



CITY OF MELBOURNE
COMPREHENSIVE PLAN
FUTURE LAND USE ELEMENT

Data and Analysis

June 2009

DRAFT

Prepared For:

City of Melbourne
Planning & Economic Development Department
900 E. Strawbridge Avenue
Melbourne, Florida 32901

Prepared By:



LAND DESIGN INNOVATIONS
Incorporated

140 North Orlando Avenue
Suite 295
Winter Park, Florida 32789
Phone: 407-975-1273
Fax: 407-975-1278
www.landbiz.com

TABLE OF CONTENTS

A. INTRODUCTION..... 1

 1. Regional Setting..... 1

 2. City Profile..... 2

B. EXISTING LAND USE DATA [§9J-5.006(1), F.A.C.] 2

 1. Generalized Land Uses [§9J-5.006 (1)(a) and (c), F.A.C.] 2

 2. Historic Resources 3

 3. Natural Resources [§9J-5.006 (1)(b), F.A.C.]..... 4

 a. Public Potable Waterwells and Wellhead Protection Areas..... 4

 b. Beaches and Estuarine System 4

 c. Soils and Topography 4

 d. Wetlands and Flood Prone Areas 5

 4. Adjacent Uses and Areas of Critical State Concern [§9J-5.006(1)(f), F.A.C.] 5

 5. Population Projections [§9J-5.006(1)(g), F.A.C.] 5

C. LAND USE ANALYSIS [§9J-5.006(2), F.A.C.] 6

 1. Availability of Facilities and Services [§9J-5.006(2)(a), F.A.C.] 6

 a. Transportation..... 6

 b. Sanitary Sewer 6

 c. Solid Waste 7

 d. Stormwater 7

 e. Potable Water 7

 f. Natural Groundwater Aquifer Recharge..... 8

 2. Vacant Land Suitability Analysis [§9J-5.006(2)(b), F.A.C.] 8

 3. Projected Land Use Needs [§9J-5.006(2)(c), F.A.C.] 9

a. Future Agricultural Use:.....	9
b. Future Residential Land Use	9
c. Future Commercial Land Use	10
d. Future Mixed-Use Land Use	11
e. Future Industrial Land Use	11
f. Future Public/Institutional Land Use.....	11
g. Future Recreation Land Use.....	12
h. Future Conservation Land Use	12
i. Future Activity Center Overlay	12
4. Need for Redevelopment [§9J-5.006(2)(d), F.A.C.].....	13
5. Proposed Development and Redevelopment of Flood Prone Areas [§9J-5.006(2)(e), F.A.C.]	14
6. Dredge Disposal [§9J-5.006(2)(f), F.A.C.]	15
7. Hazard Mitigation [§9J-5.006(2)(g), F.A.C.]	15
8. Urban Service Area.....	15
D. URBAN FORM.....	16
1. City Centers.....	17
2. Other Activity Centers – Midtown and Community	17
3. Corridors.....	18
4. Waterfront	18
APPENDIX A – FUTURE LAND USE ELEMENT TABLES.....	20

LIST OF TABLES

Table I - 1: Existing Land Use in Melbourne, 200821
Table I - 2: Structures Listed on the National Register of Historical Places22
Table I - 3: Structures Listed on the Melbourne Register of Historical Places22
Table I - 4: Population Forecast23
Table I - 5: Projected Land Use Demand, 2008 – 2025.....24
Table I - 6: Future Land Use Table.....25
Table I - 7: Land Use Comparison.....26
Table I - 8: Vacant Land Analysis27
Table I - 9: USB Vacant Land Analysis28

CHAPTER I
FUTURE LAND USE ELEMENT
DATA AND ANALYSIS

A. INTRODUCTION

The purpose of the Future Land Use Element is to influence future land use patterns, including densities and intensities of land uses, which will best accommodate the projected population within an appropriate development framework. The Future Land Use Element is dependent upon the goals, objectives and policies of all of the other elements in the comprehensive plan to minimize adverse impacts on natural resources and maintain essential facilities and services at desired levels to maintain the quality of life within the City.

The goals, objectives and policies established for this element, in conjunction with the City's land development regulations and other implementing mechanisms, will guide the distribution of growth to ensure that future patterns of land use are tailored to:

- Reduce sprawl, consistent with Rules 9J-5.006(3)(b) and 9J-5.011(2)(b)3, Florida Administrative Code (F.A.C.);
- Improve development efficiency by guiding development to existing growth areas where infrastructure systems are in place and where unit costs for public services and facilities are relatively low;
- Protect natural resources by guiding development away from wetlands and other natural resources; and
- Enhance community character by reinforcing existing development patterns and addressing compatibility issues.

This element consists of an inventory and analysis of existing land use data and patterns, the projection of future needs, land use objectives and policies, and a future land use map series. The Future Land Use Map and associated policies will guide the review and permitting of new development through 2025. This element was developed and adopted pursuant to Chapter 163, Florida Statutes (F.S.), and as such will have significant legal standing. All existing development regulations are required to be consistent with this element and all other elements in the comprehensive plan. Although this element focuses on the review of land uses, natural resources and infrastructure within the existing City limits, the fact that the City provides water service beyond the current City limits creates the possibility for additional annexation and future land use map amendments. Therefore, the element addresses the need to create an Urban Service Boundary.

1. Regional Setting

The City of Melbourne is located in East-Central Florida, in Brevard County. Most of the City is located on the Florida mainland, except for a small portion that is located on a

barrier island (see **Map I-1**). The Indian River Lagoon separates the mainland from the island.

2. City Profile

According to the University of Florida's Bureau of Economic and Business Research (BEBR), the population of Melbourne was estimated at 78,308 as of April 1, 2008. Based on the City's GIS data, Melbourne contains approximately 26,252 acres or 41 square miles of total area within its jurisdictional limits. Major roadways connecting Melbourne to other cities include Interstate 95, US 192 and US 1. Two four-lane high-rise bridges, the Melbourne Causeway and the Eau Gallie Causeway, connect the mainland to the barrier island. The City of Melbourne had the largest population of all cities in Brevard County until 1990 when the City of Palm Bay surpassed Melbourne's population.

The City was established as the "Village of Melbourne" in 1888¹. In 1969, the Village of Melbourne and Eau Gallie (a community immediately north of Melbourne) were consolidated into the City of Melbourne. Because of the consolidation of the two cities, the City of Melbourne now has two unique downtowns.

Due to its location near the Kennedy Space Center and the associated high-tech companies along the "Space Coast," the City contains a mix of land uses including residential, commercial, and industrial. The Melbourne International Airport is located in the heart of the City and serves Florida's Space and Treasure Coasts.

One characteristic that sets the City apart from other cities in Brevard County is that the increase in daytime population in Melbourne is substantially higher than in other cities. Based on 2000 data, the City's increase in daytime population over the resident population was 22.5 percent. The County as a whole had a decrease of 1.7 percent. Some cities in the County, such as Palm Bay and Satellite Beach had decreases of about 20 percent.

B. EXISTING LAND USE DATA [§9J-5.006(1), F.A.C.]

In order to better guide and direct future land uses within the City of Melbourne it is necessary to first gain an understanding of present land use patterns, as well as natural and man-made constraints.

1. Generalized Land Uses [§9J-5.006 (1)(a) and (c), F.A.C.]

The pattern and mix of existing land uses is indicative of the market forces and natural resource constraints, which have shaped existing development and are likely to influence future growth. A detailed Existing Land Use Map, **Map I-2**, was developed depicting the land use patterns in the City as of 2008. **Table I-1** shows the current distribution of uses. The acreage of each existing land use category was calculated utilizing Brevard County Property Appraiser information and geographic information systems software.

¹ <http://www.melbourneflorida.org/info/history.htm>

The land use breakdown in the City is currently 28% residential, 7% commercial, 3% industrial, 14% public, 4% recreation, less than 1% conservation, and 15% vacant. The remaining 29% consists of water and roadways. Agriculture accounts for only 0.1%. **Map I-2** depicts the existing land uses within the City of Melbourne. The map shows that most of the single family residential uses are concentrated in the north and south portions of the City and on the barrier island. Most of the vacant parcels are concentrated near the Melbourne International Airport and in the vicinity of John Rodes Boulevard and Ellis Road. Commercial uses are concentrated in the downtown and Eau Gallie areas and are also found on the mainland along the Indian River and along most major roadways. Industrial uses have developed on the west side of the City and around the Melbourne International Airport. The Melbourne International Airport property comprises about 2,500 acres² and is included in the calculation of the Industrial acreage in the City.

The airport is located in the center of the City and is surrounded by major high-tech companies such as Harris Corporation, Northrop-Grumman, Rockwell International, and DRS Systems. The Melbourne International Airport Master Plan was last updated in 2004. The master plan includes an “on-airport” land use plan, which depicts proposed development areas on the airport property, and an “off-airport” land use plan. The off-airport land use plan depicts the surrounding future land uses in the vicinity of the airport. The airport is an asset to the community; however, its central location presents some challenges in terms of transportation connectivity.

2. Historic Resources

According to the Florida Master Site File (FMSF), maintained by the Florida Department of State, Division of Historical Resources, there are three historical standing structures within Melbourne that have been listed on the National Register of Historic Places (NRHP). The NRHP, maintained by National Parks Service, is the Nation's official list of cultural resources worthy of preservation. **Table I-2** contains the names of all the structures that are listed on the NRHP.

The City conducted a cultural resource survey in 1990, which was funded by the State and identified several historical and archeological resources in the City. Based on the 1990 survey, a book (Historic Buildings of Melbourne, by Stephen Olausen) was published identifying all buildings more than fifty years old in the City along with a statement of significance. **Map I-3** shows the historical structures and archeological sites identified by the FMSF in the City of Melbourne.

Although the City has not established a historic district, it did adopt a Historic Preservation Ordinance in 2006 and became one of the State's Certified Local Governments in 2008. The City also maintains a Local Register of Historical Places, which is maintained by the City's Historic Preservation Officer. There are four historical standing structures within the City that have been listed on the Melbourne's Local Register of Historic Places. **Table I-3** contains the names of all the structures that are listed on the local register.

² Melbourne International Airport Master Plan, 2004

3. Natural Resources [§9J-5.006 (1)(b), F.A.C.]

Other than the water bodies, creek systems, isolated wetlands and limited 100-year floodplain areas, there are few natural constraints to development in Melbourne. Environmental permitting requirements restrict development in pristine natural areas and preserve wildlife habitats.

a. Public Potable Waterwells and Wellhead Protection Areas

The Future Land Use Map shows the location of existing and planned potable water wells as well as the wellhead protection areas. The wells are located in the Lake Washington Water Treatment Plant area. There are plans for two additional wells are planned for the same area. The City maintains a wellhead protection program that includes the establishment of primary and secondary wellhead protection areas (WPA). The primary WPA includes all land within a 250-foot radius of any existing wellhead and the secondary WPA extends to all properties within a 500-foot radius of any existing wellhead. Within the primary wellhead protection area no uses other than those expressly permitted by DEP and incidental to the operation of a water production facility are allowed. In the secondary WPA the City prohibits mining, the storage of hazardous materials, landfills, feedlots, petroleum distribution facilities, and wastewater treatment facilities. Any new residential development within the secondary WPA is required to have a minimum lot size of 2.5 acres.

b. Beaches and Estuarine System

Actual beach area within the City is limited to an approximate two-mile stretch extending south from Eau Gallie Boulevard along S.R. A1A. The estuarine system in Melbourne is comprised primarily of the Indian River Lagoon and its tributaries (i.e., the Eau Gallie River, Otter Creek, Elbow Creek, Crane Creek, and Horse Creek). The Coastal Management Element analyzes these resources in detail.

c. Soils and Topography

Soils in Melbourne are generally not constrained for development use, with the exception of wetland soils. Any vacant land located in areas of wetland soils cannot be filled-in without a permit from the Florida Department of Environmental Protection (DEP) or the Army Corps of Engineers. The topography of Melbourne is not constrained for development use because the majority of the City is characterized by gentle slopes that are developable without the need to drastically disturb the natural contours of the land. **Map C-4** in the Conservation Element shows the major soil types found in the City.

d. Wetlands and Flood Prone Areas

There are several areas within the City that lie within wetlands and floodplains. In addition, there are a few smaller scattered areas within the City typically associated with small lakes. The City requires all development to conform with the standards set forth by the United States Department of Housing and Urban Development (HUD) Flood Insurance Program and the St. Johns River Water Management District. **Maps VII-1 and VII-2** in the Conservation Element show the wetland and flood prone areas found in the City.

4. Adjacent Uses and Areas of Critical State Concern [§9J-5.006(1)(f), F.A.C.]

Pursuant to §9J-5.006(1)(f), F.A.C., the land uses adjacent to the City’s boundaries must be shown on the land use map. **Map I-4** depicts the land uses for all lands adjacent to the City of Melbourne. The map shows that the areas closest to the City limits to the west are mostly developed. Most of these areas are currently used for low density residential purposes, although commercial and industrial uses are also found along major transportation corridors. **Section C.8** addresses land use within the unincorporated USB areas in more detail.

The City currently has a dredge spoil site at the Grant Street Wastewater Treatment Plant. This site is used for dredged material from Crane Creek (which is adjacent to the site). There used to be another site within the airport property, but it is no longer active. The FIND has identified spoil sites both to the north and south of Melbourne (one is in Palm Bay and the other is just north of the City limits in the unincorporated County).

5. Population Projections [§9J-5.006(1)(g), F.A.C.]

Chapter 9J-5, F.A.C., directs that the “comprehensive plan shall be based on resident and seasonal population estimates and projections.” According to the definition established by 9J-5, resident population refers to “inhabitants counted in the U.S. Bureau of the Census in the total population category.” Seasonal population encompasses those “inhabitants who utilize, or may be expected to utilize, public facilities or services, but who are not residents. Seasonal population shall include tourists, migrant farm workers, and other short-term and long-term visitors.” The total seasonal population combined with the total resident population represents the “total functional population.”

Projected population is the driving force behind future facility needs and land requirements and must be taken into consideration in preparing the Future Land Use Element. Population estimates and projections were prepared by Land Design Innovations, Inc. as part of the background information for the comprehensive plan and are shown in **Table I-4**. A description of the methodologies used to formulate the projections is found in the report titled "City of Melbourne Population Projections".

According to the U.S. Census Bureau, the 2000 population for the City of Melbourne was 71,382 permanent residents. **Table I-4** shows that this population is expected to reach 94,139 permanent residents by the year 2020, 99,949 by 2025 and 105,759 by 2030. The

projected average annual rate of population growth for the planning period is 1.3 percent annually.

The seasonal component in Melbourne has been less significant than in most Florida communities. The existing number of seasonal residents in 2000 was estimated to be 2,818, which is approximately 4% of the total number of residents. By 2020, the number of seasonal residents is projected to increase to 3,640 citizens, based on maintaining the 4% average.

C. LAND USE ANALYSIS [§9J-5.006(2), F.A.C.]

This section of the Future Land Use Element summarizes existing conditions and potential development trends and problems. Included in the analysis is the availability of urban services such as sewer, solid waste, roadways and the availability of potable water. In addition, there is an analysis of potential limitations imposed by natural resources and man-made constraints.

1. Availability of Facilities and Services [§9J-5.006(2)(a), F.A.C.]

It is important to ensure that public facilities and services that are necessary to support development are available concurrent with the impact of development.

a. Transportation

The City of Melbourne is serviced by five major roadways: US-1, Wickham Road and Interstate 95 running north-south, and US 192 and US 518 (Eau Gallie Boulevard) running east-west. These roadways are classified by the State as Urban Principal Arterials.

The 2008 Space Coast Transportation Planning Organization (TPO) State of the System Report indicated that there are five roadways within the City that have congested segments or do not meet (or close to not meeting) the adopted level of service standard. These roadways include: Wickham Road, West New Haven Avenue, Babcock Street, and US 1. Wickham Road, Babcock Street and US 1 represent the predominant north-south thoroughfares in the City. The majority of the trips on these roadways represent residential-to-work, or residential-to-commercial trips.

Some of these roadways are constrained facilities that cannot be widened to accommodate increased capacity. The Transportation Element describes the deficiencies in more detail and provides goals, objectives and policies to address current and projected deficiencies.

b. Sanitary Sewer

The City of Melbourne operates the sewer system serving most of the developed area within the City. The exceptions include the incorporated area along the Atlantic Ocean and a small area north of Post Road and west of the Florida East Coast Railway, both served by Brevard County.

The City has an improvement plan designed to provide sufficient wastewater collection, treatment and disposal services for meeting projected demands through the year 2025. The City is continuing to implement a five-phase upgrade and expansion program, which should be completed by 2014. At the level of service standards established in the Sanitary Sewer Element, there is sufficient capacity to serve existing and future land uses, including the area outside the City but within the Urban Service Boundary (USB).

c. Solid Waste

Brevard County handles the disposal of all solid waste for the City of Melbourne. All Class I solid waste (municipal solid waste) is transferred from the City of Melbourne to the Central Disposal Facility in Cocoa for disposal. Class III solid waste (construction and demolition debris) generated in the City of Melbourne is disposed of in the Sarno Road Landfill, which will reach capacity in 2014. The County is currently working on opening a new facility at the western edge of the County.

The solid waste collection is accomplished through a franchise agreement with Waste Management, Inc. Recycling is part of the County's solid waste plan. Currently, the curbside recycling collection is done by the franchised hauler. At the level of service standards established in the Solid Waste Element there is sufficient capacity to serve existing land uses.

d. Stormwater

The City has a Stormwater Management Ordinance that outlines the design standards of stormwater runoff and drainage facilities. These standards include retention/detention facilities for the 25-year/24-hour storm event, and require as a minimum, retention facilities for the first inch of runoff from impervious surfaces and the runoff from the first inch of rain received from natural (i.e., pervious) surfaces. This ordinance, in effect, establishes the design standards as the adopted level of service for stormwater. Therefore, there are no current or expected deficiencies as developments are designed and constructed according to the established criteria.

e. Potable Water

The City of Melbourne is a regional water supplier for south Brevard County, serving approximately 56,000 accounts (150,000 customers). Melbourne's geographic water service area includes Melbourne, Melbourne Village, Melbourne Beach, Satellite Beach, Indialantic, Indian Harbour Beach, Town of Palm Shores and some unincorporated areas of Brevard County. The City also sells water wholesale to the City of West Melbourne, which owns and operates its own distribution system.

The Melbourne water utility serves primarily residential and commercial land uses. Water service is also provided to a small number of industrial and agricultural land uses. The total designed and available production capacity of the two water treatment plants is 26.5 million gallons per day (mgd). Average daily water pumped to service in May 2007 has been approximately 15.90 mgd. At the level of service standards established in the Potable Water Element, the water utility has sufficient water production and storage capacity to meet current and future average daily and typical peak day demands generated by customers in its water service area.

f. Natural Groundwater Aquifer Recharge

There are no prime aquifer recharge areas within the Melbourne. However, some recharge areas are located along the Atlantic Coastal Ridge. To the best of the City's knowledge, none of these recharge areas supply potable water, but they do serve to prevent lateral saltwater intrusion into the surficial aquifer. Within surficial aquifer recharge areas, the City allows a maximum impervious surface area of sixty-five (65) percent.

2. Vacant Land Suitability Analysis [§9J-5.006(2)(b), F.A.C.]

The purpose of this section is to identify how much of the vacant land is constrained by natural and historical resources, and to determine the extent to which development can be directed away from these constraints.

A significant amount of the City has already been built out. The City of Melbourne contains a total of 3,926 acres of vacant land, or approximately 15% percent of its total acreage (21% not including water and rights-of-way) (see **Table I-1**). The vacant properties within the City are primarily designated on the FLUM for industrial (40%), followed by residential uses (29%), and commercial uses (21%).

Map I-5 depicts vacant land with the assigned future land use classification and a sensitive land overlay showing *potential* development constraints. The overlay was created by combining layers of floodplains, wetlands and soils. The map shows that the sensitive areas are mostly along the waterways and on the west side of the City.

Map I-5 shows that there are small vacant parcels throughout the City with a few vacant sites in the downtown Melbourne and Eau Gallie areas. Medium sized vacant parcels are located primarily along the perimeter of the City, and medium to large vacant tracts of lands are located in the south and west parts of the City and around the Melbourne International Airport property (most of which are airport-owned). There are very few vacant parcels on the Barrier Island. **Map I-5** does not include properties that are vacant but have received development approval. Those sites, shown on **Map I-6** and listed below, comprise approximately 689 acres. The acreage of "developable" vacant lands (excluding potentially sensitive lands and lands approved for development) is 2,586.

Development Name	Acreage	Units Approved
Pineda Ridge	35.3	140
Woodshire	183.0	86
Oak Hammock Estates	43.0	28
Lake Pointe	133.8	55
Mayfair	293.8	1,678
TOTAL	688.9	1,987

Table I-8 shows the acreage of uncommitted developable vacant lands and their development potential.

3. Projected Land Use Needs [§9J-5.006(2)(c), F.A.C.]

This section of the Future Land Use Element projects the amount of land for different land uses that will be necessary to accommodate future population growth. The methodology used to project the future demand for the various land uses was based on the current proportion of land use acreage to population.

a. Future Agricultural Use:

Although the City currently has a few parcels currently used for agriculture, they are adjacent to urban areas and are expected to be developed as a different use in the future. Any time an agricultural site is annexed, a City land use category is applied to the site based on proximity to urban uses and adequacy of the site for development. Agricultural operations, however, are allowed to continue. The annexation agreements for each property may delineate the parameters for the continued agricultural operation on such sites. The City is adopting a Rural Fringe land use designation to promote the continuation of agricultural activities in master planned communities under certain circumstances. Since the primary function of the Rural Fringe category will be to maintain and preserve agricultural and conservation uses, residential uses within the this category shall be limited to family homesteads as defined in Chapter 163.3179 Florida Statutes.

b. Future Residential Land Use

The City of Melbourne will continue to have a balance between residential and non-residential uses. The City has designated 8,691 acres of residential land on the Future Land Use Map (**Map I-6**). The proportion of acreage of land use to population, and the housing needs identified in the Housing Element were used to determine future residential land use needs. As can be seen in **Table I-5**, future growth would demand approximately 9,270 residential acres by 2025 if the 2008 ratio were used. The Housing Element identified a need for a total of 49,593 dwelling units by 2025. This number reflects current units plus the additional units needed to accommodate projected population growth. Of the 49,593 housing units, 31,577 units are needed for single-family and 18,016 units are needed for

multi-family. The distribution between single-family and multi-family is based upon the current distribution.

Table I-8 presents the amount of developable residential lands by land use category and the holding capacity of those lands. Based on the 608 acres of developable vacant land designated as residential in the Future Land Use Map, the City could accommodate approximately 3,450 additional dwelling units by 2025. In addition to the residential land use categories, the Downtown, Eau Gallie, Midtown and Community activity centers encourage the development of higher density residential development, and the Commerce category encourages the provision of residential uses in conjunction with retail or office developments. That increase in available lands for residential development, in addition to expected future annexations of residential lands within the Urban Service Boundary, will satisfy the future demand for residential land use. As shown in **Table I-8**, the mixed-use and commerce categories will add the potential for 2,817 additional dwelling units, for a total of approximately 6,267.

Residential development will be accommodated based on the following ranges of density (see mixed-use categories below for additional areas allowing residential uses):

- Estate Residential – Up to 3 units per acre
- Low Density Residential – Up to 6 dwelling units per acre
- Medium Density Residential – Up to 30 dwelling units per acre
- High Density Residential – Up to 100 dwelling units per acre

c. Future Commercial Land Use

The commerce category will primarily consist of commercial and office uses. Projections of future commercial land were based on current ratio of land use to population. Based on the 2008 population of 78,308, the ratio is currently 24 commercial acres per 1,000 population. This ratio includes the commercial development included within mixed-use areas. Applying the 2008 ratio to the 2025 population projection, the City would need a total of 2,442 commercial acres.

A primary consideration in the allocation of lands for future commercial/office developments is the size of the primary market area. The City of Melbourne has and will continue to serve as one of the primary business centers for residents of Brevard and Indian River counties. As noted earlier, the daytime population increase in Melbourne is about 22.5%, substantially higher than in other municipalities in the County and the County as a whole.

The Future Land Use map shows 2,421 acres of commercial land use. The acreage is split between general commercial (60%), office (5%) and heavy commercial (35%). Some areas shown as industrial in the Existing Land Use Map

are shown as Heavy Commercial in the FLUM based on the current and allowable development intensity in those areas.

d. Future Mixed-Use Land Use

In addition to the more traditional commerce land use category, the City is establishing a mixed-use land use category to support commercial development in a mixed-use setting with supporting residential uses. The intent of the category is to encourage the development of compact mixed-use centers and avoid the strip commercial development pattern. This category is not intended to require a mix of uses for each site, but rather to achieve an area-wide mix of uses.

The Mixed-Use land use is applicable to areas generally along major transportation corridors in the City such as U.S. 1, U.S. 192, SR A1A, Wickham Road, Eau Gallie Boulevard (SR 518), NASA Boulevard (SR 508), Airport Boulevard, Sarno Road, Babcock Street and St. Johns Heritage Parkway. The Future Land Use Map shows 1,474 acres of Mixed-Use. The City anticipates that by 2025, the mix of uses in the Mixed-Use land use category will be about 70% non-residential and 30% residential.

e. Future Industrial Land Use

Industrial land use projections were calculated using the same basic methodology as described above for commercial lands. The amount of industrial acreage required to meet future growth is shown in **Table I-5**. Currently, there are approximately 842 acres of developed industrial lands within the City of Melbourne (6% of the developed land). For every 1,000 people, there are currently 11 industrial acres. Based on the projected population for 2025, there would be a need for 1,075 acres of industrial land use. The Future Land Use Map shows 3,855 acres (21% of the total developed/developable land). The reason for the major increase in acreage is due to the airport. While the existing land use map shows it as Public/Institutional, the Future Land Use Map shows it as Industrial. The Melbourne International Airport, which is part of Foreign Trade Zone #136, is the only airport serving the Space Coast.

f. Future Public/Institutional Land Use

The City recently completed construction of a new City Hall adjacent to the old facility. The new building provides an entire floor for future expansion. Based upon an analysis of existing and future needs, the City anticipates the need to acquire additional land to accommodate its public facility and service functions as the population increases. **Table I-5** indicates an increase in demand for public/institutional acres (4,546 acres by 2025 over the 3,562 acres in 2008). The increase is based upon an average of 45 acres per 1,000 population. The FLUM shows a total of 1,153 acres of Public/Institutional land use. This does not mean that the City will have less acreage dedicated to public/institutional uses, but

rather, some of the existing acreage (airport and surrounding areas) is shown as a different category in the FLUM.

g. Future Recreation Land Use

Based on the analysis of recreation and open space needs identified in the updated Recreation Element, the City of Melbourne requires 3 acres of park land per 1,000 residents. With a projected functional population of 99,949 persons by 2025, the City will need approximately 300 acres of park and open space to meet future recreation demands. Since the City currently has 830 acres of parkland (983 shown as recreation in the FLUM), sufficient park and open space acreage exists to meet the future demand. The discrepancy between the acreage of parks and the acreage included in the recreation land use category is due to the fact the Parks and Recreation element does not account for private recreational facilities and golf courses.

h. Future Conservation Land Use

This land use category includes those lands that contain valuable and threatened natural resources, such as floodplains, estuarine properties, and unique ecological communities. Several areas in the west portion of the City have already been designated as conservation, but there may be other noteworthy areas identified in the future which may be considered for conservation designation on the Future Land Use Map. Additional conservation lands can be anticipated with annexations of natural resources.

Table I-7 shows a slight decrease in acreage between 2008 and 2025. The difference in acreage is due to GIS calculations and the DOR code information used to prepare the existing land use map. Some common areas in residential subdivisions are classified by the Property Appraiser's office as conservation but are shown as residential in the FLUM.

i. Future Activity Center Overlay

The City and residents have determined that future growth will focus on a strategy that incorporates infill/redevelopment principles in addition to physical expansion of jurisdictional boundaries. The infill/redevelopment strategy results in increased development densities and intensities that are directed to the appropriate locations, where adequate public facilities and services exist.

The primary areas where the City expects this intensification to occur are the two existing downtowns: the Melbourne downtown and the Eau Gallie downtown. These two areas have functioned as commercial centers for the regional market and are expected to be reinforced as mixed-use nodes with a balanced mix of commercial, office, institutional, recreation and residential uses. In addition to these downtown activity centers, there is an area in the City that has seen growth in both commercial and higher density residential. This area is known as

“Midtown” and includes the Babcock CRA, the area around Holmes Regional Medical Center, and the US 1 corridor. The Babcock CRA has seen an influx of high tech light industrial uses, creating new opportunities for employment. The Midtown area also includes a medical component, with the location of the hospital and support service and retail uses in the area just east of the Babcock CRA. The US 1 corridor has seen a mix of commercial interspersed with high density residential taking advantage of the scenic views of the river.

The two downtowns and the Midtown activity centers are located in the east portion of the City. As the City expands west, it is necessary to plan for activity nodes to serve residents in the western area. Therefore, the City is establishing a “Community Activity Center” category to allow for mixed use developments in the west part of the City and to discourage the development of strip commercial shopping centers.

The concept behind the Activity Center land use category is that it will function as an overlay allowing the same types of uses permitted in the base categories but at a higher intensity/density level based on the character of the specific activity center. The Downtown Melbourne Activity Center, for instance, would support the most intensive development.

4. Need for Redevelopment [§9J-5.006(2)(d), F.A.C.]

The City of Melbourne contains areas with occurrences of obsolete land uses and deteriorating building and infrastructure conditions. Appropriate responses to such conditions include indirect actions, such as monitoring and proactive code enforcement, more direct investments in renovation of buildings and public facilities, eliminating or reducing inconsistent uses, and proactive community revitalization and redevelopment. Where such deterioration is severe or widespread, some communities choose to pursue redevelopment as provided under Florida’s Community Redevelopment Act.

Since 1982, the City of Melbourne has created three community redevelopment areas (CRAs), including the Historic Downtown Redevelopment CRA, the Babcock Street Redevelopment CRA and the Olde Eau Gallie Riverfront CRA, encompassing a total 996.5 acres. These redevelopment areas were created under the Florida Community Redevelopment Act with the goal of preserving these declining areas. The City’s three community redevelopment agencies have encouraged infill development and redevelopment projects through the creation of redevelopment plans and improvement programs. **Map I-7** shows the location of the City’s redevelopment areas.

The Historic Downtown Melbourne Redevelopment CRA was established in 1982 and encompasses approximately 241 acres, with its boundaries extending north to Silver Palm Ave, south to the City limits, west to the US-192 split and east to the Indian River Lagoon. This CRA was expanded in 2006 to include blight areas along South US 1.

The Olde Eau Gallie Riverfront CRA was established in 2000 and encompasses approximately 218 acres. In 2005, the Melbourne City Council approved the expansion of the CRA boundaries to include the blighted neighborhoods to the north and south. The

CRA presently includes the lands lying adjacent to the Indian River Lagoon on the east, the Florida East Coast Railroad on the west, Coleman Street on the north and the Eau Gallie River to the south. The boundaries excluded residential homes along the eastern shoreline of the Indian River Lagoon and the northeastern corner of the Eau Gallie River. A portion³ of the Olde Eau Gallie CRA was designated as an Urban Infill and Redevelopment Area in May 2001.

The Babcock Street CRA, created in 1997, encompasses Babcock Street from New Haven Avenue north to US 1. The Babcock Street Community Redevelopment Plan was originally adopted in 1998 and was updated in 2002 and 2003 to reflect expansion of the area boundaries.

In addition to the creation of the community redevelopment areas, the City has also focused its efforts in the economic development of the City. The City of Melbourne is a member of a non-profit organization known as the Economic Development Commission (EDC) of Florida Space's Coast. The EDC provides education, training and financial incentives to the businesses that are trying to expand and relocate in the Space Coast area. The City and the EDC work together to assist projects planned within Melbourne. The City also has an Economic Development Ad Valorem Tax Exemption Program, which is designed to assist economic development through exempting certain property taxes.

In September of 2008, the City Council established the Melbourne Economic Enhancement District (MEED) area to enhance the overall quality of life within the City of Melbourne by encouraging economic and redevelopment opportunities, improve the environment, and revitalize neighborhoods. The City also designated this 6,071-acre Brownfield Area to assist with the clean-up of contaminated sites and promote job creation.

The City has adopted an Urban Infill and Redevelopment Plan for the area east of U.S. 1, south of Parkway Drive, and north of Eau Gallie Boulevard. The intent of the plan was to initiate a strategy to promote crime prevention/elimination, rehabilitation/redevelopment, and economic revitalization of the neighborhood. The Booker T. Washington Neighborhood Strategic Plan assists the City and the residents to implement actions that improve conditions in that CDBG targeted funding area.

5. Proposed Development and Redevelopment of Flood Prone Areas [§9J-5.006(2)(e), F.A.C.]

Floodplain areas within the City of Melbourne as defined by the Federal Emergency Management Agency include the 100-year floodplain (Zone AE) and the velocity zone (Zone VE). Flood prone areas in Melbourne are depicted in the Existing Land Use Map Series. Much of the development within flood prone areas occurred before the adoption of state and local regulations in the early 1980's.

Implementation of the comprehensive plan goals, objectives and policies and enforcement of the land development regulations will direct new growth away from areas

³ Block 5 of Census Tract 642

particularly susceptible to flooding from severe storms or hurricanes and will ensure that all redevelopment activities will be consistent with regulations that result in their safe construction.

6. Dredge Disposal [§9J-5.006(2)(f), F.A.C.]

As noted in the inventory section, the City currently has only one dredge spoil site at the Grant Street Wastewater Treatment Plant site, which is adjacent to Crane Creek. Currently, there is no need for additional sites within the City limits.

7. Hazard Mitigation [§9J-5.006(2)(g), F.A.C.]

The Brevard Local Mitigation Strategy is the guiding plan for local governments in the County's coastal planning area. The City has not prepared a Post-Disaster Redevelopment Plan, nor has Brevard County.

The City's coastal high hazard area includes both public infrastructure and private property. There are a number of water-dependent uses, including marinas and parks with fishing piers and docks along Indian River Lagoon and the Atlantic Ocean that might be impacted in the event of a storm surge. None of the water-dependent land uses can be relocated. In addition to these water-dependent uses, there are a number of residential uses and water-related uses in the coastal high hazard area. The City does not currently anticipate the need to relocate, modify, or acquire any of these uses which it does not already own. However, in the wake of a storm event, City personnel will make inspections of all damaged structures. When the City has determined that a structure has suffered damage of greater than fifty percent (50%) of its value, the City will require that the owner rebuild landward of the existing structure or modify the structure in such a way that additional damage is unlikely. In some instances, the City may consider acquiring damaged structures and their lots in order to expand park areas or prevent build-back in areas of extensive erosion.

The coastal high hazard area's proximity to the shoreline has made it the most desirable residential area in the City. As a result the coastal high hazard area is almost entirely built out. Therefore, no special consideration for proposed land uses is necessary over and above those required to deal with the existing land uses addressed above. However, if older neighborhoods or communities are scheduled to be revitalized or redeveloped, hazard mitigation should be an aspect considered and integrated into the project prior to the time of development approval.

8. Urban Service Area

The City recently adopted a community vision pursuant to §163. 3177(13), F. S. The vision provides for sustainable growth recognizing fiscal constraints and protecting the City's natural resources. One of the Vision Plan recommendations calls for the establishment of an Urban Service Boundary (USB). The City has been providing water service for areas outside the City limits. In an effort to provide more efficient service and manage future growth in these areas, the City intends to extend the municipal boundaries

to coincide with the areas already served or where the City already has plans to serve in the future. An Urban Service Area Boundary (USB) is being established in conjunction with this plan and is shown on **Map I-6**, Future Land Use Map. The Melbourne USB area will support compact, contiguous, urban development consistent with the adopted vision for the area, and will be served with adequate public facilities and services.

Based on TAZ population estimates for the USB area, there were already 17,456 residents living in the unincorporated USB area in 2000. Based on TAZ population projections for the same area, the population is expected to grow to 22,378 persons by 2025, adding to the City projected population of 99,949 permanent residents for a total of 122,327 residents.

Existing land use records show that almost half of the area is already developed. The majority of the developed lands are currently used for residential purposes (70%), followed by agriculture (11%) and Public/Institutional (9%). Vacant lands account for approximately 10,315 acres.

The adopted vision plan shows most of the area to be developed/maintained as a residential area, with mixed-use and commerce along major transportation corridors (Eau Gallie Boulevard, US 192, and Wickham Road), and a mixed-use activity center near the I-95/US 192 intersection. Based on the amount of vacant land available in the unincorporated USB and assuming that the 1,082 acres of existing agricultural lands will develop by 2025, the area could accommodate 9,763 acres of residential use, 1,234 acres of mixed-use and 396 acres of commercial land use (see **Table I-9** and **Map I-7**, USB Area Vacant Lands). Based on the densities adopted in this Future Land Use Plan and the policy that limits densities in the area west of I-95, north of Eau Gallie Boulevard, there would be a potential for 5,555 dwelling units to be added to the City's inventory, helping meet the unit demand identified in the Housing Element (15,915 additional units between 2008 and 2025). As noted in the utilities element, the City is already serving, and will continue to serve the entire USB with public services.

Therefore, the amount of land within the urban service boundary does not exceed the amount of land needed to accommodate the projected population growth at densities consistent with the adopted comprehensive plan within a 10-year planning timeframe.

D. URBAN FORM

Urban Form is not typically addressed in comprehensive plans. However, City residents have expressed concerns regarding the physical development of the City and the fact that new development in the City does not reflect a clear/defined character. In preparation for the comprehensive plan update, the City conducted a visioning exercise with the public and developed a vision plan. The purpose of this Urban Form section is to implement that plan. The recommendations provided in the vision plan contain a physical planning framework to improve the quality of life and to ensure that new development shapes the City into a unique community that residents can identify with. The vision identified several character districts within the City:

1. City Centers

The City of Melbourne started out as two separate communities with recognized centers of activity – the old Melbourne Downtown and the Old Eau Gallie downtown. The Melbourne downtown was characterized as a small village business area with one-story shops and restaurants lining up along East New Haven Street. The Old Eau Gallie downtown character was that of a historic neighborhood with a mix of residential and commercial uses.



Downtown Melbourne



Downtown Eau Gallie

Both City centers have experienced a gradual intensification of development and now include some buildings and uses that are not consistent with the traditional type of development that characterized the areas initially. Expansive parking lots, drive-through drugstores and banks, along with new building at a scale and orientation different from that of existing buildings, introduce elements that are inconsistent with the traditional pedestrian character of these areas.

The City has started working on changing that trend by adopting design standards for the three CRA districts. These guidelines are very basic and should be expanded to include a more comprehensive vision of the areas’ urban form.

2. Other Activity Centers – Midtown and Community

Located between the two downtown hubs is an area known as “Midtown.” The area includes the Babcock Street CRA, the US 1 corridor east of the CRA, the airport, and the Holmes Regional Medical Center development, also east of the Babcock CRA. The character of the Midtown area is different than that of the City Center areas described above. This area has been identified on the FLUM as an activity center. The Future Land Use Map and land development regulations will need to reflect the difference in character between the activity nodes, the Midtown section and the rest of the City.

A significant amount of the City has already been built-out. The City of Melbourne Vision Plan noted that the best way to address the fact that most of the land within the

City is developed was a combination approach that would allow for growth outside current City boundaries and allow intensification of development within the City. As the City expands its boundaries it is important to consider the need for activity centers in areas that are not in proximity to the two downtowns. Establishing new activity nodes will discourage the creation of strip centers and will ensure sustainable mixed-use development.

3. Corridors

In addition to the intensification of development in the City centers, the City has also grown to the north and west. Major commercial developments have located along the City's major transportation corridors: New Haven Avenue (US 192), Eau Gallie Boulevard (SR 518), Wickham Road, Babcock Street, and a short segment of Palm Bay Road in the south part of the City.

Most of the new development has followed a suburban pattern that relies heavily on vehicular transportation for access and visibility. As motorists drive through the area, it is very difficult to distinguish where the City begins and ends. The pattern of development established along the major transportation corridors, which is repeated from city to city along the corridors, consists primarily of strip shopping centers with expansive parking areas in the front and with very little or no regard for pedestrians and bicyclists.



In the future, development along the City's major transportation corridors should consist of a mix of uses, ranging from commercial to office and some residential, which can all take advantage of the public transportation system and connectivity with other parts of the City and surrounding jurisdictions. Strip development should be limited and shared facilities and services, such as parking and stormwater, encouraged. The character of each of the major transportation corridors in the City should be different depending on whether they are located within a City Center or Community Center activity center node so that residents and visitors know they are in a "special" area of the City.

4. Waterfront

The City is located along two major water bodies: the Atlantic Ocean and the Indian River Lagoon, and there are creeks and streams throughout the City that provide a shoreline environment. Existing land uses along the Atlantic Ocean are primarily commercial and medium-density residential in nature. Most of the land uses provide limited access to the ocean. Full public access to the ocean is available from Paradise Beach Park and Canova Beach Park.

The riverside of the barrier island contains primarily low-density residential development with a few commercial uses. Development on the riverside of the mainland contains a

mix of uses, including several water-dependent commercial uses such as boating and fishing supply stores.

The City recently adopted design regulations for waterfront development to ensure the protection of ocean and river breezes, as well as scenic vistas from public rights-of-way and to require the provision of public access to these water resources. The City will continue to enforce such regulations.

APPENDIX A – FUTURE LAND USE ELEMENT TABLES

Table I - 1: Existing Land Use in Melbourne, 2008

Existing Land Use Categories	Max. Density/ Intensity Currently Allowed	ELUM	
		Acreage	%
Agriculture	1 unit/2.5 acres	31	0.1%
Residential:		7,263	27.7%
Estates	3 upa	505	1.9%
Low Density	6 upa	5,270	20.1%
Medium Density	15 upa	1,356	5.2%
High Density	15+ upa	132	0.5%
Commercial/Office	90% lot coverage/90' Height (100%/100' Downtown)	1,913	7.3%
Industrial*	90% lot coverage/40' Height	842	3.2%
Public/Institutional*	90% lot coverage/90' Height (100%/100' Downtown)	3,562	13.6%
Recreation	NA	963	3.7%
Conservation	NA	231	0.9%
Vacant	NA	3,926	15.0%
Other (unclassified, ROW & Water)	NA	7,522	28.7%
GRAND TOTAL		26,252	100%

* The ELUM includes 2,500 acres of airport property under Public/Institutional. The FLUM shows that area as Industrial

Source: City of Melbourne GIS Department, 2009.

Table I - 2: Structures Listed on the National Register of Historical Places

Resource Name	Address	City	Date Listed
Florida Power and Light Company Ice Plant	1604 S. Harbor City Blvd.	Melbourne	1982-11-17
Gleason, William H., House	1736 Pineapple Ave.	Melbourne	1997-01-25
Rossetter, James Wadsworth, House	1328 Houston St.	Melbourne	2005-07-27

Source: City of Melbourne., 2009.

Table I - 3: Structures Listed on the Melbourne Register of Historical Places

Resource Name	Address	City
Elizabeth Eaton Residence	1809 Riverview Drive	Melbourne
Mark J. and Tracy L. Hinchman House	506 Young Street	Melbourne
Michael and Elspeth Ingram House (Sea Lounge)	105 E. Avenue B	Melbourne
Allan P. and Maria G. Whitehead House (Eau Gallie Yacht Club)	1149 Houston Street	Melbourne

Source: City of Melbourne., 2009.

Table I - 4: Population Forecast

Year	Shimberg	Permanent Population	Seasonal Population	Total Population
2010	80,180	82,518	3,227	85,745
2015	84,739	88,328	3,438	91,766
2020	88,767	94,139	3,640	97,779
2025	92,120	99,949	3,825	103,774
2030	95,066	105,759	3,985	109,744

NOTE: These projections do not include the projected population for the USB area, estimated to reach 22,378 by the year 2025.

Source: Land Design Innovations, Inc., August, 2009.

Table I - 5: Projected Land Use Demand, 2008 – 2025

Land Use Categories	Acres	Acres/1,000 population	Demand Based on 2008 Ratio	FLUM (2025)	Surplus/ Deficiency **
Population	---	78,308	99,949		--
Agriculture	31	0	40	0	-40
Residential:	7,263	92	9,270	8,692	-579
Estates	505	6	644	1,663	1,018
Low Density	5,270	67	6,726	5,940	-787
Medium Density	1,356	17	1,731	988	-743
High Density	132	2	169	101	-67
Mixed-Use	0	0	0	1,474	1,474
Commercial/Office	1,913	24	2,442	2,421	-21
Industrial*	842	11	1,075	3,855	2,721
Public/Institutional*	3,562	45	4,546	1,153	-3,335
Recreation	963	12	1,229	983	-246
Vacant	3,926	50	5,011	0	NA
TOTAL DEVELOPABLE	18,500	236	23,612	18,576	-26
Conservation	231	3	294	213	-81
Other (unclassified, ROW & Water)	7,522	96	9,600	7,464	-2,136
TOTAL UNDEVELOPABLE	7,752	99	9,895	7,677	-2,218
GRAND TOTAL	26,252	335	33,507	26,252	-2,402

* The ELUM includes 2,500 acres of airport property under Public/Institutional. The FLUM shows that area as Industrial.

** Based on 2008 Ratio & 2025 Population

Sources: City of Melbourne; Land Design Innovations, Inc., 2009.

Table I - 6: Future Land Use Table

Future Land Use Categories	Maximum Density/Intensity	FLUM Acreage	Percent of Total Lands
Residential		8,691	33.1%
Estate	3 upa	1,663	6.3%
Low Density	6 upa	5,940	22.6%
Medium Density	15 upa	988	3.8%
High Density	30 upa	101	0.4%
Mixed-Use		1,474	5.6%
DMAC	6 FAR/100 upa	163	0.6%
EGAC	3 FAR/50 upa	109	0.4%
MAC	2 FAR/30 upa	211	0.8%
Outside AC	1 FAR/15 upa	991	3.8%
Commerce	0.7 FAR	2,421	9.2%
General Commercial		1,456	5.5%
DMAC	6 FAR/15 upa	11	0.0%
EGAC	3 FAR/15 upa	28	0.1%
MAC	2 FAR/15 upa	396	1.5%
Outside AC	0.7 FAR/15 upa	1,021	3.9%
Office Professional		127	0.5%
Outside AC	0.7 FAR/10 upa	127	0.5%
Heavy Commercial		838	3.2%
DMAC	0.7 FAR	0	0.0%
EGAC	0.7 FAR	8	0.0%
MAC	0.7 FAR	71	0.3%
Outside AC	0.7 FAR	760	2.9%
Industrial		3,855	14.7%
DMAC	1 FAR	1	0.0%
EGAC	1 FAR	0	0.0%
MAC	1 FAR	85	0.3%
Outside AC	1 FAR	3,768	14.4%
Public/Institutional		1,153	4.4%
DMAC	6 FAR	11	0.0%
EGAC	3 FAR	10	0.0%
MAC	2 FAR	54	0.2%
Outside AC	0.5 FAR	1,077	4.1%
Recreation		983	3.7%
DMAC	1 FAR	24	0.1%
EGAC	1 FAR	5	0.0%
MAC	0.5 FAR	9	0.0%
Outside AC	0.5 FAR	946	3.6%
SUB-TOTAL		18,576	70.8%
Conservation	Not Developable	213	0.8%
Other (ROW & Water)	Not Developable	7,464	28.4%
GRAND TOTAL		26,252	100.0%

Source: City of Melbourne and Land Design Innovations, 2009.

Table I - 7: Land Use Comparison

Land Use Categories	ELUM Acreage	FLUM	2008 to 2025
		Acreage	Acreage Change
Agriculture	31	0	-31
Residential:	7,263	8,691	1,428
Estates	505	1,663	1,158
Low Density	5,270	5,940	670
Medium Density	1,356	988	-368
High Density	132	101	-31
Mixed-Use	0	1,474	1,474
Commerce	1,913	2,421	508
General Commercial	---	1,456	
Office Professional	---	127	
Heavy Commercial	---	838	
Industrial*	842	3,855	3,013
Public/Institutional*	3,562	1,153	-2,409
Recreation	963	983	20
Vacant	3,926	0	-3,926
TOTAL DEVELOPABLE	18,500	18,576	76
Conservation	231	213	-18
Other (unclassified, ROW & Water)	7,522	7,464	-58
TOTAL UNDEVELOPABLE	7,752	7,677	(75)
GRAND TOTAL	26,252	26,252	0

Source: Brevard County Property Appraiser; City of Melbourne; Land Design Innovations, Inc., 2009.

Table I - 8: Vacant Land Analysis

Future Land Use	Density/ Intensity	Vacant Developable Acreage	Use Split (Resid/ Non- Resid)	Density Factor	Potential for Residential Units
Residential		608			3,450
Estate	3 upa	139	95/5	75%	298
Low Density	6 upa	294	95/5	75%	1,256
Medium Density	15 upa	174	90/10	80%	1,877
High Density	30 upa	1	90/10	85%	19
Mixed-Use Corridor		282			2,380
DMAC	6 FAR/100 upa	28	50/50	85%	1,199
EGAC	3 FAR/50 upa	14	50/50	85%	293
MAC	2 FAR/30 upa	35	25/75	75%	197
Outside AC	1 FAR/15 upa	205	30/70	75%	691
Commerce		525			
General Commercial		216			434
DMAC	6 FAR/15 upa	0	25/75	75%	1
EGAC	3 FAR/15 upa	2	25/75	75%	6
MAC	2 FAR/15 upa	36	25/75	70%	93
Outside AC	0.7 FAR/15 upa	178	25/75	50%	333
Office Professional		7			3
DMAC	0.7 FAR/15 upa	0	5/95	90%	0
EGAC	0.7 FAR/15 upa	0	5/95	90%	0
MAC	0.7 FAR/15 upa	1	5/95	85%	0
Outside AC	0.7 FAR/10 upa	7	5/95	80%	3
Heavy Commercial		302			0
DMAC	0.7 FAR	0	0/100	90%	0
EGAC	0.7 FAR	1	0/100	90%	0
MAC	0.7 FAR	28	0/100	85%	0
Outside AC	0.7 FAR	273	0/100	80%	0
Industrial	0	1,171		0%	NA
Public/Institutional		0		0%	NA
Recreation		0		0%	NA
Conservation	Not Developable	0		0%	NA
TOTAL		2,586			6,266

* Acreage adjusted to exclude areas of potential environmental constraints (combination of wetlands, floodplains and wildlife habitats) and lands approved for development (approximately 689 acres).

** Assumes that only a percentage of the acreage will be used for residential due to locational/density restrictions.

Source: Future Land Use Element, Land Design Innovations Inc., 2009.

Table I - 9: USB Vacant Land Analysis

Existing Land Use	Acres	Percentage
Agriculture	1,082	5.4%
Single Family	6,412	32.2%
Multifamily	206	1.0%
Commercial	664	3.3%
Industrial	219	1.1%
Public	821	4.1%
Recreation	130	0.7%
Total Developed	9,534	47.80%
Vacant	10,315	51.7%
Other	85	0.4%
Total Undeveloped	10,400	52.10%
Grand Total	19,932.97	100.0%

Future Land Use (per Vision Plan)	Acres	Percentage
Neighborhood*	9,763	85.7%
Mixed Use Node	503	4.4%
Mixed Use Corridor	731	6.4%
Commerce	396	3.5%
Total	11,393*	100.0%

* Including 1,082 acres of Agriculture

Vacant Developable Land	Acres	%	Percentage of Residential	Density	Dens Factor	Potential Dwelling Units
Neighborhood*	3,189	81.3	75%	3	50%	3,588
Commerce	154	3.9	10%	10	25%	39
Mixed Use Node	503	12.8	50%	15	50%	1,885
Mixed Use Corridor	77	2.0	15%	15	25%	43
Total	3,922.96	100.0				5,555

* Including vacant Agriculture