.

Hurricane Evacuation

Objective CME 2.3

Maintain or reduce hurricane evacuation clearance times and establish the level of service for Hurricane Evacuation at 18 hours in-County and 58 hours for out-of-County evacuation for a Category 5 storm event as measured on the Saffir-Simpson Scale.

Policies

CME 2.3.1 The City shall coordinate with FDOT, Pasco County MPO and Pasco County to ensure that major evacuation routes are adequately signed and maintained and, as conditions warrant, improved to increase the rate of evacuation.

CME 2.3.2 The City, in cooperation with the Pasco County Office of Emergency Management and West Pasco Chapter of the American Red Cross, shall continue to sponsor

annual hurricane preparedness seminars and provide general information to the public on evacuation procedures to increase hurricane awareness.

CME 2.3.3 City emergency response personnel and volunteers shall coordinate with county and state emergency response agencies in emergency planning, including communications, traffic control and warning operations, to affect a safe and efficient evacuation of the City.

CME 2.3.4 The City shall ensure adequate roadway capacity to facilitate the evacuation of residents in the Hurricane Vulnerability Zone by evaluating any proposed changes in land use density/intensity against the currently acceptable evacuation plan.

CME 2.3.5 The City shall consider the findings of the Tampa Bay Regional Planning Council Hurricane Evacuation Study in the Comprehensive Plan.

Hazard Mitigation

Objective CME 2.4

Reduce the risks to human life and public and private property from natural disasters through implementation of hazard mitigation measures.

Policies

CME 2.4.1 The City shall adopt, at a minimum, the coastal construction standards embodied in the Coastal Zone Protection Act, and shall strictly enforce these standards through the building inspection process.

CME 2.4.2 The City shall continue to implement hazard mitigation programs, such as building codes, floodplain management regulations, stormwater management regulations, land use regulations, as well as proper siting and management of public facilities in accordance with the Comprehensive Plan.

CME 2.4.3 Special care facilities shall not be located in the Coastal High Hazard Area. Special care facilities are discouraged in the Hurricane Vulnerability Zone unless adequate provisions for safe and efficient evacuation and shelter are ensured.

CME 2.4.4 The City shall ensure that the hazard mitigation considerations in the Pasco County Local Mitigation Strategy that are applicable to the City are implemented, when feasible.

CME 3.4.4 The City will incorporate the recommendations of interagency hazard mitigation reports into the Comprehensive Plan, as appropriate.

GOAL CME 3

Expedite post-disaster recovery and reduce the future risk to human life and public and private property from natural hazards through recovery and re-development strategies.

Post-Disaster Permitting

Objective CME 3.2

By 2020, in order to effectively manage the timing and sequence of reconstruction, establish reconstruction permitting procedures.

Policies

- CME 3.2.1 Following a major hurricane event, the City Council will adopt a temporary post-disaster building moratorium to allow sufficient time for immediate damage assessment, the identification of redevelopment opportunities and hazard mitigation policy implementation.
- CME 3.2.2 The City shall adopt a post-disaster procedure which will expedite permitting for minor repairs. The procedure shall include development plan review, engineering approval and building permitting and shall provide that all permitting procedures are coordinated with the appropriate agencies and are consistent with the objectives of this Comprehensive Plan.
- CME 3.2.3 The City shall adopt a Recovery and Reconstruction ordinance that addresses, at minimum, temporary land development regulations, demolition of damaged buildings, temporary and permanent housing and recovery and reconstruction strategies.

Post-Disaster Redevelopment

Objective CME 3.3

The City shall address key reconstruction and redevelopment strategies which will be used to promote hazard mitigation.

Policies

- CME 3.3.1 Where feasible, property which has received recurring damage from storm surge shall be publicly acquired and designated Conservation on the Future Land Use Map to prevent redevelopment of the property to its pre-hurricane land use.
- CME 3.3.2 The City shall consider the feasibility one or more of the following strategies in those areas which receive major or moderate damage:
 - a. Relocation of the use outside the Coastal High Hazard Area;
 - b. Reduction of permissible density of development in the area;

- c. Reconstruction according to more stringent building and construction standards; and
- d. Public acquisition.

CME 3.3.3 The City shall hazard mitigation objectives and other community development objectives during reconstruction permitting including: toward the enhancement of:

- a. Recreational and open space opportunities;
- b. Public access to waterfronts;
- c. Natural ecosystems;
- d. Access and mobility; and
- e. The long-term economic vitality of the commercial base.

Post-Disaster Redevelopment Plan

Objective CME 3.4

Evaluate the long-term problems related to post-disaster relief in the development of a Post-Disaster Redevelopment Plan.

Policies

CME 3.4.1 By 2020, the City shall develop a Post-Disaster Redevelopment Plan that addresses repetitive loss areas that should not be reconstructed, abandonment or relocation of vulnerable buildings and principles for repair, replacement, modification or relocation of vulnerable public facilities.

CME 3.4.2 The City shall include build-back policies in the Post-Disaster Redevelopment Plan.

CME 3.4.3 The Post-Disaster Redevelopment Plan shall contain objectives and policies that distinguish between immediate repair and clean-up and long-term repair and redevelopment.

GOAL CME 4

Development that is complementary to the natural character and existing public facility capacity of the Coastal Planning Area.

Public Access

Objective CME 4.1

Maintain and improve public access to the waterfronts in the coastal area.

Policies

CME 4.1.1 The City shall continue to provide public access to the waterfront through its waterfront parks, catwalks, fishing piers and boat ramp.

CME 4.1.2 The City shall acquire lands or public access easements adjacent to the shoreline through Federal, State, regional, or local land acquisition funding programs or as part of the development review process, when feasible.

CME 4.1.3 The City shall manage all public access facilities in a manner consistent with Federal, State, and regional regulations, and local programs.

Shoreline Uses

Objective CME 4.2

Preserve waterfront lands to accommodate desired water-dependent uses.

Policies

CIE 4.2.1 The City shall establish criteria for prioritizing waterfront uses that gives priority to uses that are water-dependent.

Public Facilities Planning

Objective CME 4.3

Provide for adequate public facilities to accommodate existing and new development in the coastal area.

Policies

CME 4.3.1 The level of service standard for streets in the coastal area shall be consistent with the Transportation Element.

CME 4.3.2 The City shall coordinate with Pasco County and the City of Port Richey, as appropriate, relative to water and sewer service areas and the phasing of associated infrastructure in the coastal area.