



FLORIDA

City Council Presentation #4:

Proposed Policies and Land Development Regulation
Recommendations

August 8, 2023

Kimley»Horn + **CONIN**
associates



Citywide Element

Goal 1:

For Titusville to be **thriving, historic** city with a vibrant economy; a **welcoming, small-town ambiance**; and a **healthy, active waterfront** enjoyed by residents and visitors.



Citywide Element

PROPOSED OBJECTIVES

Objective 1.1:

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

Objective 1.2

Create a high quality of life for residents and visitors.

Objective 1.3:

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

Objective 1.4

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.**

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Future Land Use

PROPOSED COMP PLAN UPDATES

Goal 1: Growth Management and Land Uses

To direct growth to suitable areas that make wise use of existing infrastructure investments, create compact, connected, and complete neighborhoods, and facilitate access to services, amenities, and economic opportunities while protecting the public health, safety and welfare.

COMP PLAN FLU OBJECTIVES

OBJECTIVE 1.1 CHARACTER LAND USE DISTRICTS	OBJECTIVE 1.2 REDEVELOPMENT AND ADAPTIVE REUSE	OBJECTIVE 1.3 CONCURRENCY
OBJECTIVE 1.4 HISTORIC AND RECREATION RESOURCES	OBJECTIVE 1.5 NATURAL RESOURCES AND REDUCTION IN GREENHOUSE GASES	OBJECTIVE 1.6 INCONSISTENT LAND USES
OBJECTIVE 1.7 URBAN SPRAWL	OBJECTIVE 1.8 INDUSTRIAL LAND USES	OBJECTIVE 1.9 COMMERCIAL LAND USES

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DOWNTOWN TITUSVILLE

Downtown Goals

- Create a **sense of place** and **memorable identity**
- Make Downtown more **walkable and bike-friendly** with variety of traffic calming options and a multimodal trail network(s)
- Integrate **more attractive green park spaces** for community events
- Generate more activity and residential population to help existing and new **businesses grow and thrive**
- A re-imagined Downtown can **enrich the adjacent neighborhoods** (e.g. West Titusville)



Downtown Titusville

PROPOSED COMP PLAN UPDATES

OBJECTIVE 1.10

[NEW RECOMMENDATION]

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 the small-town ambiance of the community's center.

COMP PLAN POLICIES

1.10.1 Encourage development and redevelopment that allows a large variety of uses and increases the residential population including residential, civic, and employment uses to support a vibrant, active downtown.

1.10.2 Encourage a substantial and diverse residential population downtown to serve a wide range of household types and incomes by encouraging investment in a mix of housing options.

1.10.3 Create a multi-modal environment in Downtown to support a high level of activity in the downtown area. Prioritize pedestrian and bicycle circulation.

1.10.4 Enhance the visual attractiveness of the downtown area by enhancing streetscapes, creating a network of public spaces, and enhancing gateways into downtown.

1.10.5 Prioritize connections between Downtown and the waterfront to increase public access and views of the Indian River.

1.10.6 The Downtown Mixed-Use (DMU) category shall recognize the variety of character areas encompassed by Downtown and its adjoining neighborhoods and corridors.

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Downtown Titusville

PROPOSED COMP PLAN UPDATES

Policy 1.10.1:

Encourage development and redevelopment that allows a large variety of uses and increases the residential population including **residential, civic, and employment uses** to support a vibrant, active downtown.



Downtown Subdistrict

Changes to current policy or regulation	Effects on the City
Established the Primary Pedestrian Downtown Network (Garden Street, South Street, US-1, Main Street, Palm Avenue)	Prescribed streetscape standards to include wider sidewalks and larger shade trees to provide a more walkable pedestrian realm. Palm Avenue and other similar streets can be programmed as an active, pedestrian-oriented redevelopment corridor.
Established minimum and maximum setback requirements along the defined Pedestrian Network Streets	

Downtown Titusville

PROPOSED COMP PLAN UPDATES

Policy 1.10.2:

[NEW RECOMMENDATION]

Encourage a **substantial and diverse residential population** downtown to serve a wide range of household types and incomes by encouraging investment in a mix of housing options.

Strategy 1.10.2.5:

Within the **Downtown Density Pool**, residential density shall be calculated based on parcel acreage for the entire district and not on an individual property basis.



Downtown Subdistrict

PROPOSED UPDATES TO LDC

DOWNTOWN DENSITY INCENTIVE PROGRAM

Development projects must provide a significant public benefit beyond the typical requirements of the Land Development Code to access the Density Pool.



Downtown Subdistrict of DMU

Changes to current policy or regulation	Effects on the City
Created a Density Pool based on parcel acreage for the entire district and not on an individual property basis.	City benefits from additional densities above the maximum 30 du/ac in the Downtown Subdistrict of the DMU, and will benefit from: <ul style="list-style-type: none">• Enhanced public realm• Affordable or workforce housing• Off-site, public parking• Active ground floor uses• Improving parks or landscaping
Removed the maximum of 30 du/ac in the Downtown Subdistrict of the DMU for project eligible for a bonus	

FLU element now reflects this change in Policy 1.21.1 as well.

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Downtown Titusville

PROPOSED COMP PLAN UPDATES

Policy 1.10.3:

Create a **multi-modal environment** in Downtown to support a high level of activity in the downtown area. Prioritize pedestrian and bicycle circulation networks.

Strategy 1.10.3.1:

Ensure building and site plans are oriented to promote pedestrian activity in Downtown to encourage active transportation and support businesses. Buildings shall be sited and oriented to encourage pedestrian access including direct access between the public sidewalk and main entry without intervening parking areas.



Downtown Parking Requirements

PROPOSED UPDATES TO LDC

Table 9.21.3.2 – DMU Required Parking Spaces

<i>Use</i>	<i>Parking Requirement</i>
Residential ¹	2 spaces per dwelling; 1 additional space for accessory unit
Office	3 spaces per 1,000 s.f.
Retail	3 4 spaces per 1,000 s.f.
Night club, tavern, bar	1. <u>5</u> spaces per <u>1,000</u> s.f.
Restaurant (sit down)	4 6 spaces per 1,000 s.f.
Restaurant (fast food)	4 spaces per 1,000 s.f.
Industrial	0.25 1 space per 1,000 s.f.
Warehouse	0.25 1 space per 2,500 s.f.

¹ Multifamily structures over 12 units shall require one space per residential unit up to two bedrooms, one-half space per bedroom thereafter

Downtown Mixed-Use

PROPOSED UPDATES TO LDC

URBAN SITE DESIGN STANDARDS

1. Building locations parallel to the street.
2. Building entrances to orient towards the street.
3. Pedestrian access from the entrance of the building to the sidewalk.
4. Parking or drive aisles not permitted in front and street side yards.
5. Cross access required for better connectivity.
6. Discourage curb-cuts on primary pedestrian network streets.
7. Parking access from side streets.

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Downtown Subdistrict

Changes to current policy or regulation	Effects on the City
Established urban site design standards for the Downtown Mixed-Use Districts	The new site design standards for redevelopment and new developments will shape urban form with a focus on enhancing the pedestrian realm. Removing minimum lot sizes with the subdistrict allows for further flexibility in lot redevelopment and will allow for a larger variety of residential and employment uses, as targeted in Policy 1.10.1.
Removed minimum lot sizes	

Downtown Titusville

PROPOSED COMP PLAN UPDATES

Policy 1.10.4:

Enhance the **visual attractiveness of the downtown area** by enhancing streetscapes, creating a network of public spaces, and enhancing through creation of gateways into downtown.

Strategy 1.10.4.4

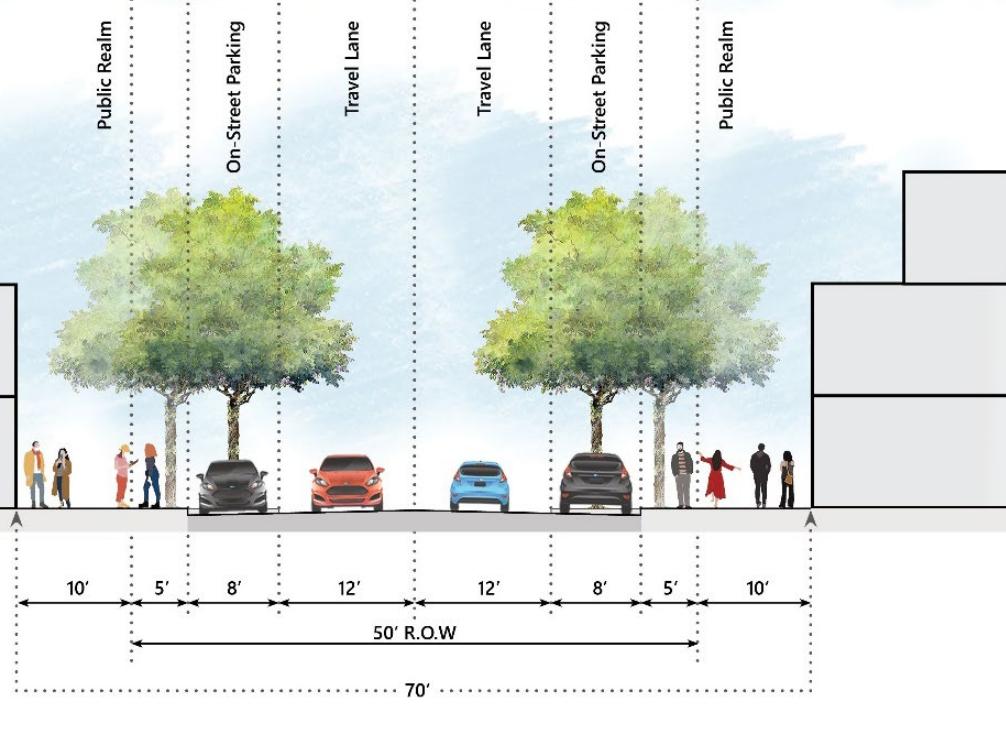
The Land Development Regulations **shall identify a Primary Downtown Pedestrian Network and prioritize a high-value public realm on these streets** including enhanced streetscaping, wider sidewalks and active frontages.



Downtown Titusville

PROPOSED UPDATES TO LDC

- Requiring specific setbacks to allow for the future streetscape improvements shown.
- 15-ft streetscape with 10 ft wide sidewalk adjacent to a 5 ft wide tree zone.
- Canopy trees required between 25-40 ft on-center.



Provided appropriate streetscape requirements to include wider sidewalks and larger shade trees to provide a more walkable pedestrian realm for:

- Garden Street
- South Street
- US-1
- Main Street
- Palm Avenue

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Downtown Titusville

PROPOSED COMP PLAN UPDATES

Policy 1.10.5:

Prioritize connections between **Downtown and the waterfront** to increase public access and views of the Indian River.

Existing Strategies:

- Waterfront orientation
- Public use and access to waterfront



Downtown Titusville

PROPOSED COMP PLAN UPDATES

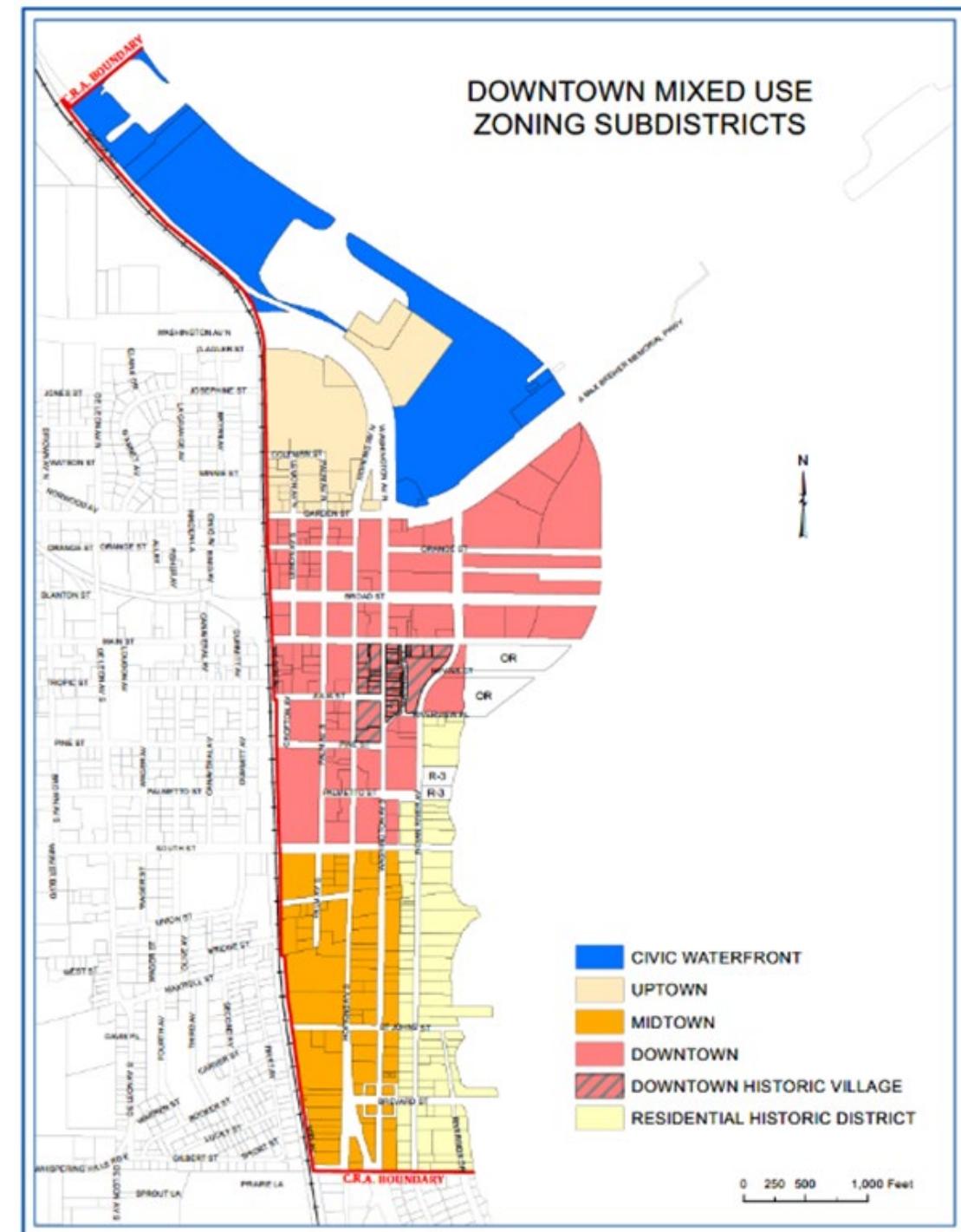
Policy 1.10.6:

[NEW RECOMMENDATION]

The Downtown Mixed-Use (DMU) category shall recognize the **variety of character areas** encompassed by Downtown and its adjoining neighborhoods and corridors.

Strategy:

- Land Development Code will identify subdistricts with unique standards



Urban Mixed Use (Canaveral Heights)

Urban Mixed Use

PROPOSED COMP PLAN UPDATES

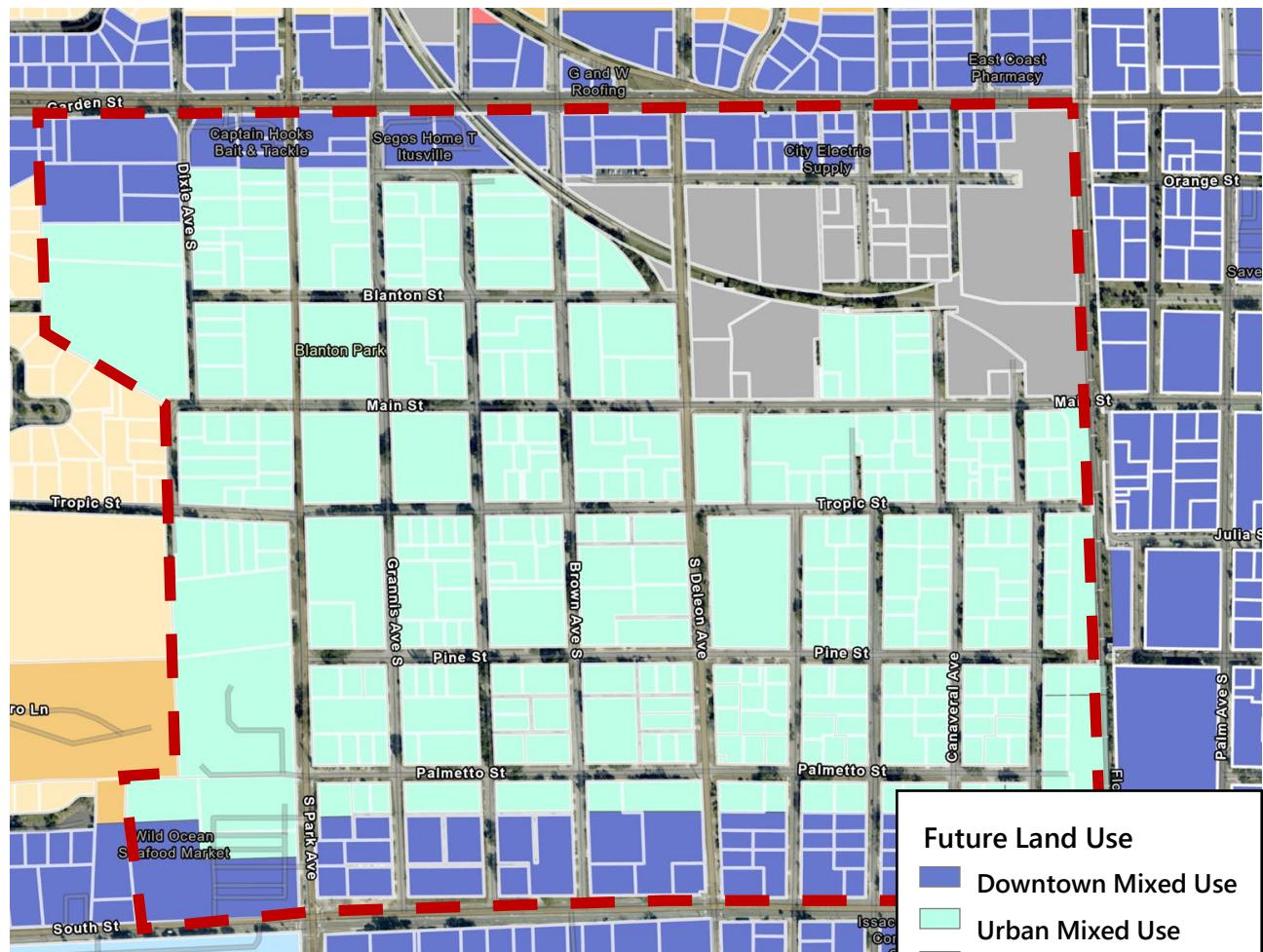
OBJECTIVE 1.11: URBAN MIXED USE

The city shall have **vibrant urban neighborhoods** that accommodate a variety of household types and uses to provide for everyday needs within walking distance through the designation of the Urban Mixed Use land use category on the Future Land Use Map.

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Expansion of UMU |



Future Land Use

- Downtown Mixed Use
- Urban Mixed Use
- Industrial
- Conservation
- Residential

Urban Mixed Use

PROPOSED COMP PLAN UPDATES

Policy 1.11.2:

Encourage **neighborhood-serving**, mixed-use development including a variety of housing options.

Strategies:

- Parks and neighborhood retail in walking distance
- Variety of housing choices



Urban Mixed Use

PROPOSED UPDATES TO LDC

Additional Permitted Uses

1. Personal services
2. Retail sales and services (maximum of 10,000 sq. ft.)
3. Shoe Repair

Removed Minimum Lot Sizes as well as removed minimum **residential unit sizes** to encourage a **variety of housing types** and support a **smaller unit type** leading to more affordability.



Urban Mixed Use

Changes to current policy or regulation	Effects on the City
Encourage mixed-use development with housing that is neighborhood-serving	Created the Gateway Corridors District permitting additional uses, new setbacks to create a more urban form for new developments; removed minimum lot sizes and residential unit sizes within the existing UMU Future Land Use designation west of Downtown.
Reduce vehicular trips by promoting walking and bicycling	

Urban Mixed Use

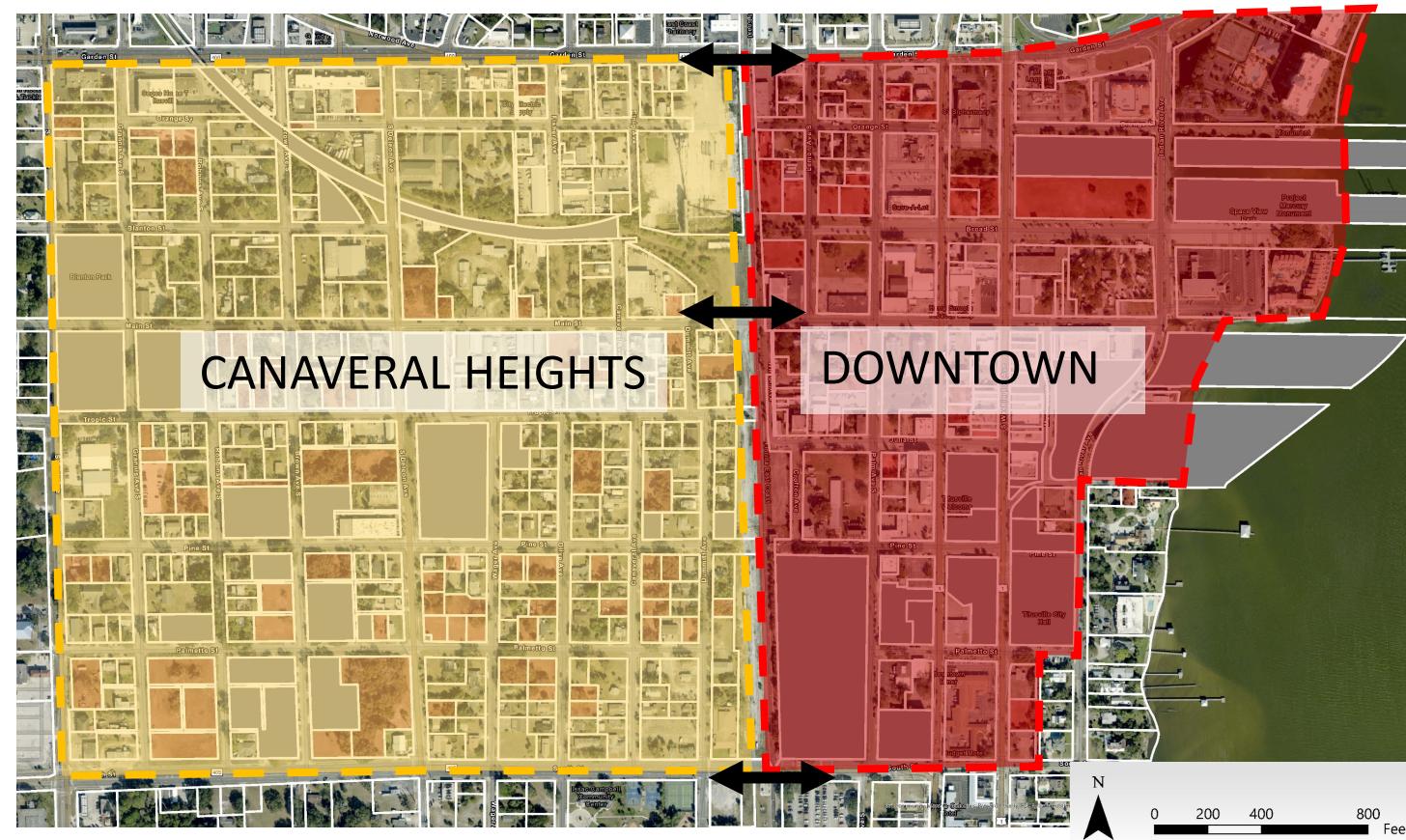
PROPOSED COMP PLAN UPDATES

Policy 1.11.4:

Recognize the unique relationship between Downtown and the Canaveral Heights through investment and coordination.

Strategies:

- Identify western neighborhood as UMU
- Encourage investment and complements the revitalization including ownership opportunities



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Urban Mixed Use

PROPOSED UPDATES TO LDC

DENSITY/INTENSITY/HEIGHT BONUS PROGRAM

Development projects must provide a public benefit beyond the typical requirements of the Land Development Code to access the program

- Enhanced public realm
- Affordable or workforce housing
- New on-street parking
- Ground floor, neighborhood serving uses
- Conglomerating two or more lots for redevelopment



Urban Mixed Use

Changes to current policy or regulation

Effects on the City

Identify the Canaveral Heights neighborhood

Incentivized "missing middle" housing including small mixed-use and small multifamily development in the west of Downtown through a new density/intensity bonus.

Recognize relationship between Downtown and Canaveral Heights through investment and coordination

Urban Mixed Use

PROPOSED COMP PLAN UPDATES

Policy 1.11.5:

Prioritize **safety and local mobility** on transportation facilities within urban neighborhoods.

Strategies:

- Transportation options in neighborhood and to surrounding areas
- Reduce vehicles speeds for safety



Urban Mixed Use

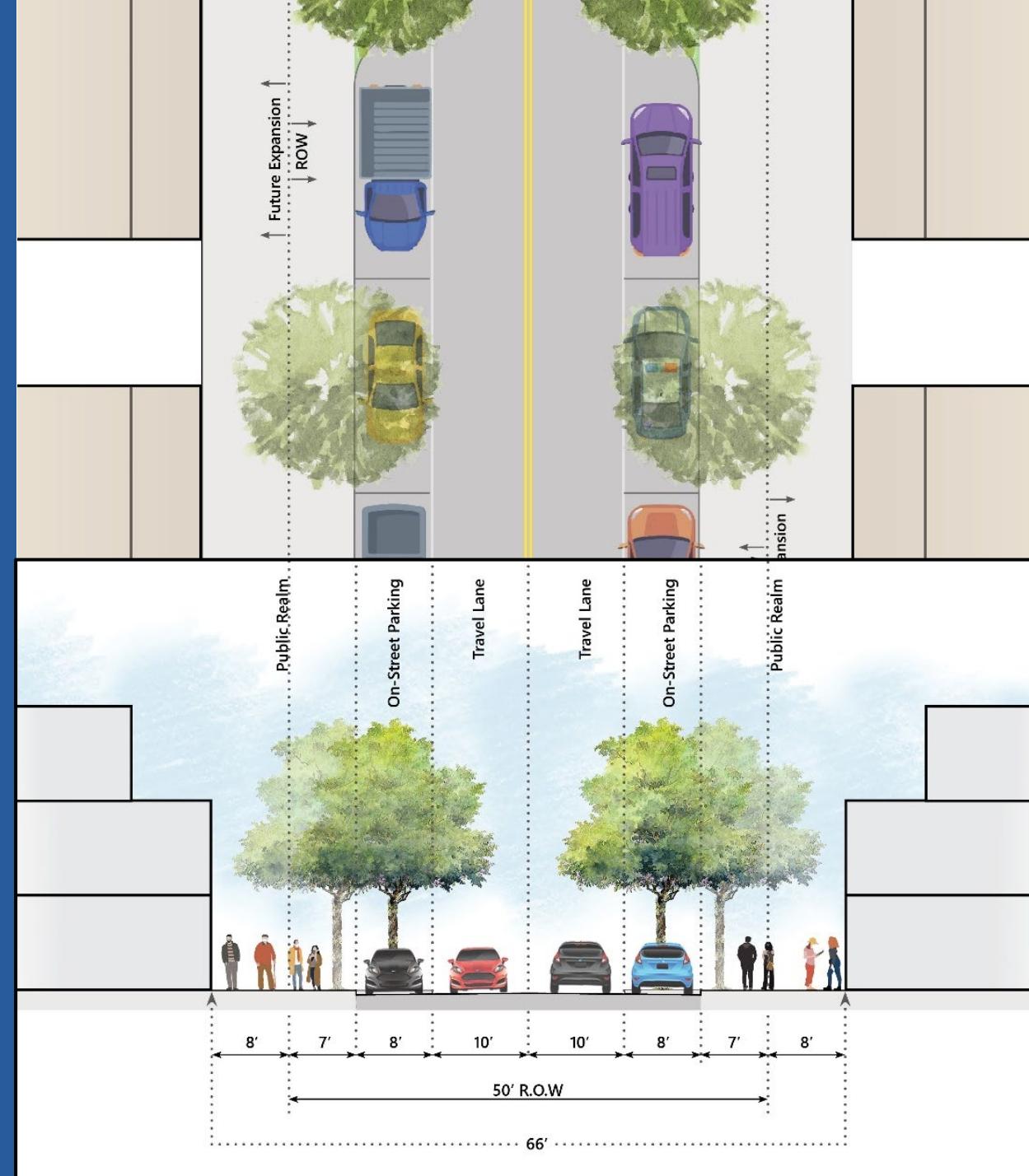
PROPOSED UPDATES TO LDC

- Requiring specific setbacks to allow for the future streetscape improvements shown.
- 15-ft streetscape with 8-ft wide sidewalk adjacent to a 7-ft wide tree zone.
- Canopy trees required between 40-ft on-center.

Provided appropriate streetscape requirements to include wider sidewalks and larger shade trees to provide a more walkable pedestrian realm for:

- Main Street
- S Park Ave
- S Deleon St
- Tropic St
- Garden St
- South St

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GATEWAY CORRIDORS

Gateway Goals

- Rethink corridors to create **favorable first impressions** of the City
- Include **placemaking and wayfinding** that can provide a sense of place once within City boundaries
- **Improve landscape design, maintenance, and signage**
- Create **walkable edges**



Gateway Corridors

PROPOSED COMP PLAN UPDATES

OBJECTIVE 1.23: GATEWAY CORRIDORS

[NEW RECOMMENDATION]

The City's major roadways shall be treated as **Gateways critical to the City's image**. 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.

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Gateway Corridors

Changes to current policy or regulation

Effects on the City

Integrate new Gateway Corridor policies and strategies that are defined to key roadways

Provide urban development options to create an attractive appearance to enhance first impressions of the City and improvements to future development

Encourage horizontal and vertical mixed-use development

Gateway Corridors

PROPOSED COMP PLAN UPDATES

Policy 1.23.1:

The Gateway Corridors shall be defined as properties adjacent to the following roadways:

- US-1
- Garden Street
- South Street
- Cheney Highway / S.R. 50



Gateway Corridors

PROPOSED UPDATES TO LDC

Applies to properties with a future land use designated for Commercial (High Intensity or Low Intensity), Planned Unit Development, High Density Residential, or Downtown-Mixed Use (applying outside of the Downtown CRA) adjacent to the following roadways:

1. US-1
2. Garden Street
3. South Street (S.R. 405)
4. Cheney Highway (S.R. 50)

Gateway Corridors

PROPOSED COMP PLAN UPDATES

Policy 1.23.2:

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**.

Strategy:

- Gateway Corridors District standards in LDC for landscape, tree-planting, maintenance, signage, etc.

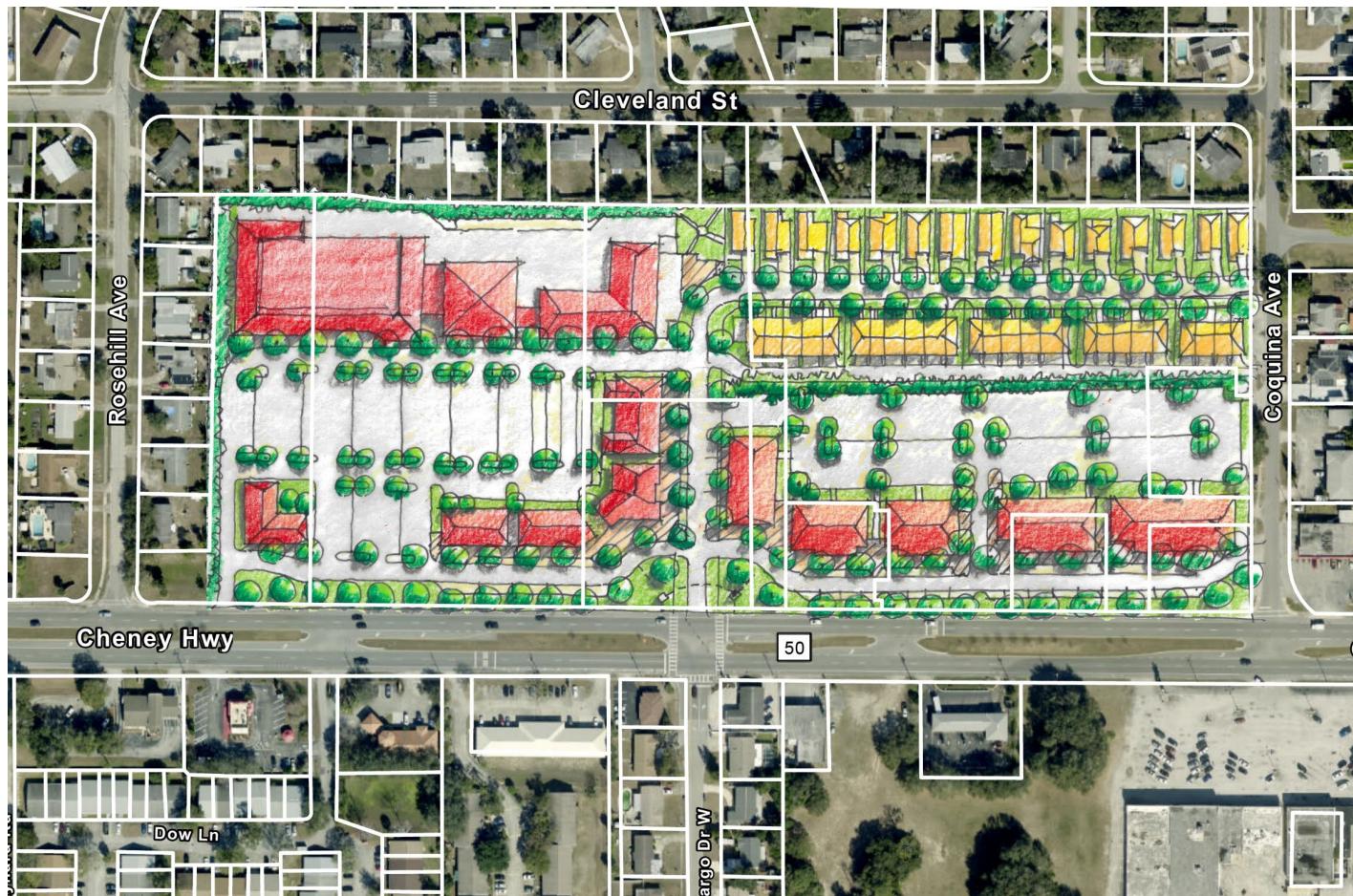


Gateway Corridors

PROPOSED COMP PLAN UPDATES

Policy 1.23.3:

Targeted investment in the Gateways shall be supported by the Gateway Corridors District that **encourages horizontal and vertical mixed-use development and redevelopment** with quality landscaping and design that will contribute to a positive image of the City.



**Lower-Intensity Mixed-Use Concept
Along Cheney Highway**

Gateway Corridors

PROPOSED UPDATES TO LDC

Should any property **vary from any standard** of their existing zoning district regulations, **apply for a density or intensity bonus**, or seek a **rezoning**, all applicable regulations in this section are **required**.

MAXIMUM AVAILABLE BONUS

<u>Table 1</u>		
<u>Density</u>	<u>Intensity</u>	<u>Height</u>
<u>50 du/acre</u>	<u>2.0 FAR</u>	<u>5 stories</u>

Gateway Corridors

PROPOSED UPDATES TO LDC

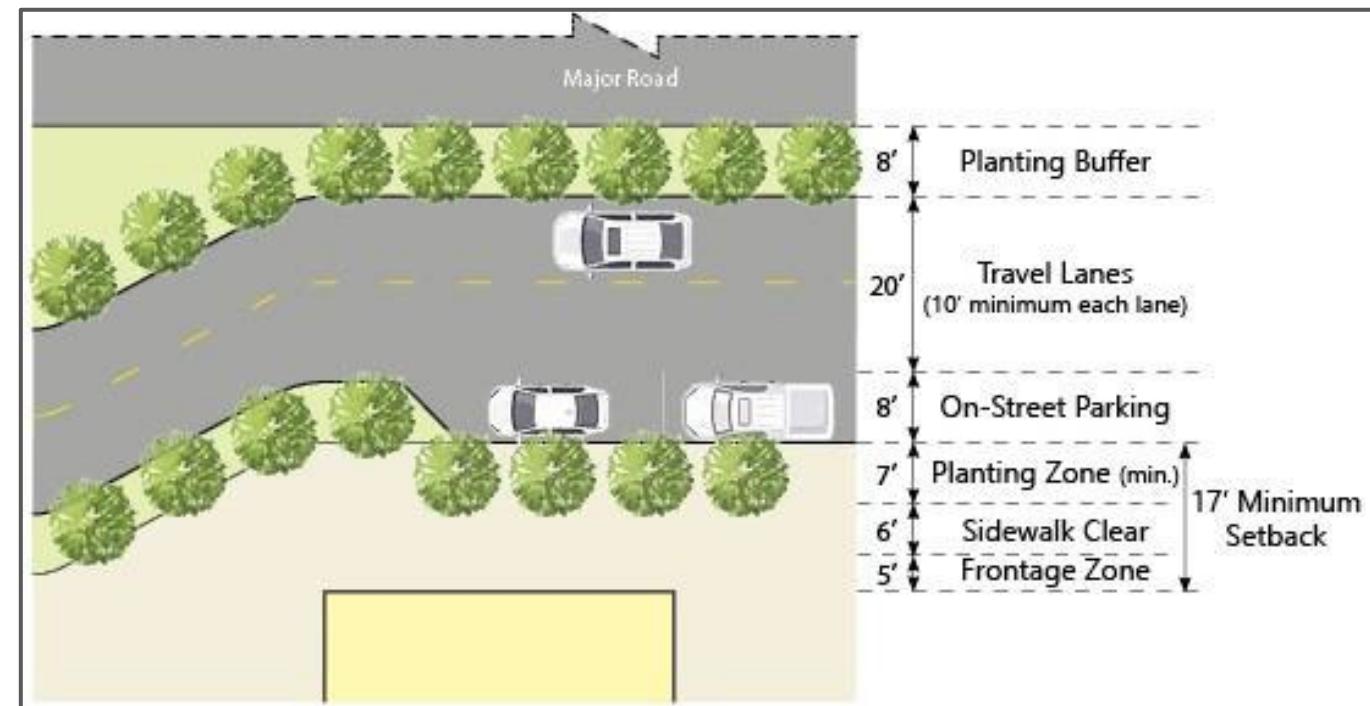
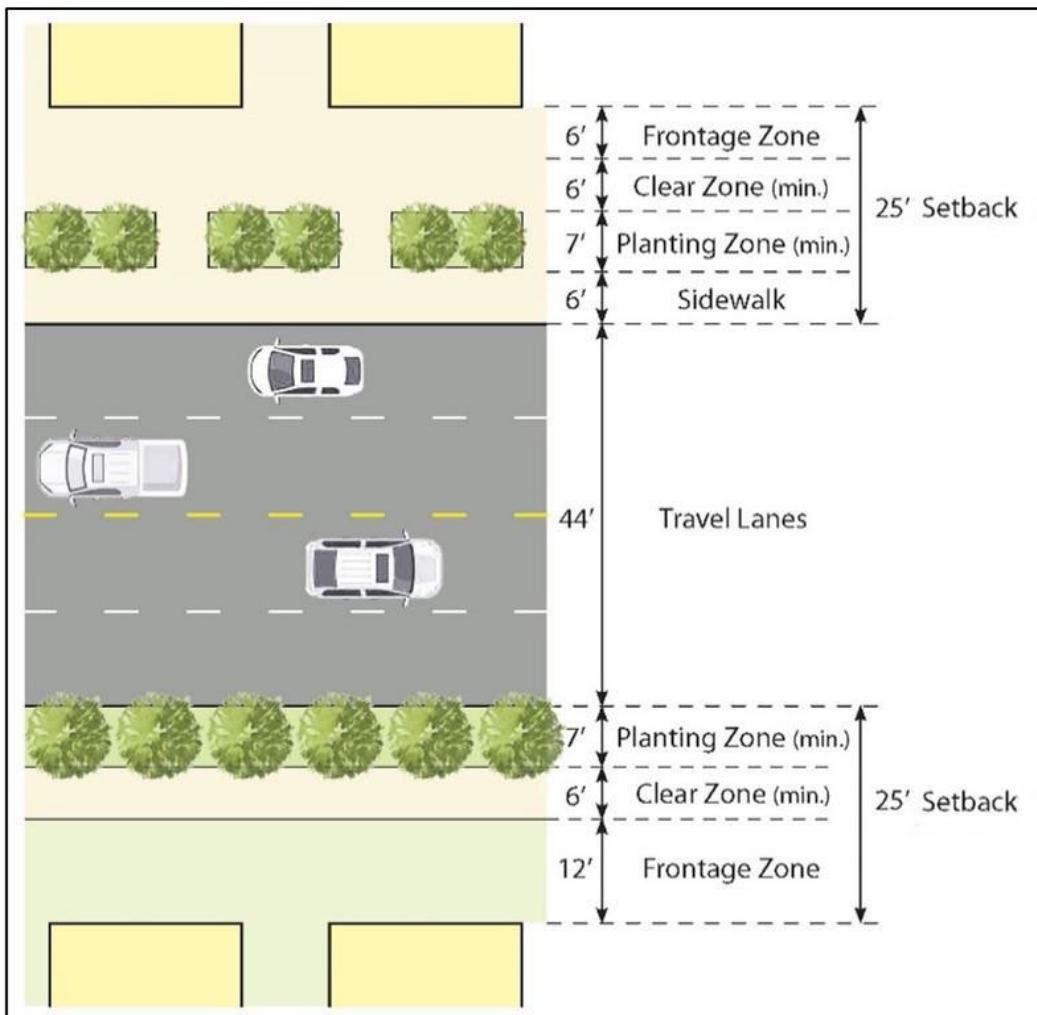
CRITERIA FOR APPROVAL OF A BONUS

1. Block permitters of less than 1,600 ft.
2. Wider sidewalk and planting zones between the buildings and the street
3. Waived buffers for multi-modal connectivity
4. Internal circulation accommodates pedestrians and bicyclists
5. Mix of uses for properties of 6 acres or more
6. Discouraging drive-thru uses
7. Parking to the rear of buildings
8. Active ground floor uses



Gateway Corridors

PROPOSED UPDATES TO LDC



All new developments are required to provide cross access and meet the frontage requirements.

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Gateway Corridors

PROPOSED UPDATES TO LDC

DESIGN ENHANCEMENT FOR A BONUS

1. Minimum of two uses
2. Structured parking
3. Enhanced public realm
4. Enhanced landscape
5. Sustainable building design
6. Affordable or workforce housing
7. Public art, enhanced transit stop, public park or plaza



Gateway Corridors

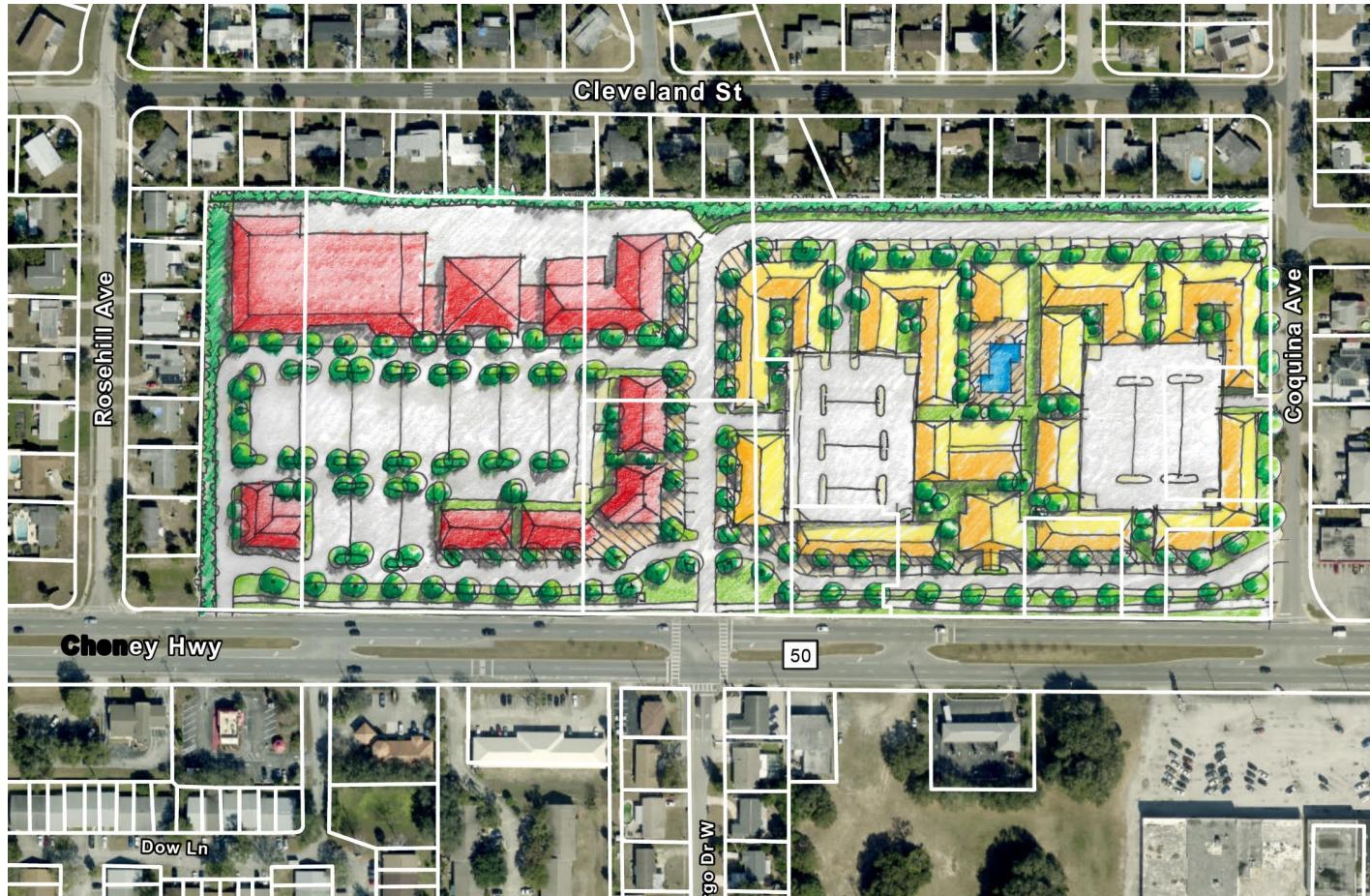
PROPOSED COMP PLAN UPDATES

Policy 1.23.4:

The City shall encourage the development of higher density housing in appropriate locations along gateway corridors to **increase housing supply while discouraging urban sprawl**.

Strategies:

- Multi-family housing on underutilized or vacant commercial
- Affordable housing near transit



**Higher-Intensity Mixed-Use Concept
Along Cheney Highway**

Thank you!