

City of Titusville, Florida

Comprehensive Plan Amendments Transmittal

The amendments to the Future Land Use, Transportation Elements and Housing Element. The amendment also includes a new City-Wide Element.

Community Development Department
2-13-2024

	PAGE
CITY-WIDE ELEMENT	3
FUTURE LAND USE ELEMENT	5
DOWNTOWN	9
GATEWAY CORRIDORS	20
TRANSPORTATION ELEMENT	23
HOUSING ELEMENT	30

CITY-WIDE ELEMENT

Goal 1:

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

Objective 1.1

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

Policy 1.1.1

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

Policy 1.1.2

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

Objective 1.2

Create a high quality of life for residents and visitors.

Policy 1.2.1

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

Policy 1.2.2

Ensure publicly accessible civic and open spaces are available to residents and visitors for passive and active recreation.

Policy 1.2.3

Encourage walking for transportation and leisure through landscaping and streetscaping standards that provide shade and a visually appealing sidewalk experience.

Policy 1.2.4

Promote energy-efficient non-motorized and public transit options and reduction in vehicles miles traveled through infrastructure planning, land use regulation, and investment of impact fees.

Objective 1.3

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

Policy 1.3.1

Encourage the preservation of historic districts, sites, and buildings with architectural value or historic significance.

Policy 1.3.2

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

4 *Objective 1.4*

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

8 *Policy 1.4.1*

9 Provide employment opportunities throughout the City at intensities and scales
10 appropriate to each area.

11 *Policy 1.4.2*

12 Compatible, employment opportunities should be incorporated in or adjacent to
13 Neighborhoods within walking distance of residents such as small-scale office and
14 retail, live/work units, and home-based businesses.

15 *Policy 1.4.3*

16 Identify and designate locations appropriate for larger-scale employment centers.

17 *Policy 1.4.4*

18 In planning for employment areas, take into account the need for multimodal
19 access to employment opportunities and the necessity for truck or rail access for
20 employment uses that rely on freight.

FUTURE LAND USE ELEMENT

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 ~~and regulate land development, to provide for the location and distribution of the most appropriate density and intensity of the land while~~ protecting the public health, safety and welfare.

Objective 1.1 Character Land Use Districts.

The City shall develop, through small area studies, neighborhood plans, and corridor studies, specific land use strategies based on the character and needs of unique character districts or areas of the City for the purpose of providing more comprehensive and holistic planned policies and strategies for areas that are experiencing growth and redevelopment.

Policy 1.1.1:

The City shall identify specific areas in the City based on the unique character of the area, neighborhood, or community as character districts. Specific character districts could include areas with similar development patterns, shared major infrastructure, physical and natural boundaries, and may be recognized as special areas of the City by the general community.

Policy 1.1.2:

The City shall prioritize specific areas of the City to conduct studies and/or plan to provide the data and analysis for the development of the character district goals, objectives and policies.

Policy 1.1.3:

The City shall maintain the character of existing ~~promote single family development and redevelopment by restricting the proliferation of multifamily dwellings within~~ neighborhoods, such as the Indian River City subdivision area, which have developed primarily with traditional, detached, low-density single-family dwelling units on individual lots.

Policy 1.1.4:

The City shall not introduce, approve or allow other land uses in an area where single family land uses are the predominant land use of the area unless the proposed new land use is consistent with a redevelopment plan or formal study adopted by City Council.

Policy 1.1.5:

The City shall develop a master plan for the State Road 50 corridor to ensure quality economic growth and public spaces within this corridor.

1 *Policy 1.1.6:*

2 The City shall prepare a master plan for the Spaceport Commerce Park and the
3 Enterprise Park to establish a harmonized and coordinated planning process for
4 these areas.

5 *Policy 1.1.7:*

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

9 *Policy 1.1.8:*

10 Urban Design and landscaping strategies should be used to create transitions
11 between zones of different intensity.

12 *Objective 1.2: Redevelopment and Adaptive Reuse.*

13 The City shall encourage the redevelopment and adaptive reuse of commercial, office
14 and residential properties along transportation corridors in the City ~~that are aging and/or~~
15 ~~experiencing decline.~~ to create new opportunities for residents and small businesses,
16 discourage urban sprawl, and maximize the return on investments in infrastructure.

17 *Policy 1.2.1:*

18 The City shall promote vertical and horizontal mixed-use development in the form
19 interconnected centers that site complementary uses within walking distance and
20 along major corridors, especially those with transit service. ~~The City shall e~~
21 Encourage multi-story construction to optimize the development of land, creation
22 of more efficient parking strategies, and visually appealing buildings.

23 *Policy 1.2.2:*

24 The City shall encourage shared stormwater and parking strategies among
25 adjacent developments to encourage greater efficiency and aesthetics.

26 *Policy 1.2.3:*

27 The City shall encourage commercial redevelopment and reuse of residential
28 properties for commercial uses to orient the development at intersections and
29 deter dependency on collector and arterial road frontage. [Initially deleted but
30 retained by City Council]

31 *Policy 1.2.4:*

32 The City shall provide an administrative process for zoning and site development
33 requirement waivers for redevelopment and reuse commercial development
34 projects.

35 *Policy 1.2.5:*

36 The City shall research and if appropriate designate areas and/or properties in the
37 City as “brownfields” to promote redevelopment and reuse.

1 Policy 1.2.6:

2 The City shall identify funding mechanisms and provide infrastructure sufficient to
3 support redevelopment in target areas.

4 Policy 1.2.7:

5 The City shall encourage the redevelopment of underutilized sites into compatible
6 and complementary mixed-use developments through supportive land
7 development regulations and other incentives.

8 Objective 1.5: Natural Resources and reductions in Greenhouse Gases

9 The City shall ~~implement measures to reduce greenhouse gas emissions.~~ support the natural
10 environment through sustainable practices and conservation of natural resources.

11 Policy 1.5.1:

12 The City shall reduce greenhouse gas emissions by promoting compact
13 development and alternative transportation choices such as pedestrian, bicycling
14 and transit.

15 Policy 1.5.2:

16 ~~The City shall consider energy, water conservation and habitat while building for~~
17 ~~all public projects.~~ permit and incentivize water and energy-saving features in
18 new private development and evaluate such features for inclusion in public
19 investments

20 Policy 1.5.3:

21 The energy-efficiency of proposed new development shall be considered when
22 land use and development review decisions are made.

23 Policy 1.5.4:

24 The City shall develop an incentive program for developers to promote ride
25 sharing and/or the use of public transportation.

26 Policy 1.5.5:

27 The City shall develop an incentive program to encourage the generation of local
28 renewable energy.

29 Policy 1.5.6:

30 The City shall draft policies to facilitate higher intensities for commercial use in
31 concentrated areas to reduce and mitigate greenhouse gas emissions.

32 Policy 1.5.7:

33 Protect environmentally sensitive natural resources, including water bodies and
34 wildlife habitats, through preservation and conservation best practices.

1 Policy 1.5.8:

2 Encourage Florida-friendly and require a majority of Florida native planting in
3 landscape design.

4 Policy 1.5.9:

5 Expand the urban forest by requiring planting of canopy trees and native
6 understory trees in new development and identifying funding opportunity to add
7 canopy trees in public rights of way.

8 **Objective 1.7: Urban Sprawl.**

9 The City of Titusville shall discourage the proliferation of urban sprawl through the
10 appropriate land use designation on the land use map.

11 Policy 1.7.1:

12 The City shall coordinate with Brevard County in implementing the Interlocal
13 Agreement for areas in and immediately adjacent to the City of Titusville.

14 Policy 1.7.2:

15 In considering annexations, the city shall require the availability of essential public
16 facilities, consider whether proposed density is sufficient to support maintenance
17 of expanded services, and assess the level of service of the facilities to support
18 urban development incorporating into the City of Titusville. As a minimum, the
19 level of service standards set forth under Objective 1.5 of the Capital
20 Improvements Element shall be maintained.

21 Policy 1.7.3:

22 The City shall ensure availability of suitable land for public utility facilities
23 necessary to support the City's urban services area and the servicing of individual
24 parcels of land through a permitted use designation in applicable land
25 development regulations.

26 Policy 1.7.4:

27 The City shall discourage sprawl by preparing character district plans as in
28 Objective 1.1, which will promote compact development and improve blighted
29 areas.

30 Policy 1.7.5:

31 The City shall encourage the establishment of neighborhood centers including
32 small multi-family buildings, residential, neighborhood retail, office, and civic uses
33 of appropriate scale within ¼ mile of most residents ~~neighborhood centers~~ as an
34 effective way to reduce vehicular trips and promote transit, walking and bicycling.

35 Policy 1.7.6:

36 The City shall encourage retail and office buildings to be placed close to the
37 streetside sidewalk to promote pedestrian travel along roadways.

1 *Policy 1.7.7:*

2 The City shall define and designate infill development as vacant, skipped-over
3 parcels of land in built up areas that have been platted or previously developed
4 more than 20 years ago. Infill development properties must also meet one or
5 more of the following characteristics:

- 6 1) Is in a subdivision that is more than 80 percent built out and that
7 was platted more than 20 years ago.
8 2) Is within an area that contains lots of two acres or less where 80
9 percent or more of the lots or tracts are developed and have been
10 for at least 20 years.
11 3) Is within a blighted area as defined by state law or is within the
12 City's Community Development Block Grant Target areas.
13 4) Contains an original structure or use that is no longer viable or
14 which is not economically feasible to renovate.
15 5) Contains an existing structure that does not comply with current
16 development and/or zoning code requirements.
17 6) Is a lot that does not comply with current zoning or development
18 code requirements and has been developed in the past.

19 *Policy 1.7.8:*

20 A development must be readily accessible to infrastructure, services and public
21 facilities to be designated as infill development.

22 *Policy 1.7.9:*

23 The City shall provide standards and administrative process to facilitate infill
24 development. The Land Development Regulations shall be amended to provide
25 flexibility in site development.

26 *Objective 1.10: Downtown Land Uses:*

27 Downtown is the heart of Titusville. Downtown should have a memorable identity, foster a great
28 variety of activities, and attract a critical mass of people to live, work, visit, and enjoy the small-
29 town ambiance of the community's center. The City of Titusville shall pursue the renewal of
30 Downtown Titusville as the center of professional, governmental, financial and unique retail and
31 redevelop blighted areas through the designation of downtown Titusville as a Downtown
32 Titusville shall have a unique Downtown Mixed Use (DMU) on the Future Land Use Map which
33 responds to the specific needs of the core downtown and nearby related areas. and pursue
34 appropriate strategies based upon the following general factors and performance requirements.

35 *Policy 1.10.1:*

36 Encourage development and redevelopment that allows a large variety of uses
37 and increases the residential population including residential, civic, and
38 employment uses to support a vibrant, active downtown. Enhance the visual
39 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 came from 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.

Strategy 1.10.1.5:

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

Strategy 1.10.1.6:

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

Policy 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. Utilize a waterfront orientation to link the downtown area with the Indian River, East Coast Greenway and Kennedy Space Center through the use of trails, pedestrian walkways, boardwalks, interpretive displays,

educational programs, and launch and river viewing areas to create a unique office/retail/residential/open space environment.

Strategy 1.10.2.1:

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

Strategy 1.10.2.2:

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

Strategy 1.10.2.3:

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

Strategy 1.10.2.4:

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

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

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.

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. Encourage, promote and provide active and intimate pedestrian outdoor spaces (plazas, waterfront walks, shopping arcades, café's) with pedestrian scaled amenities

(street furniture, lighting, shade trees, canopy features) in conjunction with all public infrastructure projects in the Downtown Mixed Use district.

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 should be sited and oriented to encourage pedestrian access including direct access between the public sidewalk and main entry without intervening parking areas.

Strategy 1.10.3.2:

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

Strategy 1.10.3.3

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

Strategy 1.10.3.4:

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

Strategy 1.10.3.5:

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

Strategy 1.10.3.6:

Solutions that reduce demand for parking should be implemented including shared parking, connectivity, transportation demand management, and “park once” strategies. The City will continue to plan for shared and publicly accessible parking facilities to efficiently meet the parking needs for new downtown developments through public and private partnerships. *(Some of the language originally Policy 1.10.10)*

Strategy 1.10.3.7:

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

Policy 1.10.4:

Provide for public use of existing and new created waterfront access areas through the utilization of such mechanisms as public access easements, visual corridors/breezeways

~~and river front acquisition programs.~~ Enhance the visual attractiveness of the downtown area by enhancing streetscapes, creating a network of public spaces, and enhancing gateways into downtown. *(Originally Policy 1.10.1 in part)*

Strategy 1.10.4.1:

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

Strategy 1.10.4.2:

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

Strategy 1.10.4.3:

Reconceptualizing an existing public area, such as Mariners Way, to better serve existing and future activities in Downtown.

Strategy 1.10.4.4

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

Strategy 1.10.4.5:

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

Strategy 1.10.4.6:

Enhance 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. *(Originally Policy 1.10.1 in part)*

Policy 1.10.5:

Prioritize connections between Downtown and the waterfront to increase public access and views of the Indian River. ~~Encourage mixed use development in the sub areas of the Downtown Mixed Use district, as provided for in the Land Development Regulations, including office, retail, service, financial, restaurant, entertainment, lodging and residential uses through market analysis, adaptive reuse, public improvements and 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
3 Coast Greenway and Kennedy Space Center through the use of trails, pedestrian
4 walkways, boardwalks, interpretive displays, educational programs, and launch and
5 river viewing areas to create a unique office/retail/residential/open space
6 environment. *(Originally Policy 1.10.2)*

7 Strategy 1.10.5.2:

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

11 Policy 1.10.6:

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

17 Strategy 1.10.6.1:

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

20 Policy 1.10.7:

21 Support the redevelopment agency in the solicitation of development projects
22 that further the downtown objectives by assisting in identification of sites, land
23 assemblage, acquisition of permits, and appropriate financing. *(Moved to Strategy*
24 *1.10.1.6)*

25 Policy 1.10.8:

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

29 Policy 1.10.9:

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

34 Policy 1.10.10:

35 The City shall continue to plan to meet the parking needs for new downtown
36 developments through public and private partnerships. *(Moved to Strategy*
37 *1.10.3.6)*

Policy 1.10.11:

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

Objective 1.12: Shoreline Mixed Use:

The City of Titusville shall pursue ~~the preservation a mix of the~~ commercial, residential, recreational, and public and semi-public mixed-use area adjacent to the Indian River Lagoon and redevelop blighted areas through the designation of the Shoreline Mixed Use land use category on the Future Land Use Map. Waterfront recreation should be supported by complementary businesses and nearby neighborhoods and development areas should be enhanced by access to waterfront amenities and views.

Policy 1.12.1:

Preserve and enhance the visual and functional relationship in this unique strip of Indian Riverfront land as a liner link between the industrial/Space Center land uses to the south and the historic/commercial/residential land use to the north.

Policy 1.12.2:

Provide public access/recreation sites to the waterfront that are coordinated with existing and proposed residential/commercial locations to the west of Washington Avenue. Priority shall be given to existing and proposed east/west collector and arterial street extensions. ~~Link these sites with a pedestrian/bikeway system on the north/south axis.~~

Strategy 1.12.2.1:

Work with property owners to secure land or easements to support the development of a continuous multimodal trail east of the US 1 Highway.

Strategy 1.12.2.2:

New development should maintain public access to water views where feasible. Provide for visual access and breezeway locations as part of all development proposals. (Second sentence originally Policy 1.12.2 in part)

Policy 1.12.3:

Encourage appropriate land uses based upon a survey of existing uses, market forces, public facilities and services, and environmental concerns set forth in the other elements of the Comprehensive Plan. Develop a flexible set of land development regulations that will provide for mixed use opportunities that, at a minimum, include both low and high intensity residential uses, tourist uses, commercial uses, public and private recreational uses, including wet docking and boat slips, but not marine service activities.

Strategy 1.12.3.1:

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

1 [Strategy 1.12.3.2](#)

2 Water-dependent and water-enhanced businesses may be permitted and
3 encouraged east of the US 1 Highway where practical.

4 [Strategy 1.12.3.3](#)

5 Support moderately scaled mixed-use development on the US 1 Highway that
6 benefits from proximity to the waterfront.

7 **Objective 1.14: [Neighborhood Residential Land Use.](#)**

8 The City of Titusville shall provide for appropriate and adequate land for residential land
9 uses through the designation of Residential One, Residential Two, Low Density
10 Residential, Medium Density Residential, and High Density Residential on the Future Land
11 Use Map to provide a variety of housing opportunities and locations.

12 *Policy 1.14.1:*

13 Sites for residential development shall be located throughout the City in a variety
14 of residential zoning classifications, which provide for a variety of lot sizes, floor
15 areas, setbacks, and residential densities.

16 *Policy 1.14.2:*

17 Residential One uses (maximum 1 unit per acre) shall consider availability of
18 public facilities, existing development patterns, and proposed land use to ensure
19 compatibility.

20 *Policy 1.14.3:*

21 Residential Two uses (maximum 2 units per acre) shall consider availability of
22 public facilities, existing development patterns, and proposed land uses to ensure
23 compatibility.

24 *Policy 1.14.4:*

25 Low density residential uses (maximum 5 units per acre) shall consider existing
26 and proposed land uses to ensure compatibility.

27 *Policy 1.14.5:*

28 Medium density residential uses (maximum 10 units per acre) shall consider
29 existing and proposed land uses to ensure compatibility. Further, such densities
30 shall be located adjacent to at least a collector street, unless the property is
31 located along the following local road, which already has a multi-family
32 development pattern and is capable of supporting higher density: Rock Pit Road
33 (from Tropic Street to South Street).

34 *Policy 1.14.6:*

35 High density residential uses (maximum 15 units per acre) or mobile homes shall
36 consider existing and proposed land uses to ensure compatibility. Further, such
37 densities shall be located adjacent to at least a collector or arterial street unless
38 the property is located along the following local road, which already has a multi-

family development pattern and is capable of supporting higher density: Rock Pit Road (from Tropic Street to South Street).

Policy 1.14.7:

Residential/Professional uses may be considered in all residential land use designations as a conditional use based upon criteria and performance requirements to ensure residential compatibility. Further, such uses shall be located adjacent to at least a collector or arterial street.

Policy 1.14.8:

Negative impacts of residential land uses on environmentally sensitive areas shall be minimized. The Conservation Element objectives and policies shall be utilized in determining the appropriateness of residential land uses designation and the specific intensity of use authorized by land development regulations.

Policy 1.14.9:

Residential development sites shall be accessible to and/or provide essential public services at levels of service adopted by the Comprehensive Plan including transportation, potable water, sewage treatment, solid waste, drainage, recreation and open space, law enforcement and fire protection.

Policy 1.14.10:

Land development regulations shall include requirements for natural vegetative and other appropriate buffers to minimize nuisance effects and incompatibilities with other land uses.

Policy 1.14.11:

The City shall further delineate, through its land development regulations and Future Land Use Map, residential zoning mechanisms to create zoning categories for Residential One, Residential Two, Single Family, Low Density Residential, Medium Density Residential, and High Density Residential. Each category shall be further delineated with appropriate location and performance criteria.

Policy 1.14.12:

A single neighborhood may include a range of housing opportunities including a broad range of typologies, prices and sizes of units.

Policy 1.14.13:

Most residents should be within walking distance of everyday destinations such as parks, playgrounds, and neighborhood retail establishments to reduce vehicular trips and promote walking and bicycling.

Policy 1.14.14:

The City shall periodically review land development regulations to ensure consistency with market conditions.

(Ord. No. 35-2004, § 2, 5/11/03; Ord. No 50-2005, § 1, 7/26/05; Ord. No. 55-2007, §2, 9/25/07)

Objective 1.21: Density and Intensity Land Use Criteria.

The City of Titusville will establish standards for density and/or intensity of use for each future land use category.

Policy 1.21.1:

The following standards for densities or intensities of use shall apply to each future land use category as indicated below:

Land Use ³	Objective	Density ⁴ (Residential Use)	Intensity ⁴ (Non-Residential Use)
Industrial	1.8	n/a	1.0 FAR ²
Planned Industrial Park	1.8	n/a	1.5 FAR ²
Commercial High Intensity	1.9	n/a	1.0 FAR ²
Commercial Low Intensity	1.9	n/a	1.0 FAR ²
Downtown Mixed Use	1.10	20 du/acre; 30 du/acre In the Downtown Sub-district & Uptown Sub-district.	5.0 FAR ²
Urban Mixed Use	1.11	15 du/acre	1.0 FAR ²
Shoreline Mixed Use	1.12	20 du/acre	1.0 FAR ²
Residential One	1.14	1 du/acre	.2 FAR ²
Residential Two	1.14	2 du/acre	.2 FAR ²
Low Density Residential	1.14	5 du/acre	.2 FAR ²
Medium Density Residential	1.14	10 du/acre	.2 FAR ²
High Density Residential	1.14	15 du/acre	.2 FAR ²
Public/Semi-public	1.15	n/a	.2 FAR ²
Conservation	1.16	1 du/5 acres	n/a
Planned Unit Development	1.19	12 du/acre	.2 FAR ²
Regional Mixed Use ¹	1.20	Policy 1.20.2	Policy 1.20.2

¹ Density/Intensity standards for Regional Mixed Use are contained in Objective 1.20, Policy 1.20.2

²FAR will be applied to individually developed lots/parcels. Where a planned/mixed use development is proposed and common amenities (i.e., parking, stormwater retention, open space, etc.) are provided, the FAR will apply to the total planned/mixed use development; however, individual parcels within the planned/mixed use development will be allowed at a high FAR based upon site specific impacts.

³ The density in this category may be increased by 50% when using Transfer of Development Rights as specified in Policy 2, Strategy 3.

⁴ Maximums unless approved through density or intensity bonuses.

(Ord. 11-2018, 2/27/18)

1 *Policy 1.21.2:*

2 The City of Titusville shall encourage higher densities in areas more suitable for
3 development while preserving historic and public resources by recognizing
4 Transfer of Development Rights (TDRs).

5 *Strategy 1.21.2.1:*

6 Transfer of Development Rights (TDRs) may be obtained through the
7 conditional use permit process to direct residential development to areas
8 which are suitable for growth with the intent of furthering City goals
9 related to preservation of historic preservation, downtown revitalization,
10 quality affordable housing, and quality public infrastructure.

11 *Strategy 1.21.2.2:*

12 TDRs may be transferred from sending districts as authorized by the Land
13 Development Regulations.

14 *Strategy 1.21.2.3:*

15 The following land use designations may be considered receiving districts
16 for Transfer of Development Rights: Downtown Mixed Use.

17 *Strategy 1.21.2.4:*

18 The density bonus for a project receiving TDRs shall not exceed 50% of the
19 density permitted in the designated land use category. The maximum
20 allowable density of a development shall take into consideration all other
21 requirements of the Comprehensive Plan.

22 *Strategy 1.21.2.5:*

23 TDRs may be considered to protect historic resources, and public
24 infrastructure; to encourage the revitalization of the Downtown, and to
25 encourage the development of affordable housing.

26 *Strategy 1.21.2.6:*

27 Applications for TDR projects shall include an analysis describing the
28 estimated impacts the increased density will have on neighboring
29 developments and the public infrastructure.

30 *(Ord. No. 14-2003, § 3, 4/8/03; Ord. No 35-2004, §3, 5/11/03; Ord. No. 50-2005, §2,*
31 *7/26/05; Ord. No. 106-2005, §3, 12/19/05; Ord. No. 30-2010, §1, 10/12/10)*

1 Objective 1.24: Gateway Corridors.

2 The City's major roadways shall be treated as Gateways critical to the City's image.
3 Gateway corridors shall accommodate a wide variety and intensity of land uses within a
4 framework that enhances the visual identity of the corridors to create a favorable
5 impression for visitors.

6 Policy 1.24.1:

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

- 9 • US-1
- 10 • Garden Street
- 11 • South Street
- 12 • Cheney Highway / S.R. 50

13 Policy 1.24.2:

14 As the first impression that many visitors will have of the City, properties and
15 public improvements along the Gateway corridors should have a consistent and
16 attractive appearance.

17 Strategy 1.24.2.1:

18 The Land Development Regulations shall designate a Zoning Overlay with required
19 elements of landscaping, tree planting, maintenance, signage, and other public-
20 facing characteristics in development within the overlay zone consistent with the
21 policies of Gateway Corridors objective. The Overlay may be optional or mandatory
22 as determined in the Land Development Regulations.

23 Policy 1.24.3:

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

28 Strategy 1.24.3.1:

29 Future development within Gateway Corridor Overlay should be composed primarily
30 of commercial, mixed-use, and multi-family development.

31 Strategy 1.24.3.2:

32 The Land Development Code shall include in the Zoning Overlay incentive bonuses
33 permitting higher density multifamily residential uses and non-residential or mixed-
34 use development up to 2.0 FAR and 40 units per acre with building heights not to
35 exceed five stories. Incentive bonuses shall be based on contributions to the public
36 realm including landscaping, green infrastructure, bicycle and pedestrian
37 infrastructure, and other improvements which implement the policies of Gateway
38 Corridors' objective and exceed the minimum requirements for the Overlay.

1 Strategy 1.24.3.3:

2 Urban design standards shall provide for an attractive environment that balances
3 auto-oriented and pedestrian-oriented design features.

4 Strategy 1.24.3.4:

5 Higher intensity development along corridors shall transition to existing single-family
6 neighborhoods in an orderly fashion.

7 Policy 1.24.4:

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

11 Strategy 1.24.4.1:

12 Encourage and incentivize through flexible zoning the development of multi-family
13 housing on underutilized commercial or vacant parcels along corridors consistent
14 with the infill policies.

15 Strategy 1.24.4.2:

16 Encourage the development of more affordable housing in locations with access to
17 public transit.

18 Policy 1.24.5:

19 The City shall ensure that the Gateway Corridors have appropriate open spaces to
20 provide aesthetic value for the city and recreational opportunities for those who
21 live and work along the corridors.

22 Strategy 1.24.5.1:

23 Usable open spaces shall be included in large-scale developments along the corridors
24 for the use of residents, employees, and visitors.

25 Strategy 1.24.5.2:

26 As redevelopment occurs, the City shall identify new recreation needs and
27 opportunities to create new public or private open spaces to serve them.

28 Policy 1.24.6:

29 The Gateway Corridors shall provide for long distance motor vehicle movement
30 along major roads while providing safe, multimodal access to uses and activity
31 centers.

32 Strategy 1.24.6.1:

33 Operational improvements that maintain or improve traffic flow along major
34 roadways shall be identified and implemented.

35 Strategy 1.24.6.2:

36 Safe crossings for people walking and biking shall be provided at regular intervals
37 where development is located on both sides of a roadway.

Strategy 1.24.6.3:

Access to development areas from Gateway roads should be consolidated, including using existing streets where existing intersections are frequent, to limit the number of access points on major roadways and to limit sidewalk and bikeway conflicts.

Strategy 1.24.6.4:

New development shall provide cross-access to existing or undeveloped parcels and existing minor streets to mitigate the impact of new development on traffic operations of the major road.

Strategy 1.24.6.5:

Shared parking, structured parking, and design strategies should be encouraged in order to minimize the visual and environmental impacts of surface parking lots.

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 should 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:

Develop innovative solutions to reduce parking requirements, including provision for shared parking open to the public that serve multiple uses, utilize connectivity strategies such as alleys and shared driveways, and adopt district-wide transportation demand management programs as redevelopment occurs.

Strategy 1.1.3.2:

Parking requirements for multi-phase projects should be flexible and anticipate potential changes in parking demand.

1 Strategy 1.1.3.3:

2 Parking arrangements should be flexible, and long-term planning should
3 anticipate a reduced need for parking as development patterns increase
4 non-automobile trips, and as autonomous vehicles and ride-sharing
5 services become more prevalent.

6 Policy 1.1.4:

7 The City shall cooperate with Brevard County and the Space Coast Transportation
8 Planning Organization in the use of transportation demand management
9 strategies as a means to reduce peak hour travel demand and the number of
10 vehicle miles traveled.

11 Policy 1.1.5:

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

15 Policy 1.1.6:

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

19 Policy 1.1.7:

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

23 Policy 1.1.8:

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

30 Strategy 1.1.8.1:

31 All alternatives should be considered prior to increasing motor vehicle
32 capacity through lane addition to existing roadways, including multimodal
33 improvements, connectivity improvements, construction of parallel
34 facilities, operational improvements, and intersection improvements.

35 Policy 1.1.9:

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

1 Objective 1.2:

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

5 Policy 1.2.1:

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

8 Policy 1.2.2:

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

11 Strategy 1.2.2.1:

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

15 Strategy 1.2.2.2:

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

19 Strategy 1.2.2.3:

20 Standards have been established in the City's Land Development Regulations to
21 protect and conserve natural resources within and adjacent to airport
22 transportation related facilities.

23 Policy 1.2.3:

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

27 Objective 1.3:

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

32 Policy 1.3.1:

33 The City shall promote the development of "Complete Streets" that are designed,
34 built, and maintained in a manner that accommodates not only automobiles, but
35 transit vehicles and non-motorized modes of travel such as pedestrians ways,
36 bicycle paths and also accommodates disabilities. "Complete Streets" shall seek to
37 be aesthetically pleasing and provide for a tree shaded and comfortable

environment for all users. The City shall continually pursue funding to beautify streets.

Policy 1.3.2:

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

1 **Objective 1.5:**

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

5 *Policy 1.5.1:*

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

9 *Policy 1.5.2:*

10 The City shall continue to explore the option of increasing transit routes and
11 frequencies.

12 *Policy 1.5.3:*

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

16 *Strategy 1.5.3.1:*

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

19 *Strategy 1.5.3.2:*

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

21 **Objective 1.6:**

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

23 *Policy 1.6.1:*

24 Rights-of-way shall be protected from encroachment through implementation of
25 the following strategies:

26 *Strategy 1.6.1.1:*

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

29 *Strategy 1.6.1.2:*

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

32 *Policy 1.6.2:*

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

1 **Objective 1.7:**

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

5 **Policy 1.7.1:**

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

8 **Strategy 1.7.1.1:**

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

11 **Strategy 1.7.1.2:**

12 Access to and between modes and terminals shall be designed to
13 minimize operational conflicts.

14 **Strategy 1.7.1.3:**

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

17 **Objective 1.8:**

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

21 **Policy 1.8.1:**

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

24 **Policy 1.8.2:**

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

28 **Strategy 1.8.2.1:**

29 Signal synchronization, intersection improvements, and other congestion
30 management techniques to reduce travel delay and encourage local
31 alternatives to the FIHS.

32 **Objective 1.9:**

33 Application of transportation solutions should be context-sensitive.

34 **Policy 1.9.1:**

35 Context-sensitive solutions recognize that roadway design should respond to the
36 intensity and configuration of existing and planned land uses surrounding the

1 facility. Areas with features such as higher density, higher intensity, transit access,
2 civic facilities, facilities for children or the elderly, high street connectivity, or
3 traditional, pedestrian-oriented pattern should prioritize non-motorized travel
4 and micro-mobility. Areas with features such as lower density, lower intensity,
5 low street connectivity, high-volume trucking, or critical regional motor vehicle
6 routes may prioritize motor vehicle circulation. All facilities should provide

7 *Policy 1.9.2:*

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

10 *Strategy 1.9.2.1*

11 Street design should be place-based and contribute to the urban design of
12 downtown.

13 *Strategy 1.9.2.2*

14 Motor vehicle traffic should be calmed to a speed that complements a
15 safe and comfortable pedestrian and bicycle precinct.

16 *Strategy 1.9.2.3*

17 Downtown should have shaded walkways, sidewalks and plazas to allow
18 pedestrians to comfortably navigate downtown in hot weather.

19 *Policy 1.9.2.4*

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

HOUSING ELEMENT

Goals 1:

The City of Titusville shall, through its comprehensive plan, make provision for adequate and affordable housing that meet the physical and social needs of all segments of the current and future population of the City.

Objective 1.1:

The City shall provide ~~an adequate environment~~ for a variety of housing types and price levels for all residents living in or migrating to the area. Employees of businesses within Titusville and high-tech businesses in the Space Coast should have opportunities to live in high quality housing within the City.

Policy 1.1.1:

~~The City shall support a suitable mix of housing by:~~ The city shall encourage a substantial and diverse residential population downtown and city-wide by providing a mix of housing options to serve a wide range of household types and incomes.

Strategy 1.1.1.1:

The City shall coordinate ~~Coordinating the~~ residential growth with the Land Use Plan and respective zoning.

Policy 1.1.2:

~~The City shall enact development regulations that establish a broad range of minimum square footage of dwelling units in the land development regulations.~~ The City shall support the availability of attainable housing both by minimizing barriers to the private provision of market-rate housing to increase housing supply and by collaborating with public and non-profit entities on the provision of subsidized housing for lower income households.

Policy 1.1.3:

The City shall enact development regulations that provide for a mix of housing types and sizes within a development.

Strategy 1.1.3.1:

Permit a range of housing typologies within neighborhoods to accommodate a range of household types including accessory dwelling units, duplexes, townhouse, and quadruplexes.

Objective 1.2:

The City of Titusville should identify opportunities to preserve a healthy proportion of affordable housing as property values rise within the City. The City should, within its realm of responsibility, act to make affordable housing available through housing

1 implementation programs, especially to meet the needs of very low income households,
2 for existing and future residents.

3 *Policy 1.2.1:*

4 The City of Titusville uses the HUD definition of affordable housing which means
5 housing affordable to those with incomes at or below 80%, (low income), 50%
6 (very low income), and 30% (extremely low income) of the median income of the
7 metropolitan area who pay no more than 30% of their gross income for housing.

8 *Policy 1.2.2:*

9 The City shall provide an education program such as homebuyer education and
10 counseling to prepare low income families for homeownership. Financial and
11 technical assistance shall be provided to low income homebuyers whenever
12 economically feasible.

13 *Policy 1.2.3:*

14 The City shall continue to use the Community Development Block Grant (CDBG)
15 Program and other programs to construct and/or rehabilitate housing units that
16 will increase the availability of affordable housing for very low income and
17 extremely low income households and other groups with special needs.

18 *Policy 1.2.4*

19 Affordable housing should blend in style and character with market rate-
20 development.

21 *Objective 1.3:*

22 The City of Titusville shall encourage the equitable distribution of affordable housing
23 throughout its jurisdiction.

24 *Policy 1.3.1:*

25 The City shall support fair housing practices by:

26 *Strategy 1.3.1.1:*

27 The City shall further fair housing through implementation of the Fair
28 Housing Act Chapter 760.20, F.S., in all housing, development and
29 planning activities.

30 *Strategy 1.3.1.2:*

31 The City shall provide information, technical assistance and develop
32 incentives programs to meet the affordable housing needs.

33 *Strategy 1.3.1.3:*

34 The City shall cooperate with developers who build HUD subsidized
35 projects.

1 *Policy 1.3.2:*

2 The City shall further fair housing goals so that a variety of housing choices are
3 available to households without regard to religion, handicap, age, race, national
4 origin, or marital status.

5 *Policy 1.3.3:*

6 The City shall continue to allow housing for those persons desiring adult living
7 communities and retirement communities through the implementation of the
8 City's land development regulations.

9 *Policy 1.3.4:*

10 The City shall continue to make provisions ensuring the availability of affordable
11 housing to families with children.

12 *Objective 1.4:*

13 The City shall support/increase the coordination between the public and private sectors
14 involved in the provision of housing, community development and redevelopment
15 activities by:

16 *Policy 1.4.1:*

17 The City shall strengthen communication among the various organizations
18 comprising the affordable housing market (i.e., public assistance agencies,
19 financial institutions and realtors) through workshops and participation in
20 regional housing organizations.

21 *Policy 1.4.2:*

22 The City shall continue to provide funding assistance through the use of CDBG,
23 HOME, SHIP and other funding programs. The City shall seek to combine
24 resources with non-profit and for-profit organizations to provide affordable
25 housing and promote redevelopment.

26 *Policy 1.4.3:*

27 The City shall evaluate and amend the existing policies, and land development
28 regulations which hinders new development or reconstruction of a single family
29 homes for affordable housing on non-conforming residentially zoned lots or
30 parcels, that are located in developed neighborhoods with public infrastructure.

31 *Policy 1.4.4:*

32 The City will encourage voluntary citizen community services to improve the
33 target revitalization areas.

34 *Objective 1.5:*

35 The City of Titusville shall make adequate provision to integrate care facilities, group
36 homes, child/adolescent care facilities and retirement homes into residential areas, areas
37 of residential character, and mixed use areas by:

1 *Policy 1.5.1:*

2 Land development regulations shall be enacted in the Code of Ordinances to
3 address these facilities.

4 *Strategy 1.5.1.1:*

5 The ordinance shall allow the facilities to locate in residential areas by
6 Conditional Use Permit (CUP), including appropriate location criteria, to
7 ensure the facility residents have access in residential areas.

8 *Strategy 1.5.1.2:*

9 The new ordinance shall be reviewed periodically to ensure its
10 effectiveness in implementing the integration of these facilities into
11 residential areas or areas of residential character.

12 *Policy 1.5.2:*

13 The City will identify public or private vacant lands or structures that may be
14 suitable as sites for affordable housing for those residents with special needs and
15 will identify possible funding sources for the acquisition and development of
16 these properties.

17 *Policy 1.5.3:*

18 Encourage and assist human service agencies and other community groups in
19 developing special living facilities to provide housing opportunities for people
20 with special needs, transitional housing for women or homeless people as
21 appropriate to City of Titusville population needs.

22 *Objective 1.6:*

23 The City of Titusville shall identify and reduce the degree of substandard housing and
24 improve the structural and aesthetic conditions of existing housing.

25 *Policy 1.6.1:*

26 The City shall complete an inventory of the condition of the housing stock within
27 boundaries of the City's Target areas, at a minimum, for rehabilitation and
28 reduction.

29 *Strategy 1.6.1.1:*

30 The City shall complete the inventory by 2020.

31 *Strategy 1.6.1.2:*

32 The City shall update the inventory every five (5) years.

33 *Policy 1.6.2:*

34 The City of Titusville shall participate in various federal, state, and financial
35 assistance programs to improve housing.

1 Strategy 1.6.2.1:

2 Maintain the application of grant monies to program eligible households by
3 incorporating a rehabilitation program which would provide direct benefit to
4 occupants of substandard units that meet income guidelines.

5 Strategy 1.6.2.2:

6 Encourage other housing assistance programs through proposed Florida
7 Housing Finance Agency.

8 Policy 1.6.3:

9 The City shall continue to monitor and evaluate factors which contribute to
10 neighborhood stability and adopt strategies for neighborhood preservation.

11 Objective 1.7:

12 Substandard structures identified as condemned and deemed unfeasible for
13 rehabilitation should be eliminated with assurance given of fair and adequate
14 compensation and/or relocation assistance to displaced person and families.

15 Policy 1.7.1:

16 The Florida Building Code shall be enforced as necessary to ensure the
17 construction and maintenance of sound, safe and sanitary housing for the public
18 health, safety, and welfare.

19 Policy 1.7.2:

20 The City shall conduct a thorough inventory of substandard housing, in
21 accordance with Policy 1.6.1, to identify those housing units suitable for
22 rehabilitation and those suitable for demolition.

23 Strategy 1.7.2.1:

24 Housing units suitable for rehabilitation would be those which possess
25 significant structure damage but the cost for rehabilitation does not
26 exceed the market value of the unit.

27 Strategy 1.7.2.2:

28 The demolition of housing units would be those dilapidated units with
29 major structural damage which endanger the public health, safety, and
30 welfare, and where the cost of rehabilitation exceeds the market value of
31 the units.

32 Policy 1.7.3:

33 The City of Titusville shall establish a system of housing inspection for residential
34 rental properties which receive public subsidies to protect the health, safety, and
35 welfare of the tenants.

1 *Strategy 1.7.3.1:*

2 Inspections of properties should be conducted on a periodic basis and
3 shall be based on the City's adopted minimum code.

4 *Policy 1.7.4:*

5 The City shall continue to use CDBG, HOME, SHIP and other housing funding
6 programs to rehabilitate or demolish residential structures that cannot be
7 economically preserved.

8 *Policy 1.7.5:*

9 The City shall provide relocation assistance and counseling, as needed, to effect
10 the clearance of dangerously deteriorated houses.

11 *Objective 1.8:*

12 As a result of public action, such as the construction of roads or utilities, any occupant of
13 a housing unit displaced shall be equitably relocated.

14 *Policy 1.8.1:*

15 The relocation of housing should be comparable to the existing dwelling as much
16 as possible, with emphasis on the number of rooms, size of living space, location
17 to commercial and public facilities and place of employment and shall be within
18 the financial means of the displaced household. Relocation housing shall be a
19 safe, sound, and sanitary dwelling unit meeting all locally adopted minimum
20 housing codes.

21 *Policy 1.8.2:*

22 The City shall ensure that relocation housing or equitable compensation shall be
23 provided to household prior to the time displacement occurs when they are
24 displaced due to City action.

25 *Policy 1.8.3:*

26 Prior to the City's approval for any change of land use or demolition of housing
27 occupied by extremely low, very low, or moderate income families, the City shall
28 adhere to a Relocation and Displacement Plan in accordance with the Uniform
29 Relocation Act, as amended.

30 *Objective 1.9:*

31 The City shall continue to promote the preservation of historically significant housing and
32 encourage its utility for residential use or adaptive reuse.

33 *Policy 1.9.1:*

34 The City shall continue to identify, evaluate, protect and preserve housing which
35 is historically significant. Historically significant housing would include those
36 houses listed on the National Register of Historic Place and the Florida Master Site
37 File.

1 *Policy 1.9.2:*

2 The City shall continue to provide technical assistance to owners of historically
3 significant housing or other individuals that are interested in preservation
4 activities.

5 *Policy 1.9.3:*

6 The City shall pursue available Federal, State, and local funding sources which
7 support efforts to preserve or protect historically significant housing.

8 **Objective 1.10:**

9 The City shall ~~implement measures to reduce greenhouse gas emissions by requiring that~~
10 ~~new construction and rehabilitation of affordable housing be energy efficient and use~~
11 ~~renewable energy sources.~~ promote the use of green housing construction, renovation,
12 and rehabilitation techniques for affordable housing that make housing units affordable
13 over the long term by reducing energy consumption, lowering utility bills, and decreasing
14 maintenance costs.

15 *Policy 1.10.1:*

16 The City shall obtain Leadership in Energy and Environmental Design (LEEDS), or
17 US Green Building Council's (USGBC) or Florida Green Building Coalition (FGBC)
18 certification when constructing new affordable housing funded by the City.

19 *Policy 1.10.2:*

20 The City shall promote the use of green housing construction and renovation and
21 rehabilitation techniques of affordable housing. Sustainable building techniques
22 will make the housing units affordable over the long term by reducing energy
23 consumption, lowering utility bills and decreasing maintenance costs.

24 *Policy 1.10.3:*

25 The City shall encourage the use of renewable energy source and will promote
26 new housing design to include energy saving features.