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City of Titusville, Florida

Comprehensive Plan Amendments

The amendments to the Future Land Use and Transportation Elements
are specifically related to the Downtown.

Community Development Department
1-2-2024

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FUTURE LAND USE ELEMENT

Objective 1.10: Downtown Land Uses:

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. The City of Titusville shall pursue the renewal of Downtown Titusville as the center of professional, governmental, financial and unique retail and redevelop blighted areas through the designation of downtown Titusville as a Downtown Titusville shall have a unique Downtown Mixed Use (DMU) on the Future Land Use Map which responds to the specific needs of the core downtown and nearby related areas. and pursue appropriate strategies based upon the following general factors and performance requirements.

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. Enhance the visual attractiveness of the downtown area through creation of gateways at entry points of the downtown area and also as an entrance to the Canaveral National Seashore and the Merritt Island National Wildlife Refuge, with streetscape improvements, architectural continuity, and coordinated commercial signage along the major corridors entering the downtown area including but not limited to U.S. #1, Indian River Avenue, Main Street, and Washington Avenue.

Strategy 1.10.1.1:

Permit a variety of business, civic, residential, and mixed-use development in the sub-areas of the Downtown Mixed Use district through adaptive reuse of existing building and new construction, as provided for in the Land Development Regulations, including office, retail, service, financial, restaurant, entertainment, lodging and residential uses. (Some of the language originally Policy 1.10.5)

Strategy 1.10.1.2:

Promote infill and redevelopment through market analysis, public improvements and incentives as well as land development regulations. Identify needs and invest in common facilities to reduce barriers to redevelopment and provide more efficient and holistic solutions. Study the opportunity for a master stormwater system integrated with open space in downtown.

Strategy 1.10.1.3:

Identify streets which are locally controlled and do not require coordination with other agencies, such as Palm Avenue, to fully implement slow-speed pedestrian-oriented environments that create gathering places and add value to downtown.

Strategy 1.10.1.4:

Establish an active, pedestrian-oriented environment in the vicinity of existing arts activities including establishing public realm standards and identifying opportunities for public-private partnerships.

1 Strategy 1.10.1.5:

2 Maintain a robust presence of civic facilities downtown including City Hall, government
3 offices, arts and performance venues, and government services to support activity downtown
4 and ensure public access by locating facilities with multimodal access opportunities.

5 Strategy 1.10.1.6:

6 Support the redevelopment agency in the solicitation of development projects that further
7 the downtown objectives by assisting in identification of sites, land assemblage, acquisition of
8 permits, and appropriate financing. (Originally Policy 1.10.7)

9 Policy 1.10.2:

10 Encourage a substantial and diverse residential population downtown to serve a wide
11 range of household types and incomes by encouraging investment in a mix of housing
12 options. Utilize a waterfront orientation to link the downtown area with the Indian River,
13 East Coast Greenway and Kennedy Space Center through the use of trails, pedestrian
14 walkways, boardwalks, interpretive displays, educational programs, and launch and river
15 viewing areas to create a unique office/retail/residential/open space environment.

16 Strategy 1.10.2.1:

17 Permit a variety of housing typologies including a broad range of unit types and sizes.

18 Strategy 1.10.2.2:

19 Facilitate the ability of families with children to live and work downtown by encouraging or
20 providing family-friendly facilities such as playgrounds and daycare facilities.

21 Strategy 1.10.2.3:

22 Encourage a balance of rental and for-sale housing including the re-establishment of
23 affordable owner occupied neighborhoods in the Downtown Mixed Use district to create a
24 mix of residential housing choices of different types and intensities. (Some of the language
25 originally Policy 1.10.9)

26 Strategy 1.10.2.4:

27 In order to increase the quality and volume of activity in the Downtown, incentives are to be
28 established for the Downtown subdistrict of the Downtown Mixed Use district. Development
29 projects that provide a significant public benefit, may access the Downtown Density Pool to
30 provide additional residential units above the base density. Significant public benefits shall be
31 defined in the Land Development Regulations and include the following:

- 32 • Utilizing tax increment recapture programs, cost-share reimbursement grants, tax
- 33 abatement programs, City and County impact fee assistance, rental subsidies for
- 34 targeted businesses, and ad valorem incentives for affordable or workforce housing.
- 35 • Providing a dedicated easement to expand the public realm on designated streets.
- 36 • Participation in constructing an enhanced public realm on designated streets.
- 37 • Providing certified affordable or workforce housing.
- 38 • Providing additional publicly accessible parking.
- 39 • Providing for active ground floor uses that enhance street life.
- 40 • Assisting in improving parks or landscaping.

1 Strategy 1.10.2.5:

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

4 Policy 1.10.3:

5 Create a multi-modal environment in Downtown to support a high level of activity in the
6 downtown area. Prioritize pedestrian and bicycle circulation. Encourage, promote and
7 provide active and intimate pedestrian outdoor spaces (plazas, waterfront walks,
8 shopping arcades, café's) with pedestrian scaled amenities (street furniture, lighting,
9 shade trees, canopy features) in conjunction with all public infrastructure projects in the
10 Downtown Mixed Use district.

11 Strategy 1.10.3.1:

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

16 Strategy 1.10.3.2:

17 Encourage active ground-floor uses adjacent to public sidewalks that promote active
18 pedestrian circulation including but not limited to retail, restaurants, lobbies, galleries, civic
19 uses, sidewalk sales, dining, and direct entrances to residential or office units.

20 Strategy 1.10.3.3

21 Street design shall prioritize pedestrian and bicycle activity through the allocation of right-of-
22 way and supportive design elements. Motor vehicle traffic shall be calmed to a speed that
23 complements a safe and comfortable pedestrian and bicycle precinct.

24 Strategy 1.10.3.4:

25 Canopy street trees, arcades and other architecture and landscape features should shade
26 walkways, sidewalks, and plazas to allow pedestrians to comfortably navigate downtown in
27 hot weather. A consistent tree canopy should be planted throughout Downtown through a
28 combination of public investment and maintenance, and standards for new development.

29 Strategy 1.10.3.5:

30 Bikeways providing access to various destinations in Downtown should be appropriate for
31 riders of various ages and abilities and connect to existing and proposed trail networks.

32 Strategy 1.10.3.6:

33 Solutions that reduce demand for parking shall be implemented including shared parking,
34 connectivity, transportation demand management, and "park once" strategies. The City shall
35 continue to plan for shared and publicly accessible parking facilities to efficiently meet the
36 parking needs for new downtown developments through public and private partnerships.

37 *(Some of the language originally Policy 1.10.10)*

38 Strategy 1.10.3.7:

39 Motor vehicle access should be well-organized with minimal disruption to pedestrian
40 circulation, including the provision of cross-access where feasible and curb management that
41 anticipates commercial loading, ride-sharing, and autonomous vehicles.

1 Policy 1.10.4:

2 ~~Provide for public use of existing and new created waterfront access areas through the~~
3 ~~utilization of such mechanisms as public access easements, visual corridors/breezeways and~~
4 ~~river front acquisition programs. Enhance the visual attractiveness of the downtown area by~~
5 ~~enhancing streetscapes, creating a network of public spaces, and enhancing gateways into~~
6 ~~downtown. (Originally Policy 1.10.1 in part)~~

7 Strategy 1.10.4.1:

8 Open spaces within Downtown should include a variety of typologies including pocket parks
9 to serve daily needs, family-friendly playgrounds and play spaces, and one or more major
10 open space to accommodate community gatherings. Leverage existing public land to create
11 high value open spaces that provides great gathering places for residents and incentivize
12 private sector redevelopment in the near term.

13 Strategy 1.10.4.2:

14 Identify at least one significant green space opportunity to provide a central gathering space
15 in downtown connecting business activities with the waterfront and providing space for
16 community-wide events.

17 Strategy 1.10.4.3:

18 Reconceptualize Mariners Way to better serve existing and future activities in Downtown.

19 Strategy 1.10.4.4

20 The Land Development Regulations shall identify a Primary Downtown Pedestrian Network
21 and prioritize a high-value public realm on these streets including enhanced streetscaping,
22 wider sidewalks and active frontages. The City shall identify funding sources including public-
23 private partnerships to implement these improvements, including incentives.

24 Strategy 1.10.4.5:

25 Plan for underground utilities, including alternate implementation strategies, with a priority
26 on the Primary Downtown Pedestrian Network. (Some of the language originally Policy
27 1.10.11)

28 Strategy 1.10.4.6:

29 Enhance entry points of the downtown area and also as an entrance to the Canaveral
30 National Seashore and the Merritt Island National Wildlife Refuge, with streetscape
31 improvements, architectural continuity, and coordinated commercial signage along the major
32 corridors entering the downtown area including but not limited to U.S. #1, Indian River
33 Avenue, Main Street, and Washington Avenue. (Originally Policy 1.10.1 in part)

34 Policy 1.10.5:

35 Prioritize connections between Downtown and the waterfront to increase public access
36 and views of the Indian River. Encourage mixed-use development in the sub-areas of the
37 Downtown Mixed Use district, as provided for in the Land Development Regulations,
38 including office, retail, service, financial, restaurant, entertainment, lodging and
39 residential uses through market analysis, adaptive reuse, public improvements and
40 incentives as well as land development regulations.

1 Strategy 1.10.5.1:

2 Utilize a waterfront orientation to link the downtown area with the Indian River, East Coast
3 Greenway and Kennedy Space Center through the use of trails, pedestrian walkways,
4 boardwalks, interpretive displays, educational programs, and launch and river viewing areas
5 to create a unique office/retail/residential/open space environment. *(Originally Policy 1.10.2)*

6 Strategy 1.10.5.2:

7 Provide for public use of existing and new created waterfront access areas through the
8 utilization of mechanisms such as public access easements, visual corridors/breezeways and
9 river front acquisition programs. *(Originally Policy 1.10.4)*

10 Policy 1.10.6:

11 The Downtown Mixed-Use (DMU) category shall recognize the variety of character areas
12 encompassed by Downtown and its adjoining neighborhoods and corridors. Encourage
13 the location of future civic facilities downtown by identifying parcels, which could be
14 combined to provide the acreage, needed to support such development and identify
15 support facility needs.

16 Strategy 1.10.6.1:

17 The Land Development Code shall identify subdistricts with unique standards for a variety of
18 character areas within the Downtown Mixed Use category.

19 Policy 1.10.7:

20 Support the redevelopment agency in the solicitation of development projects that
21 further the downtown objectives by assisting in identification of sites, land assemblage,
22 acquisition of permits, and appropriate financing. *(Moved to Strategy 1.10.1.6)*

23 Policy 1.10.8:

24 Emphasize development east of U.S. 1 Hwy during initial redevelopment phases that can
25 use the waterfront amenity to capture development interests and act as a catalyst for
26 development of the Downtown Mixed Use district.

27 Policy 1.10.9:

28 The City shall encourage permanent residency and the re-establishment of affordable
29 owner occupied neighborhoods in the Downtown Mixed Use district to create a mix of
30 residential housing choices of different types of intensities. *(Moved to Strategy 1.10.2.3)*

31 Policy 1.10.10:

32 The City shall continue to plan to meet the parking needs for new downtown
33 developments through public and private partnerships. *(Moved to Strategy 1.10.3.6)*

34 Policy 1.10.11:

35 Determine the feasibility of underground utilities, including alternate implementation
36 strategies.

TRANSPORTATION ELEMENT

Goal 1:

A safe, convenient and energy efficient transportation system in the City of Titusville that serves the needs of all residents and visitors. The system shall promote multiple modes of transportation for goods and people to encourage stability and an improved quality of life.

Objective 1.1:

The City shall improve and maintain safety, convenience, connectivity, and energy efficiency within the transportation system.

Policy 1.1.1:

A Level of Service (LOS) E is established for arterial and Collector roadways. A Level of Service (LOS) D is established for roadways on the Florida Intra-state Highway System (FIHS) and Strategic Intermodal System (SIS) per the Florida Department of Transportation

Strategy 1.1.1.1:

The City shall study the opportunity to transition to a Multimodal Level of Service / Multimodal Quality of Service that takes into account all modes of transportation.

Policy 1.1.2:

The City shall require transportation connectivity between land uses and development sites in the Land Development Regulations to provide for multiple access points for emergency management and to facilitate multiple modes of transportation.

Policy 1.1.3:

Parking facilities will be convenient to major generators and attractors and intermodal terminals within the City and provisions for adequate parking shall be included in the City's Land Development Regulations.

Strategy 1.1.3.1:

Solutions that reduce demand for surface parking shall be implemented including shared parking, connectivity, transportation demand management, and district "park once" strategies.

Strategy 1.1.3.2:

Parking requirements for multi-phase projects should be flexible and anticipate potential changes in parking demand as autonomous vehicles become more prevalent.

Policy 1.1.4:

The City shall cooperate with Brevard County and the Space Coast Transportation Planning Organization in the use of transportation demand management

1 strategies as a means to reduce peak hour travel demand and the number of
2 vehicle miles traveled.

3 *Policy 1.1.5:*

4 The City shall cooperate with Brevard County and the Space Coast Transportation
5 Planning Organization in the use of transportation systems management
6 strategies to preserve the capacity of existing transportation systems.

7 *Policy 1.1.6:*

8 The City shall participate with Brevard County, the Space Coast Transportation
9 Planning Organization, and Florida Department of Transportation to establish a
10 performance monitoring system for the transportation system.

11 *Policy 1.1.7:*

12 Standards for safe and convenient on-site traffic flow are contained in the City's
13 Land Development Regulations. On-site circulation standards should account for
14 all user types including motor vehicles, bicycles, and pedestrians.

15 *Policy 1.1.8:*

16 The City shall evaluate and whenever feasible, support transportation systems
17 management activities that will reduce motor vehicle miles traveled travel
18 demands, or increase the use of energy-efficient non-motorized vehicles, public
19 transit, and micro-mobility options alternative modes of transportation to
20 conserve energy, reduce greenhouse gases, reduce noise, water and air pollution
21 and discourage urban sprawl.

22 *Strategy 1.1.8.1:*

23 All alternatives should be considered prior to increasing motor vehicle
24 capacity through lane addition to existing roadways, including multimodal
25 improvements, connectivity improvements, construction of parallel
26 facilities, operational improvements, and intersection improvements.

27 *Policy 1.1.9:*

28 The City shall require new ~~DRI~~ or large scale planned development to make
29 contributions, enhancements or provisions towards the public transportation
30 system to promote energy conservation and reduce greenhouse gases.

31 *Objective 1.2:*

32 The City's transportation policy and standards shall be consistent with the Future Land
33 Use Element, the Housing Element, the Intergovernmental Coordination Element, and
34 the Capital Improvements Element of the City's adopted Comprehensive Plan.

35 *Policy 1.2.1:*

36 The City shall coordinate with local, regional and state transportation agencies to
37 ensure that transportation planning supports land use objectives.

1 *Policy 1.2.2:*

2 Expansion of transportation related facilities within the City shall be realized
3 consistent with the following strategies:

4 *Strategy 1.2.2.1:*

5 The City shall ensure that expansion of transportation related facilities is
6 consistent with the adopted Comprehensive Plan through active participation in
7 the planning and design of these facilities with the appropriate service provider.

8 *Strategy 1.2.2.2:*

9 Standards have been established in the City's Land Development
10 Regulations to mitigate adverse impacts of the expansion of
11 transportation facilities upon adjacent natural resources and land uses.

12 *Strategy 1.2.2.3:*

13 Standards have been established in the City's Land Development Regulations to
14 protect and conserve natural resources within and adjacent to airport
15 transportation related facilities. *Policy 1.2.3:*

16 The City shall continue to implement the Land Development Regulations and
17 adopt new regulations to provide and improve access to various land uses and to
18 meet the City's future transportation needs.

19 *Objective 1.3:*

20 The City shall strive to provide variety transportation option that includes bicycle,
21 pedestrian and public transit facilities to promote alternative modes of transportation.
22 The City shall provide bicycle and pedestrian ways through development of plans, Land
23 Development Regulations or development controls.

24 *Policy 1.3.1:*

25 The City shall promote the development of "Complete Streets" that are designed,
26 built, and maintained in a manner that accommodates not only automobiles, but
27 transit vehicles and non-motorized modes of travel such as pedestrians ways,
28 bicycle paths and also accommodates disabilities. "Complete Streets" shall seek to
29 be aesthetically pleasing and provide for a tree shaded and comfortable
30 environment for all users. The City shall continually pursue funding to beautify
31 streets.

32 *Policy 1.3.2:*

33 The City shall improve the bicycling and pedestrian environment by providing
34 bicycle and pedestrian infrastructure and amenities and by seeking to provide
35 wider sidewalks. In new development or redevelopment, walking and bicycling
36 shall be promoted by establishing pedestrian-friendly streets with sidewalks
37 and/or bike paths.

Policy 1.3.3:

The City shall seek funding in order to participate with Space Coast Area Transit in the provision of bus shelters along transit routes, particularly in areas of frequent use.

Policy 1.3.4:

The City shall develop a City-wide park and greenway plan to link greenway, trails and park system within the City and link them to regional trails, other state parks and conservation areas.

Policy 1.3.5:

The City in coordination with the Space Coast Transportation Planning Organization shall develop a bicycle and pedestrian master plan.

Policy 1.3.6:

Space Coast Regional Airport and Arthur Dunn Air Park will be protected from the encroachment of incompatible land uses through application of the Airport Impact Overlay District in the City's LDR's.

Objective 1.4:

The City shall coordinate the transportation system plans and programs with other e affected governmental entities to ensure that the most efficient and cost effective course of action is followed and that strategies demonstrating the area wide coordination necessary to implement all provisions of this element are utilized.

Policy 1.4.1:

The City shall identify the transportation needs and problems of the City and they shall be addressed through coordination with local, Space Coast Transportation Planning Organization, regional and state plans, and the FDOT Adopted Work Program.

Policy 1.4.2:

The City shall participate in the development of a system-wide multi-modal transportation network master plan.

Objective 1.5:

The City shall support comprehensive transportation planning to examine public transit service needs based on existing and proposed major trip generators and attractors, and new growth trends shall be addressed.

Policy 1.5.1:

The provision of transit service to the City shall be coordinated with Space Coast Area Transit as part of their capital improvement and transit development planning process.

1 *Policy 1.5.2:*

2 The City shall continue to explore the option of increasing transit routes and
3 frequencies.

4 *Policy 1.5.3:*

5 The City shall support and participate in the State of Florida's Amtrak/FEC
6 Corridor Project to establish passenger rail service along Florida's East Coast and
7 establishing a service station in the City of Titusville.

8 *Strategy 1.5.3.1:*

9 The City shall participate in the planning and design of the project,
10 including the application for grant funding to construct the project.

11 *Strategy 1.5.3.2:*

12 The City shall be responsible for maintaining the station facility.

13 *Objective 1.6:*

14 The City shall protect existing and future rights-of-way from building encroachment.

15 *Policy 1.6.1:*

16 Rights-of-way shall be protected from encroachment through implementation of
17 the following strategies:

18 *Strategy 1.6.1.1:*

19 Standards to protect existing rights-of-way shall be incorporated in the
20 City's LDR's.

21 *Strategy 1.6.1.2:*

22 Future right-of-way needs shall be pursued or reserved as far in the future
23 as possible to minimize costs and facilitate planning and design activities.

24 *Policy 1.6.2:*

25 The City may vacate street right-of-way only if it does not prevent reasonable
26 connection for existing and future public transit, pedestrian, and non-motorized
27 and motorized vehicle trips.

28 *Objective 1.7:*

29 The City shall promote access to transportation related facilities and ensure that they are
30 coordinated with the circulation system shown on the map(s) adopted as part of the
31 element.

32 *Policy 1.7.1:*

33 Convenient movement between the various transportation facilities within the
34 City shall be facilitated through the following strategies:

1 Strategy 1.7.1.1:

2 Where feasible, intermodal terminals should be located adjacent to two or
3 more transportation modes.

4 Strategy 1.7.1.2:

5 Access to and between modes and terminals shall be designed to
6 minimize operational conflicts.

7 Strategy 1.7.1.3:

8 Participation among the various transportation service providers is crucial
9 to terminal siting, construction, and operation.

10 Objective 1.8:

11 The City shall coordinate the operation of, and improvements to, the transportation
12 system with the plans and programs of the various entities responsible for providing
13 transportation related facilities.

14 Policy 1.8.1:

15 The City shall participate in the development of a system-wide multi-modal
16 transportation network master plan.

17 Policy 1.8.2:

18 To protect the interregional and intrastate functions of the Florida Intrastate
19 Highway System (FIHS), the following strategies will be used to encourage local
20 alternatives:

21 Strategy 1.8.2.1:

22 Signal synchronization, intersection improvements, and other congestion
23 management techniques to reduce travel delay and encourage local
24 alternatives to the FIHS.

25 Objective 1.9:

26 Application of transportation solutions should be context-sensitive.

27 Policy 1.9.1:

28 Context-sensitive solutions recognize that roadway design should respond to the
29 intensity and configuration of existing and planned land uses surrounding the
30 facility. Areas with features such as higher density, higher intensity, transit access,
31 civic facilities, facilities for children or the elderly, high street connectivity, or
32 traditional, pedestrian-oriented pattern should prioritize non-motorized travel
33 and micro-mobility. Areas with features such as lower density, lower intensity,
34 low street connectivity, high-volume trucking, or critical regional motor vehicle
35 routes may prioritize motor vehicle circulation. All facilities should provide

1 Policy 1.9.2:

2 Downtown: The City shall prioritize pedestrian and bicycle circulation to support a
3 high level of activity in the downtown area.

4 Strategy 1.9.2.1

5 Street design shall be place-based and contribute to the urban design of
6 downtown.

7 Strategy 1.9.2.2

8 Motor vehicle traffic shall be calmed to a speed that complements a safe
9 and comfortable pedestrian and bicycle precinct.

10 Strategy 1.9.2.3

11 Downtown shall have shaded walkways, sidewalks and plazas to allow
12 pedestrians to comfortably navigate downtown in hot weather.

13 Policy 1.9.2.4

14 Bikeways providing access to various destinations in Downtown should be
15 appropriate for riders of various ages and abilities and connect to existing
16 and proposed trail networks.