



Levy County 2050 Plan Update Workshop #6 - Infrastructure, Transportation & Capital Improvements

Community-Driven Planning for a Resilient, Thriving Future

March 17, 2026



The image features a dark green background densely populated with various shades of green clovers and circular bokeh effects. A thin, light green rectangular border frames the central text. The text is white and consists of two lines: "HAPPY" in a bold, uppercase sans-serif font, and "St. Patrick's Day" in a white, elegant cursive script font.

HAPPY
St. Patrick's Day

Purpose of today's Workshop



Infrastructure: Assess current capacity for Water, Wastewater, and Solid Waste.



Transportation: Review Transportation networks, safety, and regional connectivity.



Capital Improvements: How we fund, prioritize, and manage growth.

Goal for Today: Identify top strategies to prioritize in the 2050 Comprehensive Plan.

The Planning Challenge: Growth vs. Services



Cost of Sprawl: Scattered development in rural subdivisions is difficult and costly to serve.



Regional Pressures: Balancing local rural character with regional traffic demands and large utility corridors.



Funding the Future: Generating enough revenue to maintain existing roads/facilities while ensuring new growth pays its fair share.



Current State Law (SB 180): Temporarily limits the County from adopting "more restrictive or burdensome" land use rules.

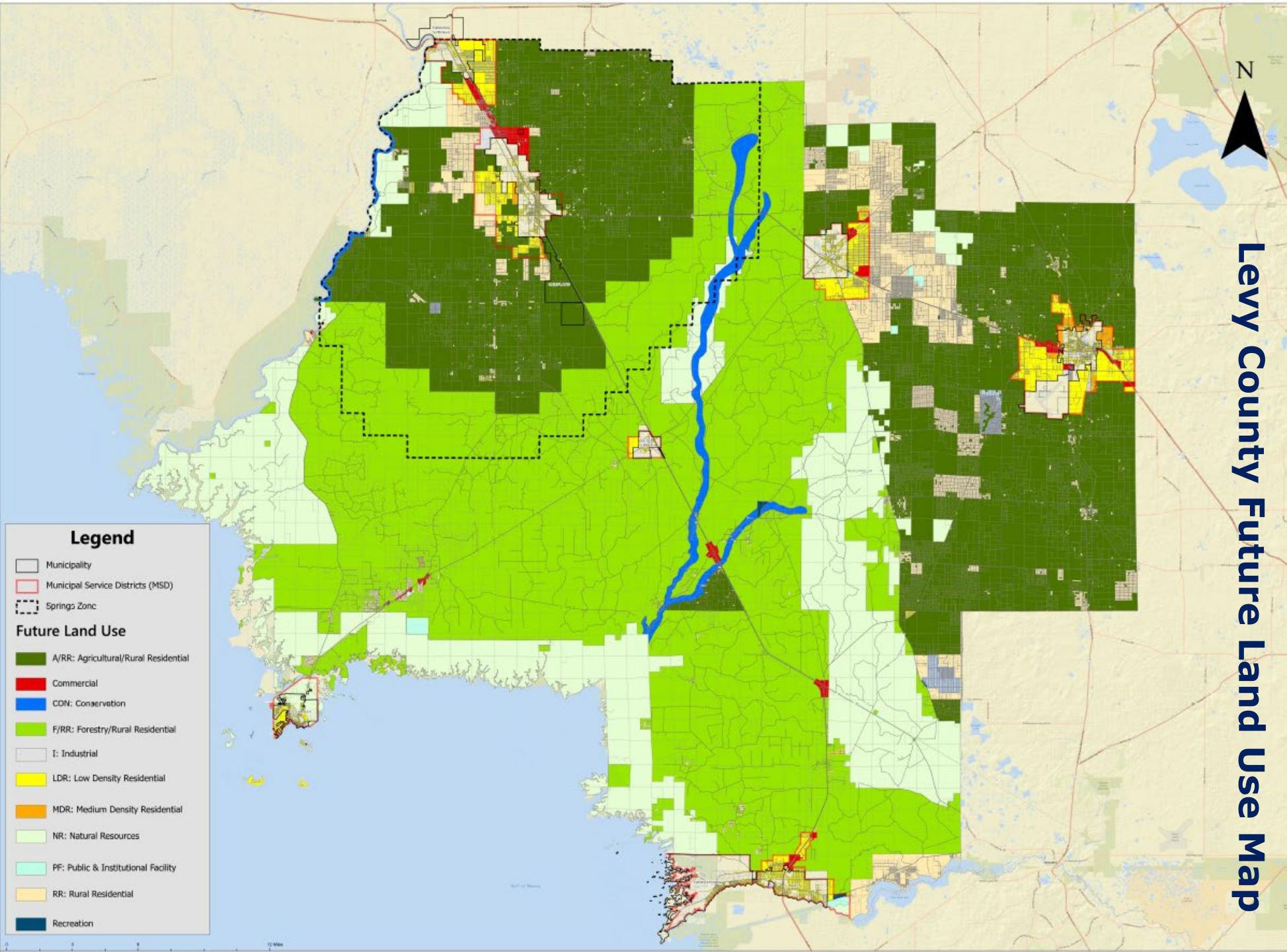
Unincorporated Land Use Distribution

Future Land Use Category	Acreage	Percentage	Density (Units/Acre)
Natural Resources and Conservation (NR-CON)	123,767	18.0%	0
Forestry/Rural Residential (F/RR)	291,888	42.4%	1U/20 acres
Agricultural/Rural Residential (A/RR)	223,130	32.4%	1U/10 acres
Rural Residential (RR)	27,127	4.0%	1U/3 acres
Urban Low-Density Residential (LDR)	12,920	1.9%	1U/1 acre
Urban Medium Density Residential (MDR)	1,281	0.2%	5U/1 acre
Commercial (C)	2,226	0.32%	N/A
Industrial (I)	629.66	0.09%	N/A
Recreation (REC)	160	0.02%	0
Public & Institutional Facilities (PF)	4,364	0.64%	0





Levy County Future Land Use Map



Legend

- Municipality
- Municipal Service Districts (MSD)
- Springs Zone

Future Land Use

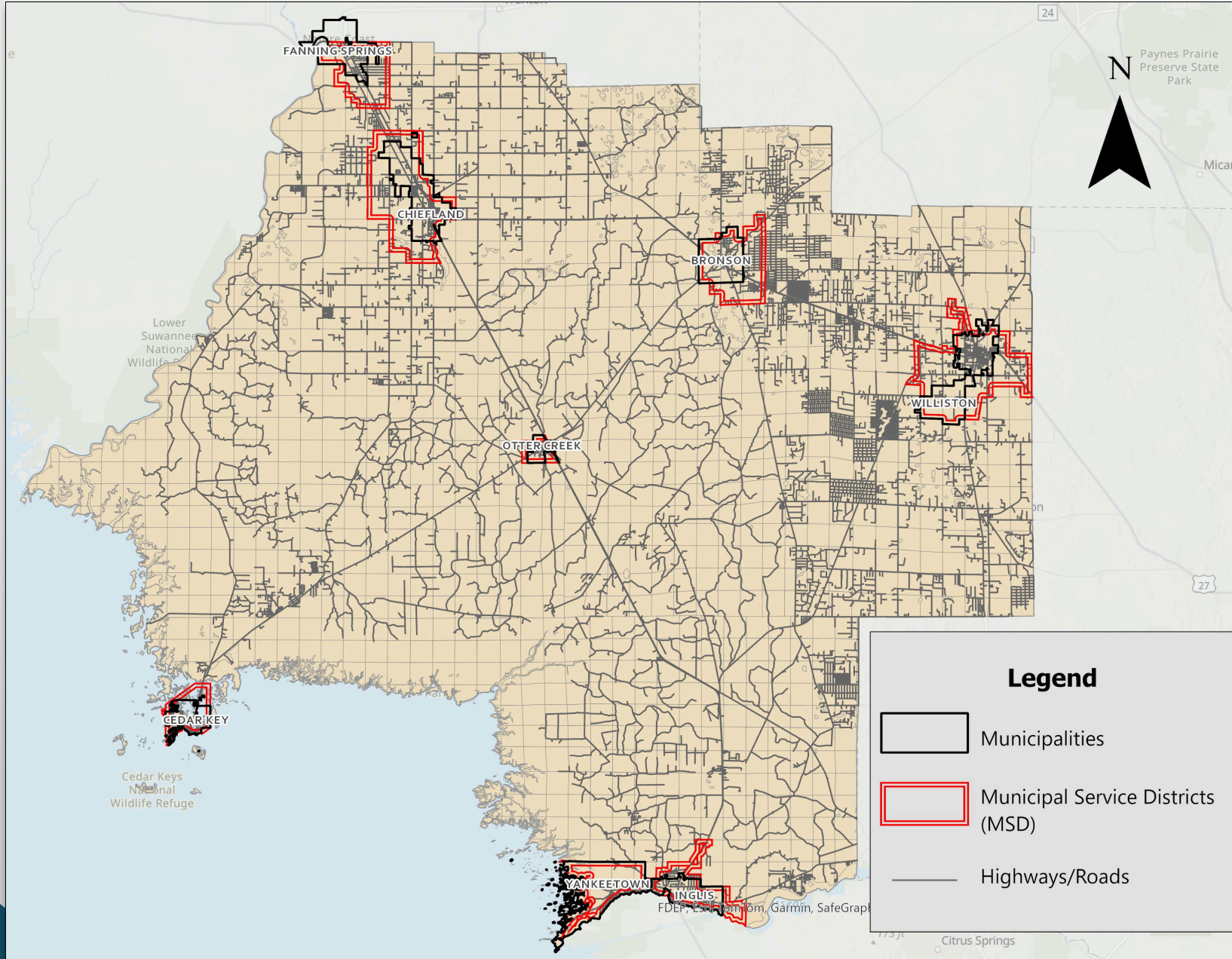
- A/RR: Agricultural/Rural Residential
- Commercial
- CON: Conservation
- F/RR: Forestry/Rural Residential
- I: Industrial
- LDR: Low Density Residential
- MDR: Medium Density Residential
- NR: Natural Resources
- PF: Public & Institutional Facility
- RR: Rural Residential
- Recreation



What We Heard So Far

- **Connectivity:** Residents want better regional connectivity to job centers and better local transit options.
- **Infrastructure limitations:** A lack of central sewer, drainage, and broadband limits viable growth; old septic systems pose environmental threats.
- **Smart Growth:** Strong support for directing development to designated nodes to prevent strip sprawl.
- **Local Role and State Preemption:** Concern that decisions are increasingly shaped by state-mandated processes that limit the County's ability to influence siting, scale, and community compatibility.

Municipal Service Districts



Municipal Service District (MSD) is a legal taxing entity already in place in Levy for things like fire/EMS (per \$125.01),



MSD vs MSA: What's the Difference?

Municipal Service District (MSD) From Levy County Comp Plan:

- Existing Legal special taxing district under Florida Statutes §125.01(1)(q)
- Funds specific services (e.g., fire, EMS, garbage) in unincorporated areas
- Can levy non-ad valorem assessments or taxes

Municipal Service Areas (MSAs):

- Planning tool used in Comp Plans or Interlocal Agreements
- Identifies where services like sewer are expected to expand
- Guides growth boundaries and infrastructure coordination
- Chapter 163, F.S. encourages the use of MSAs in comprehensive planning to coordinate utility extensions between the County and the cities.



Infrastructure Data – Water & Wastewater

Water & Sewer capacity exists, but service geography matters.

Projections show Levy County has strong utility capacity for 2050 (est. 54,238 residents).

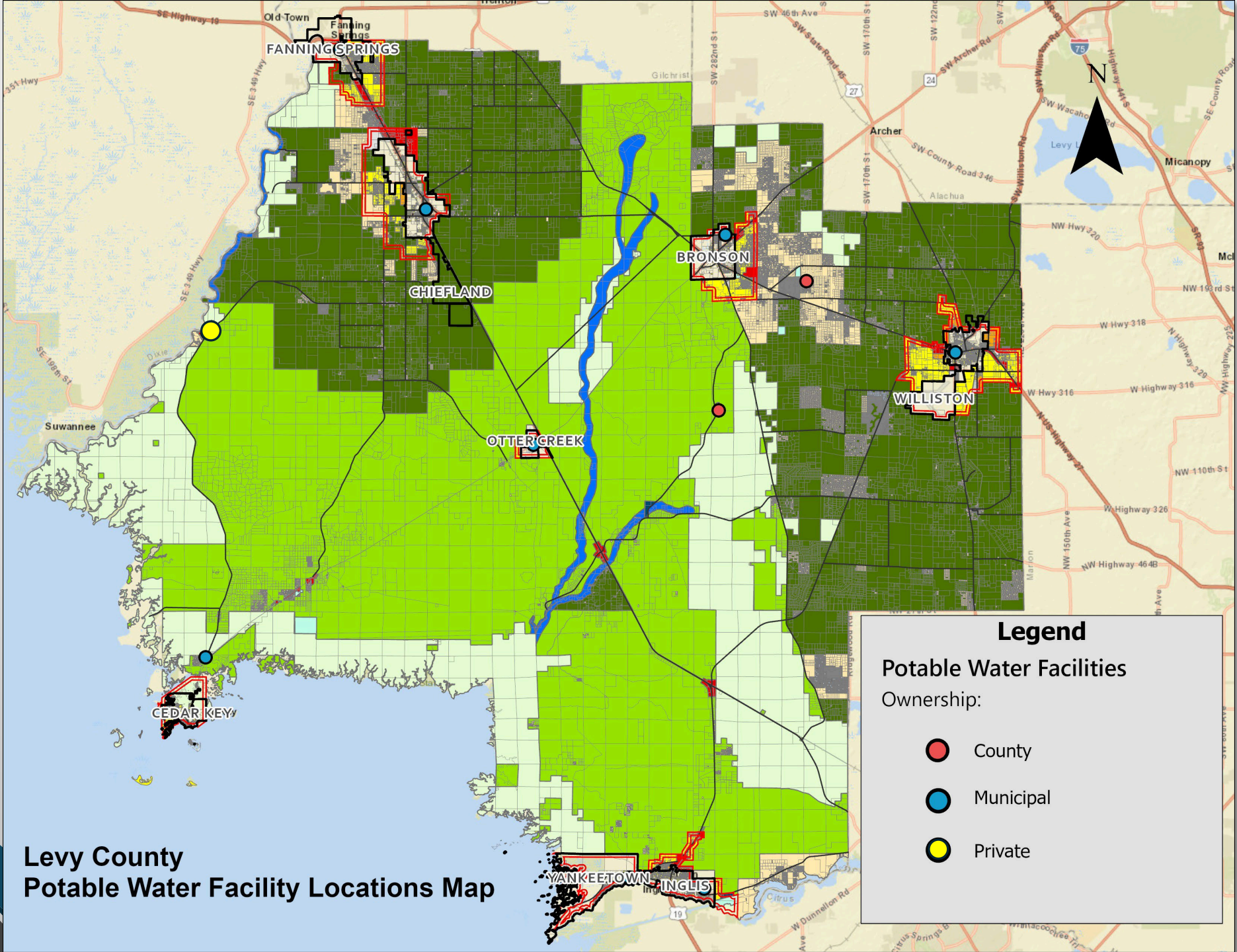
Potable Water: ~107 gallons per capita/day (Well below the 150 GPD maximum standard).

Wastewater: ~20.7 gallons per capita/day (Well below the 100 GPD maximum standard).

Most parcels in unincorporated Levy still rely on onsite wastewater treatment systems

Strategy: Continue directing higher-density growth to Municipal Service Districts (MSDs) to maximize existing centralized facilities.





Levy County
Potable Water Facility Locations Map

Legend

Potable Water Facilities

Ownership:

- County
- Municipal
- Private



Regional Solutions: The W3C Project

What is it? A proposed \$120M regional water/wastewater "hub-and-spoke" system connecting Bronson, Cedar Key, and Otter Creek.

- **Coastal Resilience:** Moving Cedar Key's vulnerable drinking water and treatment facilities off the island to the mainland.
- **Environmental Protection:** Converting 270 septic systems in Bronson to central sewer to protect the Lower Waccasassa Basin.
- **Timeline:** Expected construction between 2025-2027, supported by state grants and FDEP forgivable loans.

Source: Suwanee River Water management District & Waccasassa Water and Wastewater Cooperative



Infrastructure Data – Solid Waste

Infrastructure Capacity: Solid Waste Challenges

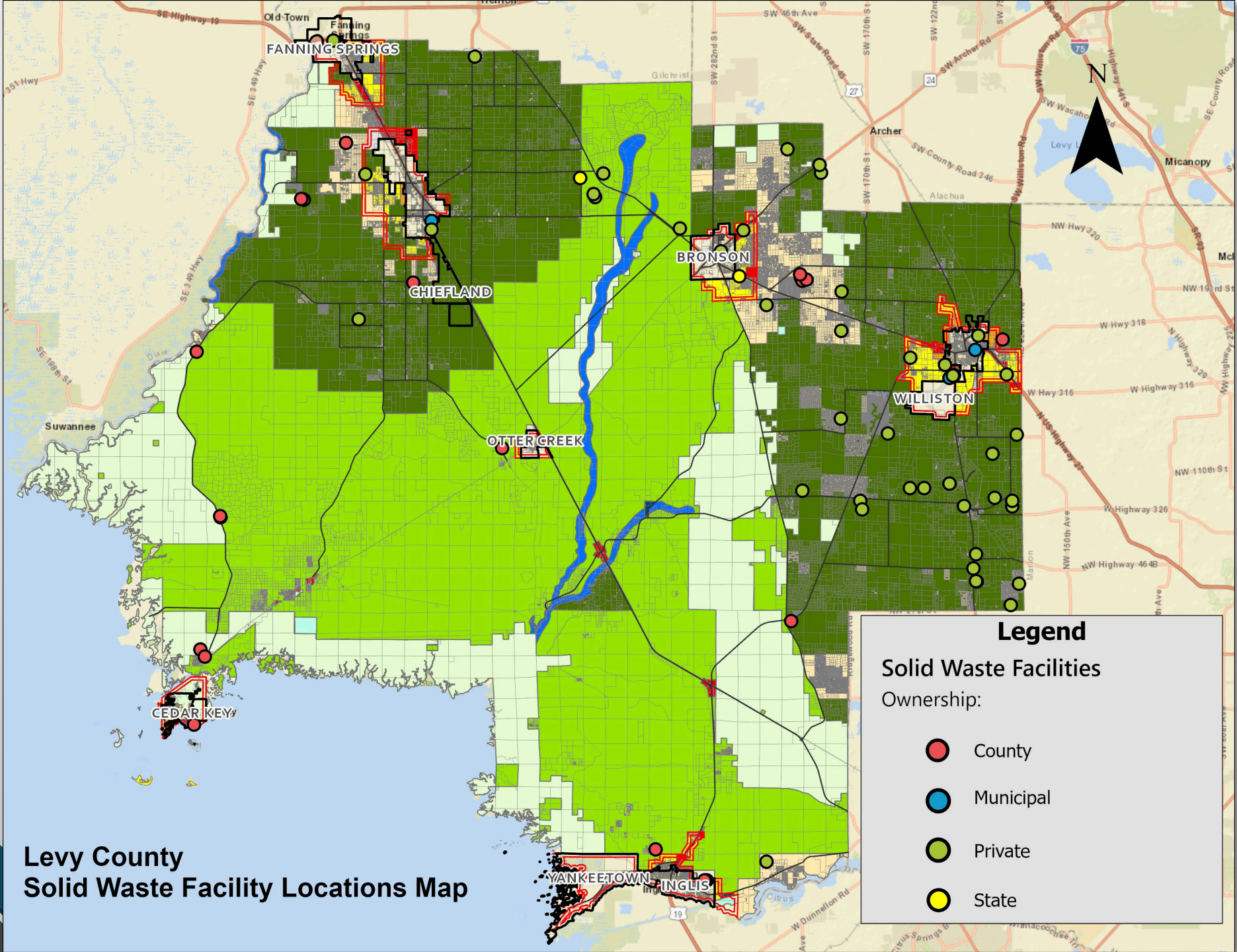
The Data: Levy County generates about 5.07 lbs. of solid waste per person per day.

The Issue: This exceeds the County's adopted Level of Service standard of **2.8 lbs.** per day.

Future Needs: By 2045, the County is projected to generate over 131 tons of waste daily.

Strategy: Expanded recycling, yard-waste composting, vertical expansion, and optimized collection to extend the landfill's life. Developing additional landfill capacity has an average cost of \$500,000 - \$1.5 Million per acre.





Levy County
Solid Waste Facility Locations Map

Legend

Solid Waste Facilities

Ownership:

- County
- Municipal
- Private
- State



Transportation – Current Network & Projections

Level of Service (LOS): The standard for County roads is LOS "C". Currently, almost all county and state roads operate safely at LOS B or C.

Strategic Intermodal System (SIS): US 19, US 27, and Alt 27 are vital freight and travel corridors and cannot operate below LOS C.

The Transportation Element: Supports bicycle and pedestrian connections linking neighborhoods to schools, recreation, and shopping.

Current Policy: Emphasizes access management, right-of-way preservation, and coordination with FDOT.

Connection & Coordination: Airport and regional coordination remain part of the picture - Williston Airport, Cedar Key Airport, and Suncoast Parkway II.

Policy Stance: The County explicitly states that new Greenfield turnpikes/toll roads are *inconsistent* with Agricultural and Conservation lands. (Policy 3.9 – Transportation Circulation Element)



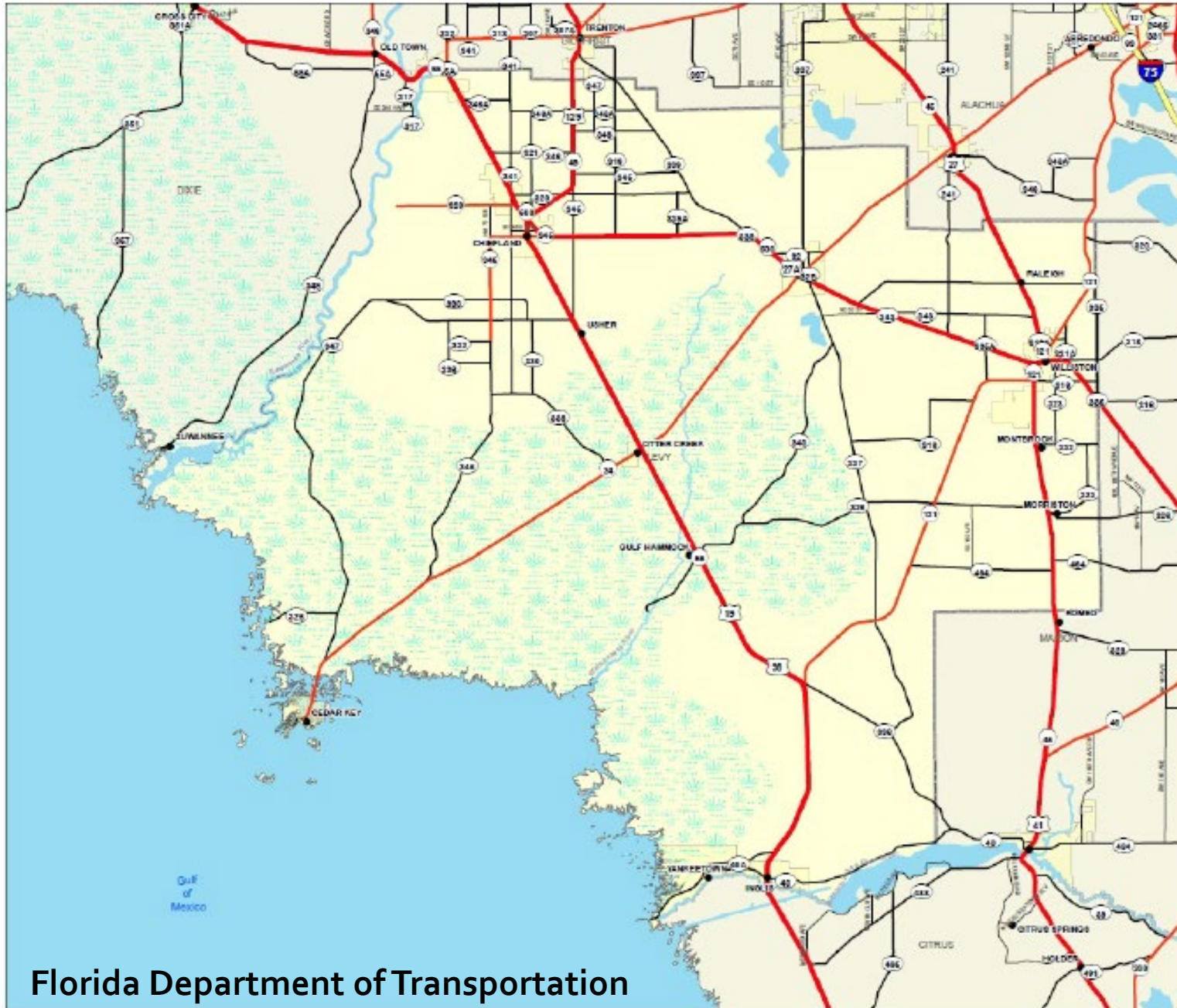
Managing Traffic: U.S. 19 PD&E Study

- **The Catalyst:** Anticipating heavy traffic increases when Suncoast Parkway 2 connects to US 19 at Red Level.
- **Lebanon Station:** Reconstructing US 19 over CR 336 with an independent bridge and ramps.
- **Chiefland Strategy:** Evaluating 6-lane express mainlines separated from 1-to-2 lane "frontage roads" to separate high-speed through-traffic from local shoppers.
- **Active Transit:** Standardizing 5-to-6-foot sidewalks and multi-use trails along the corridor.

Source: Florida Department of Transportation – District 2



Levy County Transportation Network



Legend

- Interstates
- Toll Roads
- US Roads
- State Roads
- County Roads
- Minor Roads
- Cities/Towns
- Urban Areas
- County Boundary
- Rivers
- Lake
- Swamp or Marsh

Produced in 2009 by the Florida Center for Instructional Technology (FCIT) using data from the Florida Department of Transportation.
 Projection: Albers Conical Equal Area

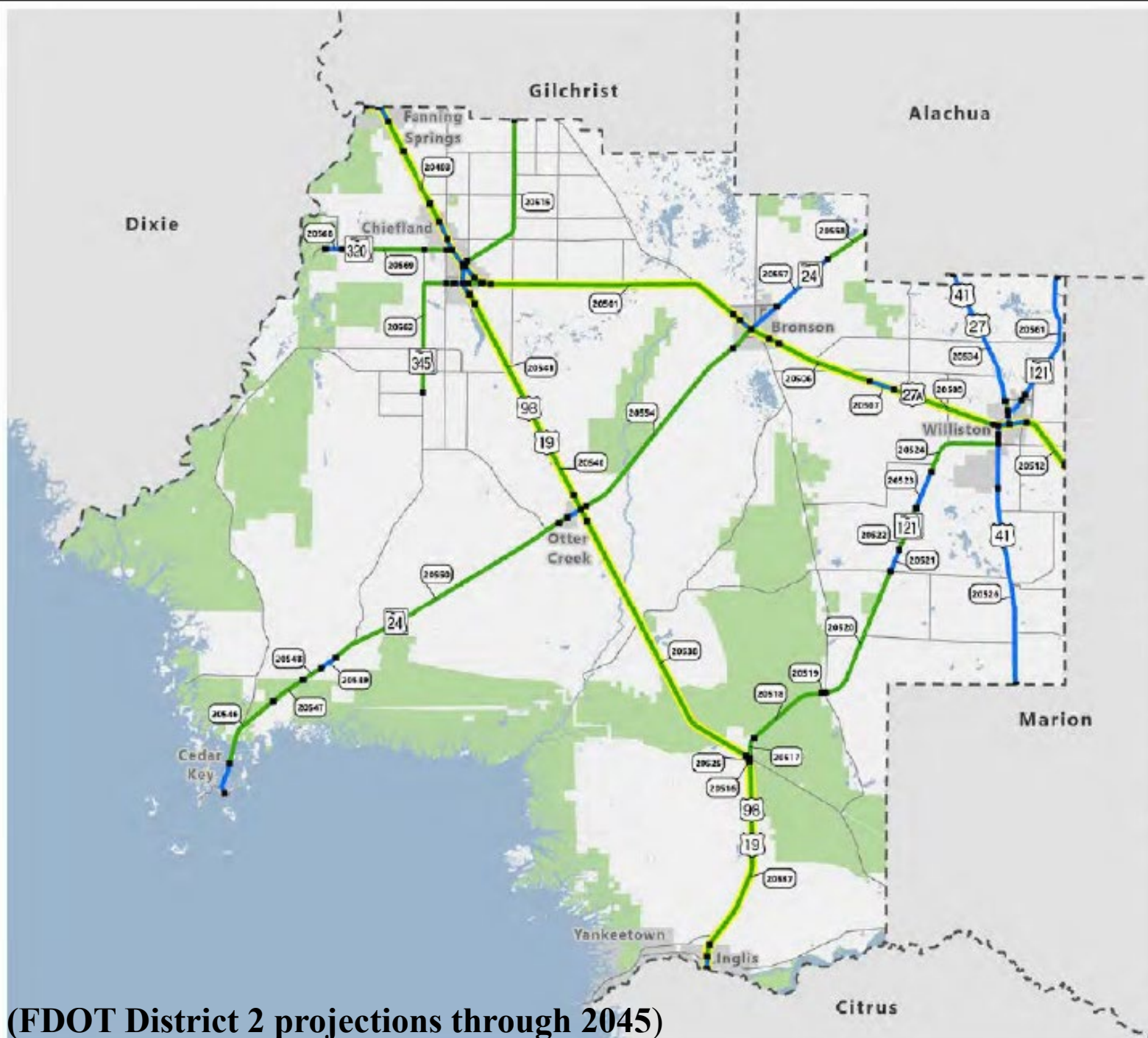
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Florida Department of Transportation





LEVY COUNTY
 OVERVIEW
 2022
 PEAK HOUR
 LEVEL OF SERVICE

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

- Segment Break
- Segment ID
- SIS Roadway
- Proposed SIS
- County Boundary
- City Limits
- Census Designated Place
- Nature Preserve
- Water Body

Data Sources:
 1. FDOT Office of Transportation Statistics
 2. Florida Geographic Data Library (FGDL)

Disclaimer:
 This document is for general planning purposes only. It is not intended for precise measurements.



FDOT
 DISTRICT TWO
 LEVEL OF SERVICE REPORT
 MAY 2024



(FDOT District 2 projections through 2045)



Capital Improvements – “Pay As You Grow”

Capital Improvements: Funding & Concurrency

What is it? The County's 5-Year schedule for funding major projects (roads, pipes, parks) using grants, gas taxes, and impact fees.

Concurrency (Timing): The County legally requires that infrastructure (water, sewer, roads, schools) must be in place or under construction *before or concurrent* with new development.

Fair Share: New developments must pay their proportionate share (via impact fees or developer contributions), so existing taxpayers don't foot the bill for new growth.



Impact Fees vs. Proportionate Share Mitigation

Key Differences

Feature	Impact Fees	Proportionate Share Fees
Legal Basis	Florida Impact Fee Act (§163.31801, F.S.)	Concurrency Requirements (§163.3180, F.S.)
Primary Goal	To fund future infrastructure necessitated by new growth.	To mitigate the specific impact of a project on failing infrastructure.
When Paid	Usually, at the time of building permit issuance.	During the development order/concurrency review phase.
Calculation	Based on a standard fee schedule (e.g., \$X per square foot).	Based on the project's specific "share" of a needed road or school improvement.
Scope	Broad (Roads, Parks, Schools, Fire, Police, Libraries).	Limited (Mainly Transportation and Schools).

Capital Improvements – Coastal High Hazard Area

Smart Spending: The Coastal High Hazard Area (CHHA)

The Policy: The County limits public expenditures that subsidize development in highly vulnerable coastal flood zones.

Where funds DO go: Public money in the CHHA is strictly prioritized for:

- Essential public health, safety, and evacuation route improvements.
- Water-dependent facilities (like ports/marinas).
- Public shoreline access and coastal resource restoration.

Key Takeaways & Next Steps

Smart Infrastructure: Maximize existing water/sewer infrastructure within cities; address high rates of solid waste generation.

Protecting Rural Character: Direct residential and commercial growth to appropriate areas through development standards and enforce current density requirements. Maintain goals of discouraging destructive greenfield toll roads.

Fiscal Responsibility: Enforce "Concurrency" so developers pay their fair share and restrict public subsidies for growth in coastal flood zones.

Next Phase: This concludes our workshops. Next step: Drafting the 2050 Comprehensive Plan!

Public input will continue throughout this phase.



THANK YOU

QUESTIONS?

