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City of Titusville 2040 Comprehensive Plan

Future Land Use, Housing, and Transportation Elements

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for the City of Titusville**

About the Comprehensive Plan:

Titusville's 2040 Comprehensive Plan is based on the Titusville Tomorrow Vision Plan developed through public outreach in 2017 and adopted by City Council on January 23rd, 2018. The vision outlines goals for the City's future growth and identifies three major themes: Downtown, the Waterfront, and the Gateways. The 2040 Comprehensive Plan has been reorganized around these three themes as well as two other core elements of the City: Neighborhoods and Employment Opportunities. The reorganization recognizes the importance of coordinating various departments and strategies to accomplish goals within each theme and geographic area and acknowledges that appropriate strategies within any area of practice may vary across the City.

The City's Comprehensive Plan is arranged in seven elements:

- [City-Wide](#)
- [Downtown](#)
- [Waterfront District](#)
- [Neighborhoods](#)
- [Gateways](#)
- [Employment Opportunities](#)
- [Supporting Elements](#)

Notes: This draft includes proposed Future Land Use, Transportation, and Housing policies organized in the proposed framework for the Titusville Comprehensive Plan. Placeholders are noted in some, but not all, locations where other elements are anticipated to be included.

CITY-WIDE ELEMENT

City-wide Vision: In 2040, Titusville is a thriving, historic city with a vibrant economy; a welcoming, small-town ambiance; and a healthy, active waterfront enjoyed by residents and visitors.

Goal 1 CITY-WIDE: To create a high quality of life and opportunities for residents and visitors.

Objective 1.1 Capitalize on the dynamic regional economic forces in the Space Coast to attract residents and employers.

Policy 1.1.1 Coordinate with state and regional economic development agencies to attract and retain employers and talent.

Policy 1.1.2 Develop a unified community image that is attractive to potential employers and residents.

Policy 1.1.3 Facilitate the creation of mixed-use gathering places that are attractive to potential employees and residents.

Objective 1.2 Retain and build on the comfortable scale of the City with place-based design reflecting the small-town character residents appreciate.

Policy 1.1.1 Encourage the preservation of historic buildings with architectural value or historic significance.

Policy 1.1.2 Require that pedestrian-oriented design features be incorporated into new and renovated buildings such as building entrances located close to the public sidewalk and the inclusion of pedestrian-scale architectural features.

Policy 1.1.3 Landscaping and streetscaping standards should encourage walking by providing shade and a visually appealing sidewalk experience.

Policy 1.1.4 Publicly accessible civic and open spaces should be available to residents and visitors for passive and active recreation.

Policy 1.1.5 Urban design and landscaping strategies should be used to create transitions between zones of different intensity.

Policy 1.1.6 As properties along Riveredge Drive are annexed, the Riveredge Drive Small Area Plan (approved by Council November 23, 2004) shall be a guideline when land use and development review decisions are made.

Objective 1.2 Enable redevelopment to create new opportunities for residents and small businesses, discourage urban sprawl, and maximize the return on investments in infrastructure.

Policy 1.2.1 Redevelopment of underutilized sites into compatible and complementary mixed-use developments shall be encouraged through supportive land development regulations and other incentives.

Policy 1.2.2 Identify funding mechanism and provide infrastructure sufficient to support redevelopment in target areas.

Policy 1.2.3 Promote vertical and horizontal mixed-use development in centers and along corridors.

- Policy 1.2.4 Enable safe, efficient travel between destinations in the City by automobile, bicycle, walking, and transit.
- Policy 1.2.5 Require transportation connectivity within and between development sites to provide multiple access points for emergency management, to disperse vehicular traffic, and to facilitate multiple modes of transportation.
- Policy 1.2.6 The City may vacate street right-of-way only if it does not prevent reasonable connections for existing and future public transit, pedestrian, and non-motorized and motorized vehicle trips.
- Policy 1.2.7 The City may vacate street right-of-way if it facilitates and creates enhanced public space and enables an approved redevelopment plan.
- Objective 1.3 Support the natural environment through sustainable practices and conservation of natural resources.
- Policy 1.3.1 Protect environmentally sensitive natural resources, including water bodies and wildlife habitats, through preservation and conservation best practices.
- Policy 1.3.2 Permit and encourage water and energy-saving features in new private development and public investments.
- Policy 1.3.3 Require development techniques that maintain water quality. Permit and encourage innovative techniques that improve water quality.
- Policy 1.3.4 Encourage Florida-friendly and Florida native landscape design.
- Policy 1.3.5 Promote energy-efficient non-motorized and public transit options and reduction in vehicles miles traveled through infrastructure planning, land use regulation, and investment of impact fees.
- Objective 1.4 The City shall coordinate with other agencies to meet the objectives of this plan including, but not limited to, the following entities:
- Brevard County;
 - Space Coast Transportation Planning Organization;
 - Florida Department of Transportation District Five;
 - St. Johns River Water Management District;
 - East Central Regional Planning Council;
 - Brevard County School District; and
 - various granting and funding agencies.

City-Wide Strategies:

- 1.A. To provide a coherent framework for planning, the City will develop plans and programs to support the vision through five strategic planning areas:
- i. Downtown
 - ii. Waterfront District
 - iii. Neighborhoods
 - iv. Gateways
 - v. Employment Opportunity
- 1.B. The City shall investigate the development of a system-wide multi-modal transportation network master plan.

DOWNTOWN ELEMENT

Goal 2 DOWNTOWN: Downtown is the heart of Titusville. Downtown should have a memorable identity, foster a great variety of activities, and attract a critical mass of people to live, work, visit, and enjoy.

Objective 2.1 Future Land Use: The City shall encourage development and redevelopment in Downtown that allows a large variety of uses and increases the residential population.

- Policy 2.1.1 Leverage existing public land to create high value open spaces that provide great gathering places for residents and incentivize private sector redevelopment.
- Policy 2.1.2 Building heights should be compatible with a comfortable pedestrian scale and provide transitions to surrounding neighborhoods.
- Policy 2.1.3 Encourage the preservation and adaptive re-use of historic buildings that contribute to the architectural character of Downtown.
- Policy 2.1.4 Promote the use of public art within Downtown.
- Policy 2.1.5 Encourage ground-floor uses that promote active street life including but not limited to retail, restaurants, galleries, civic uses, and sidewalk sales and dining.
- Policy 2.1.6 Encourage increased residential densities and employment uses to support a vibrant, active downtown, 18 hours a day.

Objective 2.2 Transportation: The City shall prioritize pedestrian and bicycle circulation to support a high level of activity in the downtown area.

- Policy 2.2.1 Street design shall be place-based and contribute to the urban design of downtown.
- Policy 2.2.2 Motor vehicle traffic shall be calmed to a speed that complements a safe and comfortable pedestrian and bicycle precinct.
- Policy 2.2.3 Downtown shall have shaded walkways, sidewalks and plazas to allow pedestrians to comfortably navigate downtown in hot weather.
- Policy 2.2.4 Buildings shall be sited and oriented to encourage pedestrian access.
- Policy 2.2.5 Bikeways providing access to various destinations in Downtown should be appropriate for riders of various ages and abilities and connect to existing and proposed trail networks.
- Policy 2.2.6 Solutions that reduce demand for surface parking shall be implemented including shared parking, connectivity, transportation demand management, and “park once” strategies.
- Policy 2.2.7 Parking arrangements should be flexible and long-term planning should anticipate a reduced need for parking as autonomous vehicles become more prevalent.
- Policy 2.2.8 Motor vehicle access should be well organized, including the provision of cross-access where practical and the identification of drop-off and pick up areas for ride-sharing and autonomous vehicles.

Objective 2.3 Housing: Encourage a substantial and diverse residential population downtown by providing a mix of housing options to serve a wide range of household types and incomes.

- Policy 2.3.1 Encourage a balance of rental and for sale housing.
- Policy 2.3.2 Permit and encourage a variety of typologies including a broad range of prices and sizes of units.
- Policy 2.3.3 Encourage or provide family-friendly facilities downtown such as playgrounds and daycare facilities.
- Policy 2.3.4 Coordinate with various public housing providers, including the Titusville Housing Authority and other private nonprofit groups, to provide for a balance of subsidized housing and market rate housing in the long-term.
- Policy 2.3.5 Subsidized housing should be consistent in style and character with existing housing and/or market-rate development.
- Policy 2.3.6 Identify programs that assist long-term residents in downtown-adjacent neighborhoods in becoming homeowners so that they can benefit from an improving downtown.
- Policy 2.3.7 Identify programs that assist low-income homeowners in improving their properties to contribute to an improving downtown.

DOWNTOWN Strategies:

- 2.A. Develop a Redevelopment Master Plan for the 25 block Downtown core and surrounding area to promote an effective revitalization program which should address:
 - i. Open spaces, cultural resources, and civic venues.
 - ii. Incentives to facilitate redevelopment.
 - iii. Building heights and massing.
 - iv. Parking and circulation.
 - v. Strategies to protect historic resources.
 - vi. A strategic housing redevelopment approach.
 - vii. Strategic acquisition of sites to ensure affordable housing options remain available in the long-term as property values increase.
 - viii. Engagement of downtown property owners and businesses to identify the types of incentives that will be most helpful.
 - ix. Identify “brownfields” and funding sources for remediation if needed.
 - x. Broker-banker engagement to introduce downtown to the regional financial services and real estate industries.
 - xi. Strategy to work with partner organizations including the CRA to implement the plan.
- 2.B. Develop a Master Stormwater Plan for the Downtown District.
- 2.C. Develop a Form-Based Code for downtown which should address:
 - i. Submission and approval procedures.
 - ii. Architectural and Landscape Design Guidelines.
 - iii. A regulating plan to illustrate build-to and setback lines.
 - iv. Reduction of barriers to residential investment in the existing code.
- 2.D. Create a Downtown Master Landscape Plan for public parks and open space.

- 2.E. Create a Downtown Transportation Master Plan which should include:
 - i. Sidewalks and bikeways.
 - ii. Traffic-calming for the U.S. Highway #1 roadways Hopkins Avenue and Washington Avenue, between Garden Street and South Street, in coordination with FDOT.
 - iii. A strategy to capitalize on regional trail access by extending connections throughout the Downtown area.
- 2.F. Continue to promote the mural program and encourage property owners and artists to collaborate.
- 2.G. Develop or partner in the development of an initial demonstration project for downtown neighborhood revitalization.
- 2.H. Apply the Community Development Block Grant program to assist low and moderate-income families and improve the neighborhood environment.
- 2.I. Provide an education program such as homebuyer education and counseling to prepare low income families for homeownership. Provide financial and technical assistance to low income homebuyers when economically feasible.
- 2.J. Evaluate and amend the existing policies and land development regulations that hinder development or reconstruction of homes or businesses in developed areas with public infrastructure.

WATERFRONT DISTRICT ELEMENT

Goal 3 WATERFRONT DISTRICT: Enhance public access, recreational opportunities, environmental quality, and amenities on the City's extensive waterfront to create value for the entire City.

Objective 3.1 Coastal Management: To be integrated at a later date.

Policy 3.1.1 To be integrated at a later date.

Objective 3.2 Recreation and Open Space: The City's Waterfront shall support both public and private recreation opportunities while protecting natural resources. (This section provided for illustrative purposes)

Policy 3.2.1 Cooperate with both public and private entities to facilitate construction of the East Coast Greenway Trail east of the U.S. Highway #1 corridor within the City of Titusville.

Policy 3.2.2 Create and enhance park locations along the trail to provide gathering and activity centers along the trail.

Policy 3.2.3 Enable concessions to provide services complementary to the trail experience including rentals for water-related activities, food, or dining.

Policy 3.2.4 MORE TO BE ADDED BASED ON REVIEW OF ROS ELEMENT

Objective 3.3 Future Land Use: Waterfront recreation should be supported by complementary businesses and nearby neighborhoods and development areas should be enhanced by access to waterfront amenities and views.

Policy 3.3.1 Encourage recreation-oriented venues, activities, and businesses within the Waterfront district.

Policy 3.3.2 Water-dependent and water-enhanced businesses may be permitted and encouraged east of U.S. Highway #1 where practical.

Policy 3.3.3 Work with property owners to secure land or easements to support the development of a continuous multimodal trail east of U.S. Highway #1.

Policy 3.3.4 Support moderately scaled mixed-use development in the U.S. Highway #1 corridor that benefits from proximity to the waterfront.

Policy 3.3.5 New development should maintain public access to water views where feasible.

Policy 3.3.6 Submerged lands within the Indian River Lagoon shall only be utilized for water related development (i.e., marinas, docks, boat ramps, etc.) and only after review and permitting by the appropriate State and/or Federal regulatory agency(s). Submerged lands within the Indian River Lagoon shall not be utilized for any land use density or intensity. Development rights under the comprehensive plan may not be transferred from these submerged lands to uplands.

Objective 3.4 Transportation: The Waterfront District shall have an integrated transportation system that ensures waterfront amenities are accessible to Titusville residents and visitors.

- Policy 3.4.1 The Waterfront trail shall be designed to accommodate both recreational users and commuters.
- Policy 3.4.2 Safe access across U.S. 1 shall be provided for pedestrians and bicyclists to provide residents access to the waterfront amenities and the trail network.
- Policy 3.4.3 Parking should be part of an overall integrated roadway and transportation plan to accommodate residents and visitors to the waterfront for recreation and for viewing space launch events.
- Policy 3.4.4 U.S. Highway #1 shall continue to function for regional traffic movement.
- Policy 3.4.5 The Waterfront Trail should be connected to a larger bicycle network serving the waterfront district.

Objective 3.5 **Housing:** Support a diversity of housing opportunities within the U.S. Highway #1 corridor and adjacent neighborhoods.

- Policy 3.5.1 Capitalize on proximity to the waterfront to provide the opportunity for high value residential housing at a scale appropriate to Titusville.
- Policy 3.5.2 New residential development shall provide appropriate transitions in height to existing residential neighborhoods.
- Policy 3.5.3 New residential development should be encouraged on under-utilized commercial properties along the U.S. Highway #1 corridor.
- Policy 3.5.4 A variety of small-scale residential typologies should be supported within existing residential areas to accommodate a variety of household types.

WATERFRONT DISTRICTS Strategies:

- 3.A. Develop a waterfront trail master plan and feasibility study to implement the East Coast Greenway Trail within the City of Titusville which should consider:
 - i. A continuous 6-mile long waterfront trail that starts at Antigua Bay and runs along the Indian River to the Downtown.
 - ii. A phased approach to implementing the first 1.5 miles of the trail construction as described in the Titusville Tomorrow Vision Plan.
 - iii. Joint use with FDOT of the U.S. Highway #1 public right-of-way for the trail where off-road facilities are not feasible.
 - iv. Public parking to support the trail Master Plan.
 - v. Public/private partnership opportunities.
 - vi. Complementary uses and vendors at public and private sites along the trail.
 - vii. A detailed land availability inventory of potential land for the trail and supporting sites for public parking and public/private venues, such as parks, boat docks, waterfront restaurant sites.
 - viii. Private sector partners that can contribute to Waterfront Trail expansion and negotiate development or easement agreements.
- 3.B. Develop and implement a Waterfront Master Plan, which should consider.
 - i. Trail connections to downtown and other activity centers.
 - ii. The highest and best land uses within the Waterfront District that are compatible with the character of the City of Titusville.

- iii. New activity centers within the Waterfront District.
- 3.C. Provide adequate wayfinding signage to the marina.

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NEIGHBORHOODS ELEMENT

Goal 4 NEIGHBORHOODS: The City shall have vibrant neighborhoods that accommodate a variety of household types and provide for everyday needs within walking distance.

Objective 4.1 Future Land Use: The City shall encourage a broad range of diverse housing typologies and price points throughout the City.

- Policy 4.1.1 Most residents should be within walking distance of everyday destinations such as parks, playgrounds, and neighborhood retail establishments to reduce vehicular trips and promote walking and bicycling.
- Policy 4.1.2 Neighborhoods should include a range of housing opportunities.
- Policy 4.1.3 Neighborhood Centers should be established which provide for neighborhood retail and small multi-family buildings of appropriate scale.
- Policy 4.1.4 Continue to promote the preservation of historically significant housing and encourage its utility for residential use or adaptive reuse.
- Policy 4.1.5 Periodically review land development regulations to ensure consistency with market conditions.

Objective 4.2 Transportation: Safety and local mobility shall be prioritized within neighborhoods.

- Policy 4.2.1 Transportation measures that reduce the travel speed of motor vehicles to increase safety for residents of all ages shall be prioritized on residential streets within neighborhoods.
- Policy 4.2.2 Pedestrian infrastructure within and between neighborhoods should be built and maintained to provide access to neighbors and local destinations.
- Policy 4.2.3 Neighborhoods should have a high-quality streetscape including canopy street trees to support property values, provide shade for pedestrians, and decrease energy use.
- Policy 4.2.4 Residents should have transportation options within their neighborhood and access to destinations outside their neighborhood by motor vehicle, walking, biking, and public transit when feasible.
- Policy 4.2.5 Parking and loading areas shall be screened from single family residential neighborhoods.

Objective 4.3 Housing: Neighborhoods should include a range of housing typologies to accommodate a range of household types.

- Policy 4.3.1 Employees of business within Titusville and high-tech businesses in the Space Coast should have opportunities to live in high quality housing within the City.
- Policy 4.3.2 Identify, evaluate, protect, and preserve housing which is historically significant. Historically significant housing includes those houses listed on the National Register of Historic Place, the Florida Master Site and Local Historic Designations.
- Policy 4.3.3 Consider potential impact on housing affordability when implementing new land development regulations.

- Policy 4.3.4 Maintain single-family housing and ownership opportunities within the neighborhoods.
- Policy 4.3.5 Affordable housing should blend in style and character with market rate-development.
- Policy 4.3.6 Identify opportunities to preserve a healthy proportion of affordable housing as property values rise within the City.
- Policy 4.3.7 Permit a range of housing typologies within neighborhoods to accommodate a range of household types including accessory dwelling units, duplexes, townhouse, and quadruplexes.
- Policy 4.3.8 New housing should be designed to be compatible in style and scale with the character of the street on which it is located.
- Policy 4.3.9 Promote the use of green housing construction, renovation, and rehabilitation techniques for affordable housing that make housing units affordable over the long term by reducing energy consumption, lowering utility bills, and decreasing maintenance costs.
- Policy 4.3.10 The City of Titusville uses the HUD definition of affordable housing which means housing affordable to those with incomes at or below 80%, (low income), 50% (very low income), and 30% (extremely low income) of the median income of the metropolitan area who pay no more than 30% of their gross income for housing.

NEIGHBORHOODS Strategies:

- 4.A. Develop an effective redevelopment/infill strategy for new residential development in specific targeted neighborhoods.
- 4.B. Ensure that City regulations allow for residential development to be financially feasible.
- 4.C. Ensure land development regulations allow for a range of housing typologies.
- 4.D. Identify housing typologies not prevalent in the City that could be added to better serve a range of household types of varying ages, life stages, and compositions and create a strategy to encourage the development of these typologies.
- 4.E. Develop and maintain a city-wide “Neighborhoods Map” to inform communication and planning within Neighborhoods.
- 4.F. Develop neighborhood plans as appropriate to maintain and enhance the character of existing neighborhoods.
- 4.G. Leverage existing housing programs to support home ownership among low-income households.

GATEWAYS ELEMENT

Goal 5 GATEWAYS: The City's major roadways shall be treated as Gateways critical to the City's image with the opportunity to accommodate a wide variety of land uses due to their accessibility.

Objective 5.1 Future Land Use: Gateway corridors shall accommodate a wide variety and intensity of land uses within a framework that enhances the visual identity of the corridors to create a favorable impression for visitors.

- Policy 5.1.1 As the first impression that many visitors will have of the City, properties and public improvements along the Gateway corridors should have a consistent and attractive appearance.
- Policy 5.1.2 Redevelopment shall be encouraged along Gateway corridors that have the opportunity for horizontal and vertical mixed-use development, specifically Garden Street, South Street, Cheney Highway, State Road 407, and U.S. Highway #1.
- Policy 5.1.3 Landscape standards shall maintain and enhance a positive visual identity for the Gateway corridors.
- Policy 5.1.4 Urban design standards shall provide for an attractive environment that balances auto-oriented and pedestrian-oriented design features.
- Policy 5.1.5 Future development within Gateway corridors should be composed primarily of commercial, mixed-use, and multi-family development.
- Policy 5.1.6 Higher intensity development along corridors shall transition to existing single-family neighborhoods in an orderly fashion.

Objective 5.2 Transportation: The Gateway corridors shall provide for long distance motor vehicle movement along major roads while providing safe, multimodal access to uses and activity centers.

- Policy 5.2.1 Operational improvements that maintain or improve traffic flow along major roadways shall be identified and implemented.
- Policy 5.2.2 Safe crossings for people walking and biking shall be provided at regular intervals where development is located on both sides of a roadway.
- Policy 5.2.3 Access to development areas from Gateway roads should be consolidated, including using existing streets where existing intersections are frequent, to limit the number of access points on major roadways and to limit sidewalk and bikeway conflicts.
- Policy 5.2.4 New development should provide cross-access to existing or undeveloped parcels and existing minor streets to mitigate the impact of new development on traffic operations of the major road.
- Policy 5.2.5 Shared parking and design strategies should be encouraged in order to minimize the visual and environmental impacts of surface parking lots.

Objective 5.3 Housing: The City shall encourage the development of higher density housing in appropriate locations along gateway corridors.

- Policy 5.3.1 Encourage the development of multi-family housing on underutilized commercial or vacant parcels along corridors.
- Policy 5.3.2 Encourage the development of affordable housing in locations with access to public transit.

GATEWAYS Strategies:

- 5.A. Develop Design Guidelines for the Gateway corridors which should address:
- i. Landscape design, street trees, and landscape maintenance.
 - ii. Building frontages, setbacks, and build-to lines.
 - iii. Parking, sidewalks, and cross-access.
 - iv. Lighting and private signage.
- 5.B. Develop a Master Plan to guide public improvements in the corridors which should address:
- i. Coordination of the Gateway entrances and public signage throughout City in a way that supports the City's branding and guides residents and visitors to activity centers.
 - ii. Amendments to the Future Land Use Plan to permit both horizontal and vertical mixed-use development along the Gateway corridors.
 - iii. Efficient sequencing of traffic lights to facilitate an orderly flow of vehicles.
 - iv. Suitability of underutilized commercial parcels for multi-family residential.
 - v. Feasibility of moving utilities underground in the Gateway corridors.
 - vi. Coordination with the MPO and FDOT to improve the aesthetics of the City's commercial corridors.
 - vii. Provision of bus shelters at high use stations.
 - viii. Identify strategies for shared stormwater facilities to make major redevelopment more feasible.
- 5.C. Develop corridor studies or small area plans as needed to define and enhance the unique character of specific areas within the Gateway corridors.

EMPLOYMENT OPPORTUNITIES ELEMENT

Goal 6 EMPLOYMENT OPPORTUNITIES: Create a variety of business and employment opportunities accessible to the population that capitalize on the dynamic economic forces in the Space Coast to attract high technology, space-based commerce, and research.

Objective 6.1 Future Land Use: Provide employment opportunities throughout the City at intensities and scales appropriate to each area.

- Policy 6.1.1 Compatible, employment opportunities should be incorporated in or adjacent to Neighborhoods within walking distance of residents such as small-scale office and retail, live/work units, and home-based businesses.
- Policy 6.1.2 Locations appropriate for larger-scale employment centers shall be identified and designated by the City.
- Policy 6.1.3 Large scale employment centers should include uses that service employees and provide for shared parking opportunities where compatible.
- Policy 6.1.4 Industrial land use designations shall be clustered in limited areas for the purpose of maximizing convenient access to labor supply, raw material sources, and market areas, and to minimize negative impacts to other land uses.
- Policy 6.1.5 Industrial land use designations and accompanying proposals shall consider compatibility between industrial and surrounding land uses, including, but not limited to, intensity of use, hours of operation, heat, glare, smoke, fumes, noise, visual impacts, privacy factors and impacts on the micro climate.
- Policy 6.1.6 Industrial uses and major transportation facilities, including the Space Coast Regional Airport and Arthur Dunn Air Park, shall be protected from encroachment of incompatible land uses.

Objective 6.2 Transportation: Planning for employment areas should take into account the need for multimodal access to employment opportunities and the necessity for truck or rail access for employment uses that rely on freight.

- Policy 6.2.1 Large scale employment centers should be accessible by major transportation corridors.
- Policy 6.2.2 Where feasible, major employment uses should be accessible by public transit, bicycle, and walking to increase the accessibility of employment opportunities to the City's population.
- Policy 6.2.3 Sites for industrial or warehouse development shall be located with convenient access to the major transportation corridors and facilities, including highways, air, water, or rail transportation facilities.

EMPLOYMENT OPPORTUNITIES Strategies:

- 6.A. The City shall develop strategies to attract technology-based industries which may include:
 - i. Partnering with a technology oriented educational institution;
 - ii. Identifying and marketing land suitable for large, technology-based employers.
- 6.B. The City's land development regulations should be amended to allow for Live/Work units in compatible zones.

- 6.C. Explore the potential of extending the multi-modal trail to serve the Research and Manufacturing District.
- 6.D. Space Coast Regional Airport and Arthur Dunn Air Park will continue to be protected from the encroachment of incompatible land uses through application of the Airport Impact Overlay District in the City's LDR's.

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SUPPORTING ELEMENTS

Notes: Supporting Elements may include:

Public School Facilities Element

Capital Improvements Element

Other Elements or policies as appropriate

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