

Chapter 29. Article XI. Gateway Corridors District.

Sec. 29-181. – Intent/purpose.

The Gateway Corridors District is intended to enable and encourage efficient use of land, reduce cost of public infrastructure, and support flexible transportation options, including walking and bicycling, by locating complementary uses in close proximity to each other and providing for pedestrian-oriented site development to allow users to travel easily between uses. It allows for a blend of various uses including retail, office, residential, institutional, and commercial in a single project and/or in the same building. The Gateway Corridors District regulations are optional. 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.

Sec. 29-182. – Relationship to the Comprehensive Plan.

To implement the goals set forth in Objective 1.12 in the City of Titusville’s Comprehensive Plan, the City’s major roadways shall be treated at Gateways critical to the City’s image. The Gateway Corridors District shall be defined as 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)

Sec. 29-183. - Site design requirements.

1. Cross Access Easements. New construction must create connectivity with existing and potential development on adjacent parcels.

A system of joint use driveways and cross access easements shall be established wherever feasible along external public roadways.

The building site shall incorporate the following:

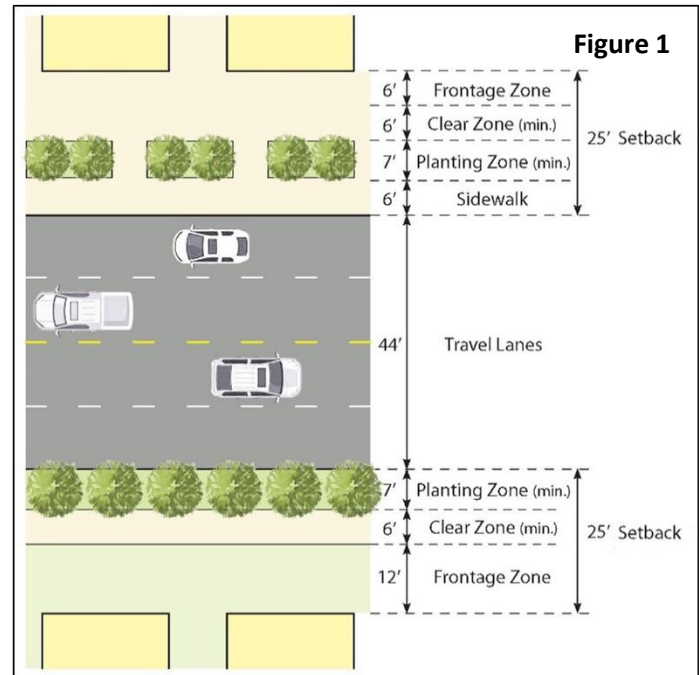
- a. Where provided, frontage lanes, as shown in Figure 3, should extend along the entire property boundary and provide stub-outs to adjacent properties to provide for driveway separation consistent with access management classification systems and standards.
- b. Stub-outs should be constructed to meet the requirement that the abutting properties may be tied in to provide cross access via a service drive.
- c. A unified access and circulation system plan that includes coordinated or shared parking areas is encouraged wherever feasible.
2. Frontage Conditions. To the extent feasible, pedestrians should be able to travel directly between destinations on the site and to existing public sidewalks on a continuous pedestrian pathway. Frontages should be coordinated with adjacent development to create a continuous urban pattern.

- a. Properties fronting Garden St. and South St. (S.R. 405) with DMU Future Land Use (excluding the Downtown CRA) shall have a minimum streetscape treatment as follows:
 - i. 7 ft. minimum planting zone from back of curb, with canopy street trees in wells, planters, or in a planting strip
 - ii. 6 ft. minimum pedestrian clear zone between the planting zone and the building.
 - iii. A minimum of 15 ft. setback from the back of curb and a maximum of 25 ft. setback from the back of curb.
- b. Other properties fronting Garden St. and South St. (S.R. 405) Properties fronting US-1 and Cheney Highway (S.R. 50) (excluding the Downtown CRA) shall have one of two minimum streetscapes as follows:

- i. 6 ft. minimum sidewalk from back of curb (or existing sidewalk)
- ii. 7 ft. minimum planting zone
- iii. 6 ft. pedestrian clear zone
- iv. 6 ft. frontage zone

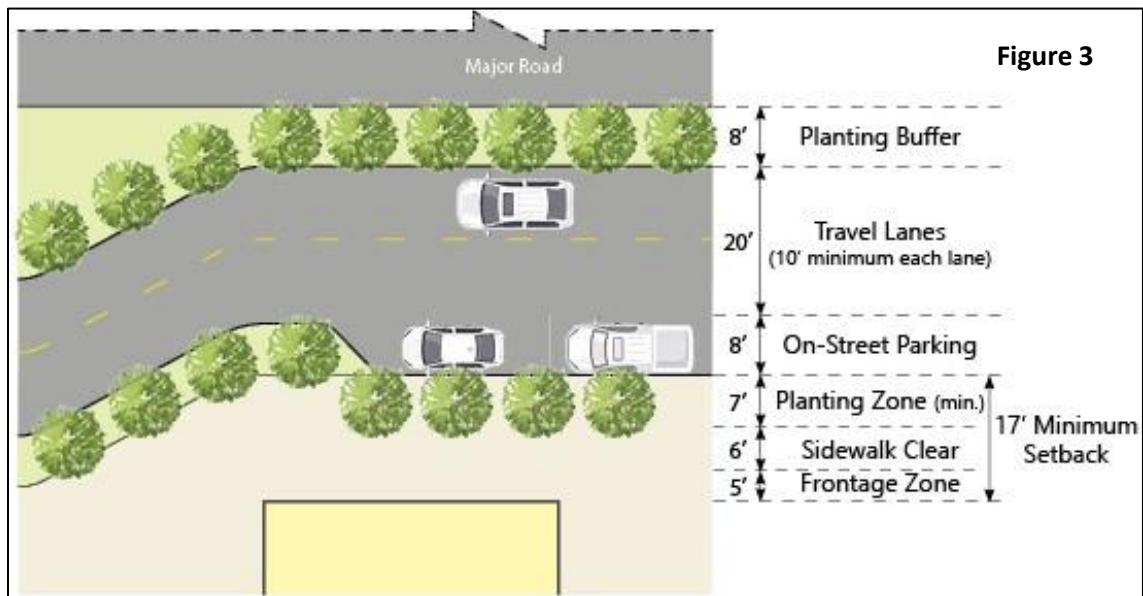
Or

- i. 7 ft. minimum planting zone from back of curb
- ii. 6 ft. pedestrian clear zone
- iii. 12 ft. frontage zone



1. Variations of these widths are permitted provided that the minimum planting zone and minimum clear zones are maintained within the minimum 25 ft. setback.
2. The planting zone must be located between the roadway and pedestrian clear zone.
3. Both frontage options include a 50 ft. maximum setback from the back of curb. Parking and drive aisles are prohibited within the maximum setback. (Note that the maximum setback applies only if the development is seeking a density, intensity, or height bonus, per Sec. 29-185.)
4. In either planting zone, the landscape requirements include canopy street trees in wells, planters, or in a planting strip.
 - a. Canopy street trees are required between twenty-five (25) and forty (40) linear feet on-center, alternating with street trees; or when utilities prohibit canopy trees, understory trees are required every twenty (20) linear feet on-center.

- c. A frontage road with on-street parking is also a permitted frontage condition for the properties fronting Garden St. and South St. (S.R. 405) and properties fronting US-1 and Cheney Highway (S.R. 50) (excluding the Downtown CRA and any property with a Future Land Use designation of DMU).
- i. 8 ft. wide planting buffer from the major roadway
 - ii. Maximum 20 ft. of travel lanes (10 ft. minimum for each lane)
 - iii. 8 ft. wide on-street parking
 - iv. 7 ft. minimum planting zone
 - v. 6 ft. sidewalk clear zone
 - vi. 5 ft. frontage zone



Sec. 29-184. - Allowable uses, densities, and intensities.

Permitted Density and Intensity. Density and Intensity are permitted per the applicable Future Land Use District in the Comprehensive Plan. To increase the permitted density, intensity or height, the development must meet the site design requirements of Sec. 29-183, criteria for approval of a bonus in Sec. 29.186, and two or more site enhancements in Sec. 29-187.

Sec. 29-185. – Maximum available bonus. (Not applicable to properties within the Downtown CRA)

1. General description. A bonus shall not be considered an entitlement. In addition, the maximum available bonus may not be appropriate in all situations. In some locations, the full bonus may not be compatible with the surrounding neighborhood or may need infrastructure that is unavailable or impossible to accommodate. Council may approve a requested bonus, approve a requested bonus with reasonable conditions fairly calculated to mitigate the impact of the bonus, approve a lesser bonus, approve a lesser bonus with reasonable conditions fairly

calculated to mitigate the impact of the bonus, or deny a requested bonus. A bonus within the District may not exceed the following:

<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>

Sec. 29-186. – Criteria for approval for a bonus.

To qualify for a bonus, the project must meet the criteria for approval in subsections (1) to (6) below. In addition, the project must meet two or more of the enhancements provided at section Sec. 29-187, of this Code.

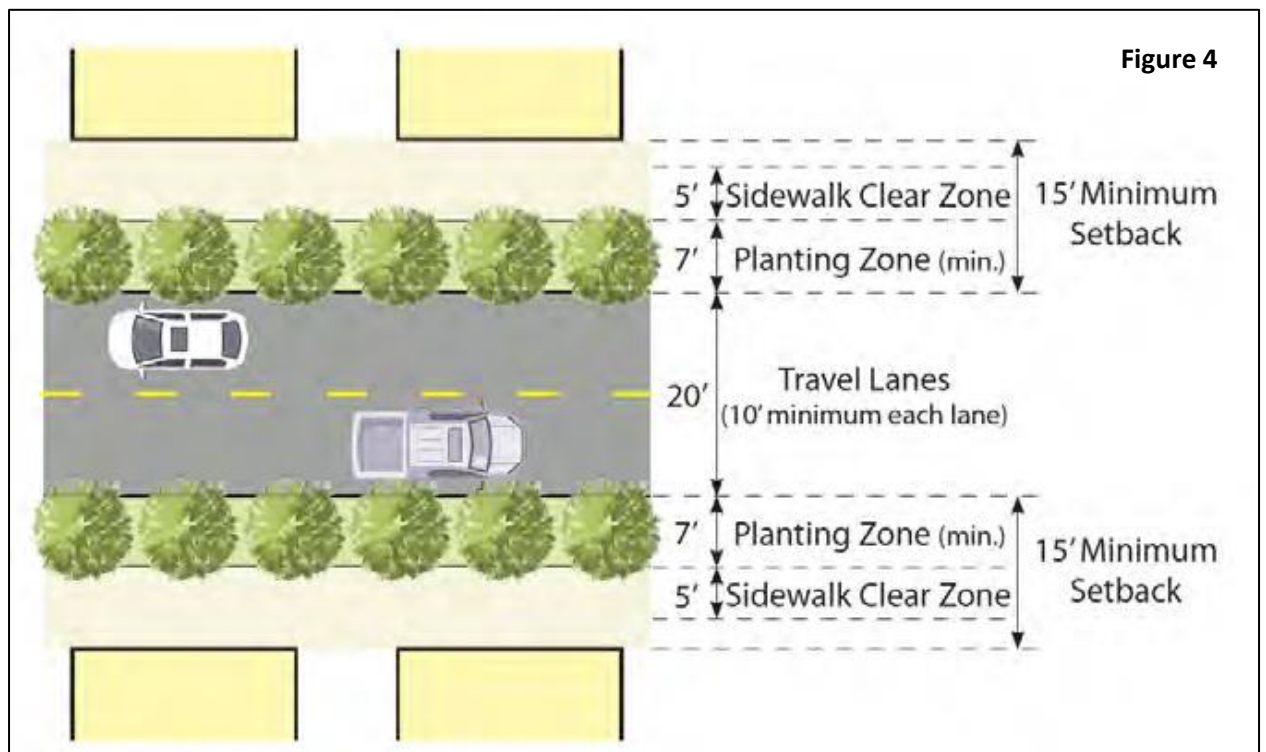
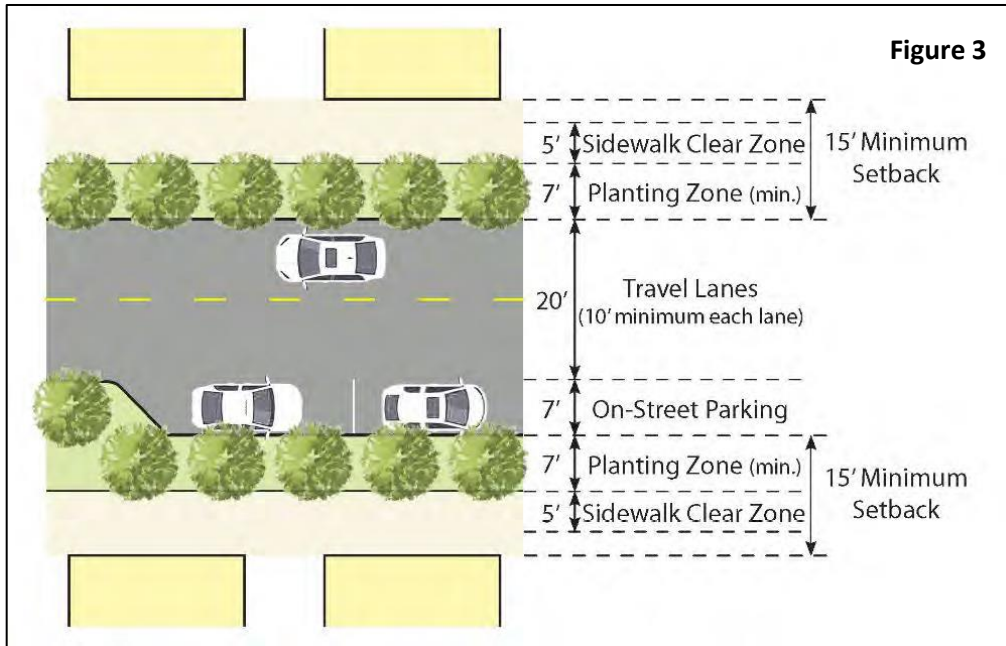
1. Site Design. The site should be organized to create an enhanced pedestrian realm and maximize pedestrian access. Buildings should be located close to sidewalks as stipulated by maximum setbacks and other design criteria When substantial retail or restaurants are planned, they should be organized along type “A” frontages as a main street or facing a civic space such as a square.

Existing or new streets/drives, whether public or private, shall divide the site into blocks. Block perimeters must not exceed 1,600 feet except where access management criteria for existing County roadways require greater lengths. The block perimeter is measured as the total length of a line enclosing the block along thoroughfare rights-of-way, internal streets meeting the frontage requirements, and civic spaces.

2. Frontage Assignments. Frontages should be organized to form a rational hierarchy. Highest-quality “A” frontages are intended for areas anticipated to have highest pedestrian traffic. To the extent feasible, pedestrians should be able to travel between destinations on the site and to existing public sidewalks using A and B frontages. Figure 3 and 4 below show examples for the internal street network.

Facing blocks should be assigned the same frontage type except along major roadways (four or more travel lanes) or facing edge conditions such as civic spaces, natural areas, or water bodies.

Frontages should be coordinated with adjacent development to create a continuous urban pattern.



3. Buffering. Perimeter buffers should be provided as described in Sec. 30-339(b) except that perimeter buffers are not required between Gateway Corridor properties. Staff may waive buffer requirements that are inconsistent with the goal of providing for multimodal connectivity between complementary uses.

4. Internal Circulation. Internal circulation shall prioritize pedestrians, bicycles, and public transit in a safe and convenient manner. Pedestrian walkways and bicycle paths within the development shall link to adjacent external sidewalks, trails, and public roads. All structures shall be directly accessible to foot traffic, with pedestrian walkways connecting public sidewalks and parking areas to building entrances.

If a transit stop is located adjacent to the development, it shall be sheltered. Transit shelters and walkway shelters shall be constructed consistent with transit agency standards for transparency and accessibility

5. Permitted Uses. Except as provided in this Section, all developments in the District seeking a bonus and exceeding six acres shall include one or more uses from at least two of the following use categories:

- a. Residential uses
- b. Public and civic uses
- c. Commercial uses

Distinct uses or components of a development must have a unified site design and must not be separated into functionally separate development sites.

6. Restricted Land Uses.

- a. Drive-thrus. Due to the automotive nature of drive-throughs and their impact on pedestrian-friendly areas, Drive-Thru uses are subject to a Conditional Use Permit and will be supported only provided they:
 - i. do not add additional curb cuts; and
 - ii. taper their ingress and egress to a singular lane and provide adequate circulation entirely within the development site.
 - iii. have no more than two (2) service lanes; and
 - iv. Are subject to queuing standards found in Sec. 9.21.8.

7. Frontage Conditions. The development must propose a frontage condition from Sec. 29-183.

8. Active Ground Floor Use. Provide an active ground floor use, where the ground floor is at least twenty (20) feet in depth adjacent to the public sidewalk that are accessible to the public or used as a common space by building tenants.

9. Parking. Parking for multifamily and non-residential uses shall be prohibited in the required front and street side yard setbacks.

10. Building Height.

- a. Ground floor stories shall not exceed sixteen (16) feet in height for residential buildings or twenty-five (25) feet in height for nonresidential or mixed-use buildings. Upper stories shall not exceed fourteen (14) feet in height.
- b. Height Transitions. Building heights are required to stepback to a max of three (3) stories where the development abuts single-family lots.
- c. Heights may also be subject to additional restrictions including transition requirements.

11. Building Setbacks. At all project boundaries not abutting streets the following setbacks shall apply.

	<u>Minimum Setback</u>	
	<u>Outside DMU</u>	<u>Within DMU (outside DCRA)</u>
<u>Rear</u>	<u>25 feet</u>	<u>10 feet</u>
<u>Side</u>	<u>10 feet</u>	<u>5 feet</u>

- a. Required Setbacks from Streets. To ensure consistent frontage conditions, setbacks are measured from the back of curb. Where the distance between property line and the curb is greater than the maximum setback, the maximum setback shall be two (2) feet from the property line. All setbacks are subject to the requirement that no structure shall encroach onto the public right of way nor shall any structure encroach into any utility easement without approval by the County.
- b. Build-to zones: Where maximum setbacks apply, the primary façade of the building must be located between the minimum setback and maximum setback. This is the “build-to” zone. Parking may not be located between the building and the required streetscape.
- c. Exceeding the Maximum Setback. Setbacks exceeding the maximum are permissible to accommodate landscaped courtyards or outdoor dining areas provided that the additional setback does not extend more than 50 feet in depth or in length.
- d. Setback Encroachment. The following features may extend forward of the minimum setback provided they do not encroach into public right-of-way:
 - i. Awnings, canopies, balconies, or other projections that do not obstruct pedestrian movement at street level.
 - ii. Galleries or colonnades subject to design approval by the Land Planning Agency and must be located outside of utility easements. Colonnades with low ceiling heights, narrow pedestrian ways, or columns that are too large or closely spaced limit light, discourage pedestrian movement, and create issues related to Crime Prevention Through Environmental Design (CPTED) by limiting visibility.

Sec. 29-187. – Site Enhancements.

The following site and design enhancements represent options for creating a superior development. While not a strict point-based system, a development that meets a greater number of these enhancements is eligible for a greater bonus than a development that meets only one or two enhancements. If improvements to the streetscape or other public property is part of a selected option, then such improvements must be maintained by the property owner or owners of the subject development unless appropriate maintenance obligations are accepted by the City.

1. Utilization of primarily structured parking.
2. The development must include two or more uses. The secondary use must comprise a minimum of 10% of the building area. Separate uses may be located in a single building or multiple buildings and typically make joint use of site amenities and facilities, such as open space, landscaping, parking, and stormwater management.

3. Streetscape treatment that exceeds the minimum standards normally required of the development's location.
4. Inclusion of sidewalk furniture or other features that are intended to enhance the street's physical character and use by pedestrians, including benches, bus shelters, trash receptacles, planting containers, pedestrian lighting, bicycle parking, and kiosks within in the frontage zones of the required streetscape.
5. Landscaping that exceeds the requirements of Chapter 30, Article III, Division 10.
6. Site design and building materials that exceed the minimum environmental sustainability requirements in place at the time of development. Such enhancements should consider energy efficiency, stormwater design, solar or other renewable energy sources, recycling, and sustainable materials options, all of which should be judged against the best-available technology and any relevant and generally accepted environmental certification programs.
7. Providing state certified affordable or workforce housing. The agreement shall specify the number of units within each income category and period of affordability.
 - a. 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.
8. Another enhancement not otherwise required by code that is proposed by the applicant and approved as part of the master plan or planned development zoning district. Examples might include a publicly accessible park or plaza, public art, a premium transit stop, or public parking.

Sec. 29-183. – Submittal Requirements for Consideration of a Bonus.

A Master Plan is required for determination as to the internal relationship between uses, activities proposed and their supporting systems and facilities. The Master Plan shall also address the relation to surrounding uses, activities, systems and facilities. The Master Plan shall, at a minimum, contain the information as set forth in the Development Review Procedures Manual, Section 6.1. Unless waived by the City Manager for cause, such additional information, data, plans, and renderings shall include, without limitation, the following:

1. Exterior building elevations.
2. Building sections or perspective drawings that illustrate the height, bulk, and design of the proposed development contextually with adjacent buildings and the surrounding area including the street.
3. Exterior lighting plans.
4. Exterior sign locations and details.
5. An infrastructure analysis to demonstrate that adopted level of service standards are maintained or achieved for parks, schools, transportation, potable water, wastewater, stormwater, and solid waste.
6. Landscaping plan.