



CITY OF

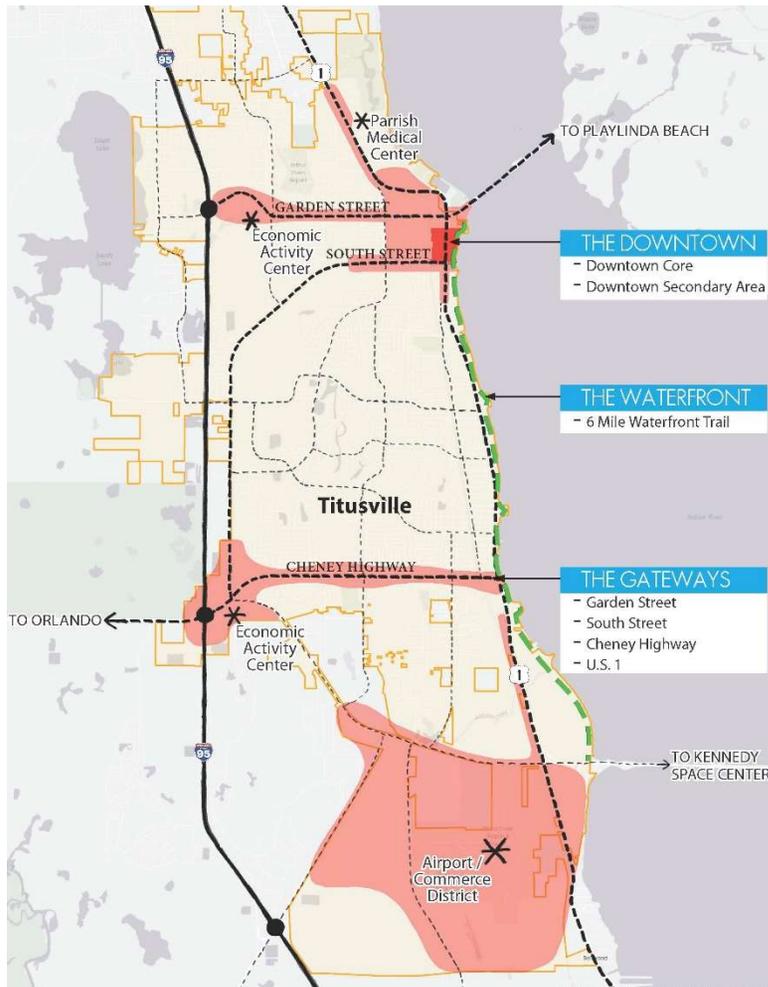
Titusville

FLORIDA

titusville*tomorrow* 2040 Comprehensive Plan

Planning and Zoning Commission

3 Keys to the Vision



FOR ✓	AGAINST X	Key Findings & Strategies: Do You Agree?
(24)	(8)	1. The City appears to be in a stagnant growth mode.
(17)	(12)	2. There is not much land available for new development.
(32)	(0)	3. The City needs to develop an effective redevelopment/infill strategy.
(30)	(1)	4. The City can take advantage of the dynamic growth expected in the region over the next 20 years.
(31)	(2)	5. A vibrant downtown is an essential element in the overall economic development strategy.
(32)	(1)	6. The City needs to reimagine 3 key areas: the DOWNTOWN, the WATERFRONT, and the GATEWAYS
(33)	(0)	7. These initiatives will effectively reposition the City in a very positive way.
(27)	(4)	8. The City needs more residents close to downtown to reenergize the downtown and its businesses.
(29)	(4)	9. The City can become a Central Florida "Trail Town" with an extensive trail along the waterfront.
(22)	(10)	10. The City should retain the "small home town" feel and character of Titusville.

Project Background

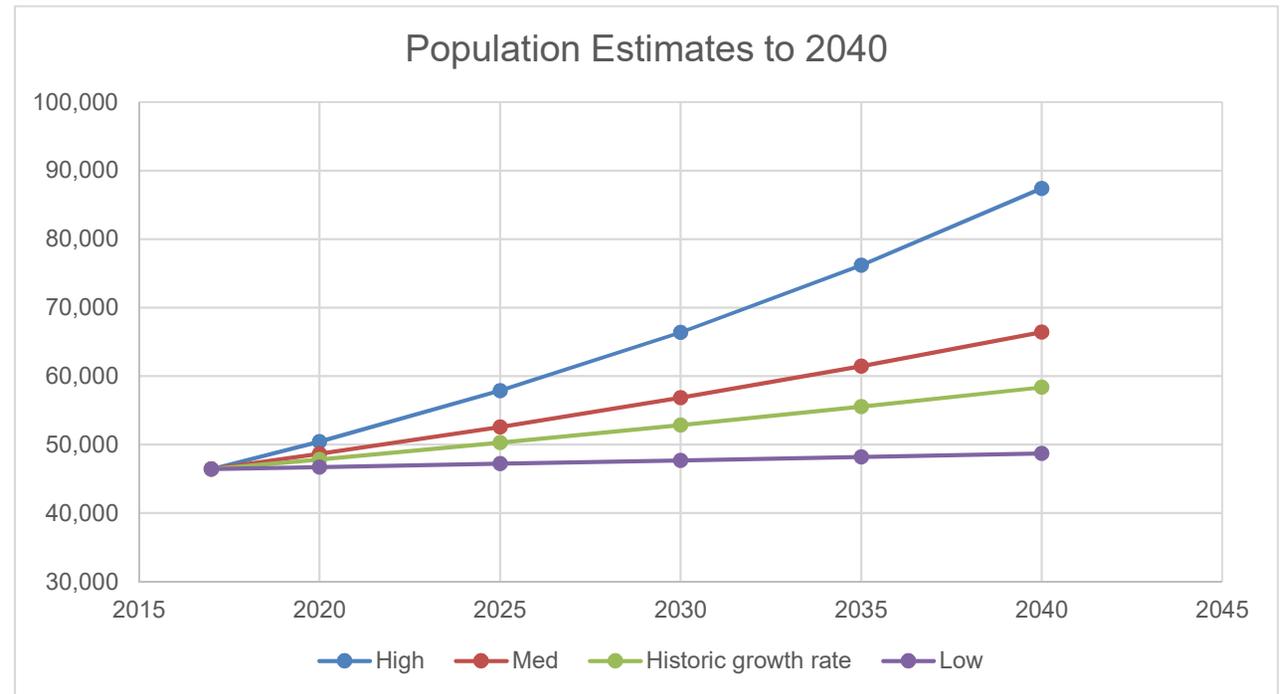
- Projects to Date
- Current Plan Issues
- titusville*tomorrow*

Revised Comp Plan

- Introduction
- People
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Growth Estimates to 2040



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Long Term Outlook

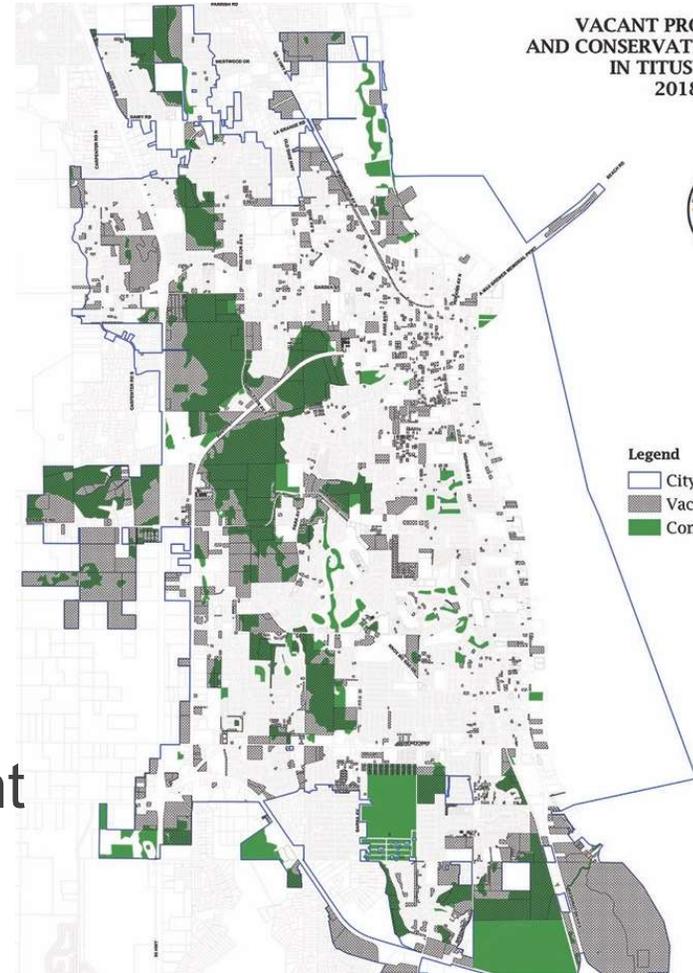
- Growth Constraints
- Redevelopment Opportunities

VACANT PROPERTIES
AND CONSERVATION LAND USE
IN TITUSVILLE
2018



Legend

- City Limits
- Vacant Land - 2018
- Conservation Land Use



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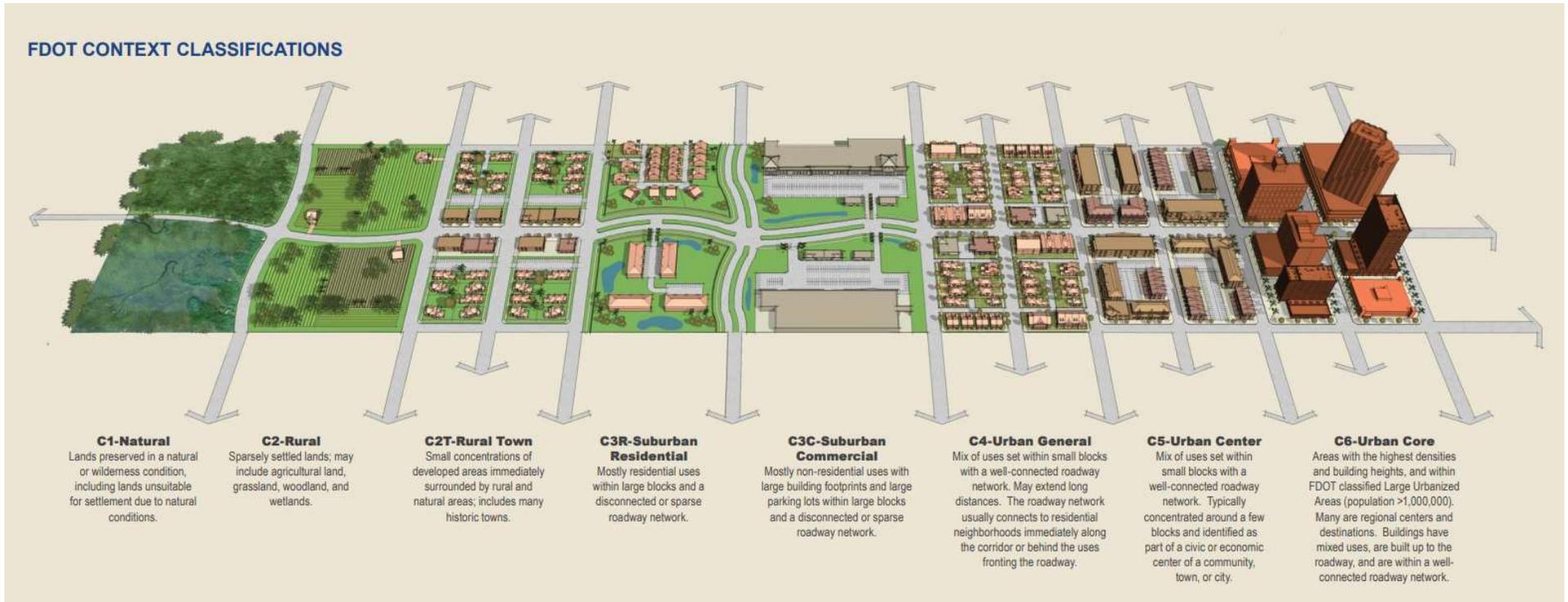


Key Issues

- Population growth
- Marginal lands
- Exclusionary zoning
- Retail vacancy
- High parking and setback standards



FDOT Context Sensitive Classifications





**Encouraged by
Current Plan**

**Highly Limited by
Current Plan**

C3R-Suburban Residential

Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial

Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General

Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center

Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.



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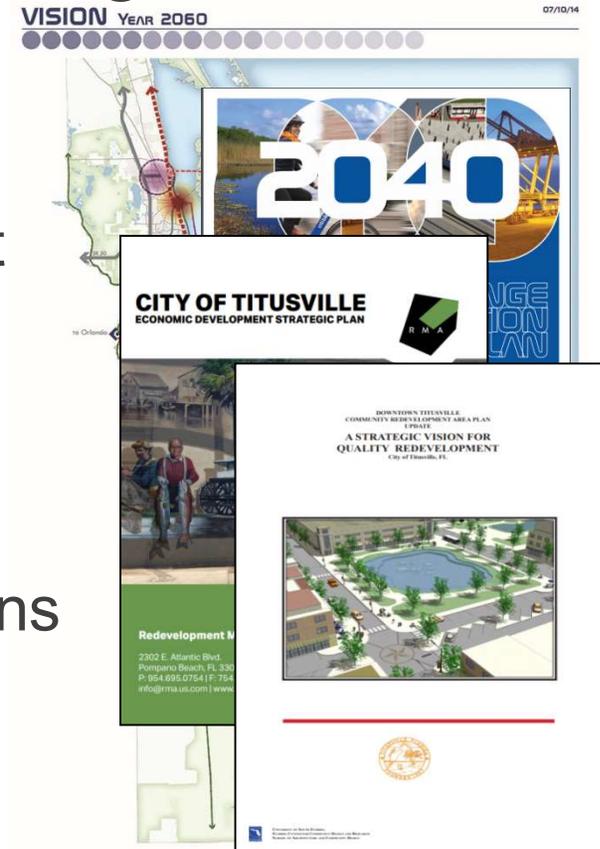
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Consistency with Long-term Plans

- Space Coast TPO
- Economic Development Strategic Plan
- CRA Downtown Master Plan
- Various City Master Plans and Small Area Plans



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Titusville Comprehensive Plan Vision

“Unified by its natural features and space heritage, Titusville seeks to protect its future by: sustaining and nurturing a pedestrian scale and feel; protecting its’ waterfront and capitalizing on the opportunity to provide public access and enjoyment; utilizing smart-growth policies to accommodate future development, while protecting natural resources; and embracing the designation as a Trail Town by expanding pedestrian and bicycle infrastructure, and providing additional forms of mobility for residents and visitors.”



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Placemaking

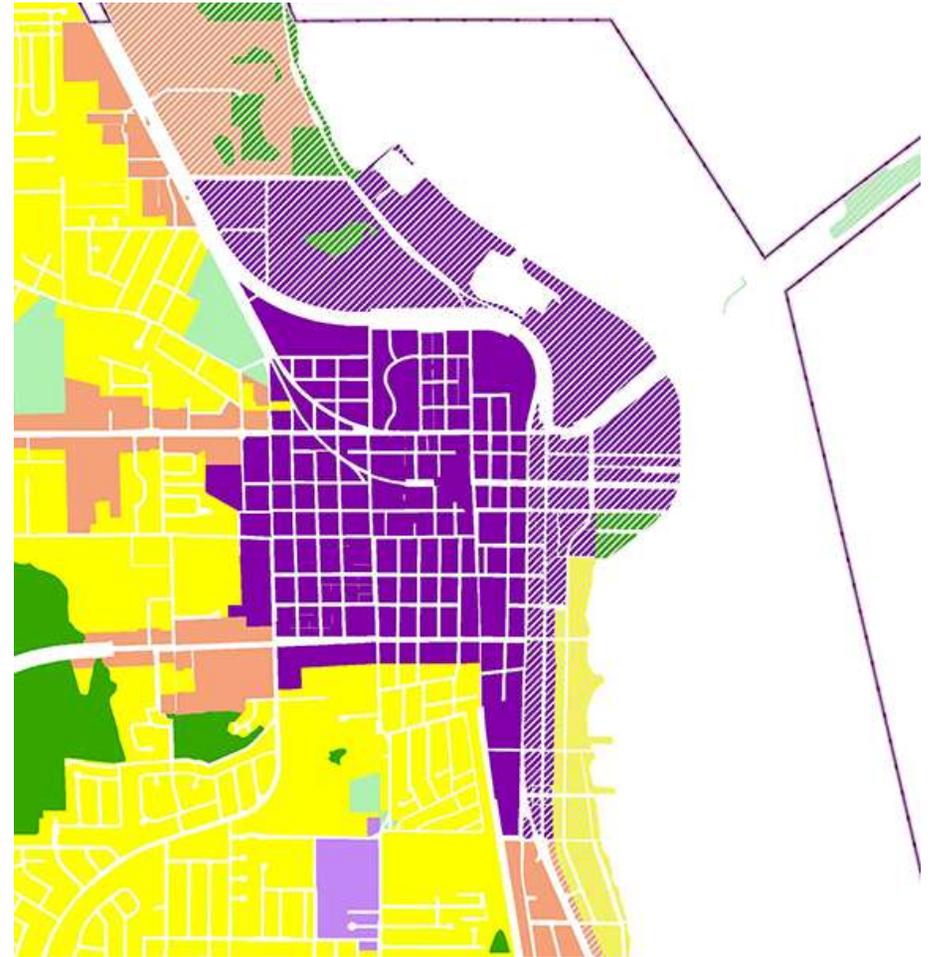
Includes land use policies to implement the *titusville***tomorrow** vision

Policies that promote a built environment that creates a memorable experience for residents and visitors



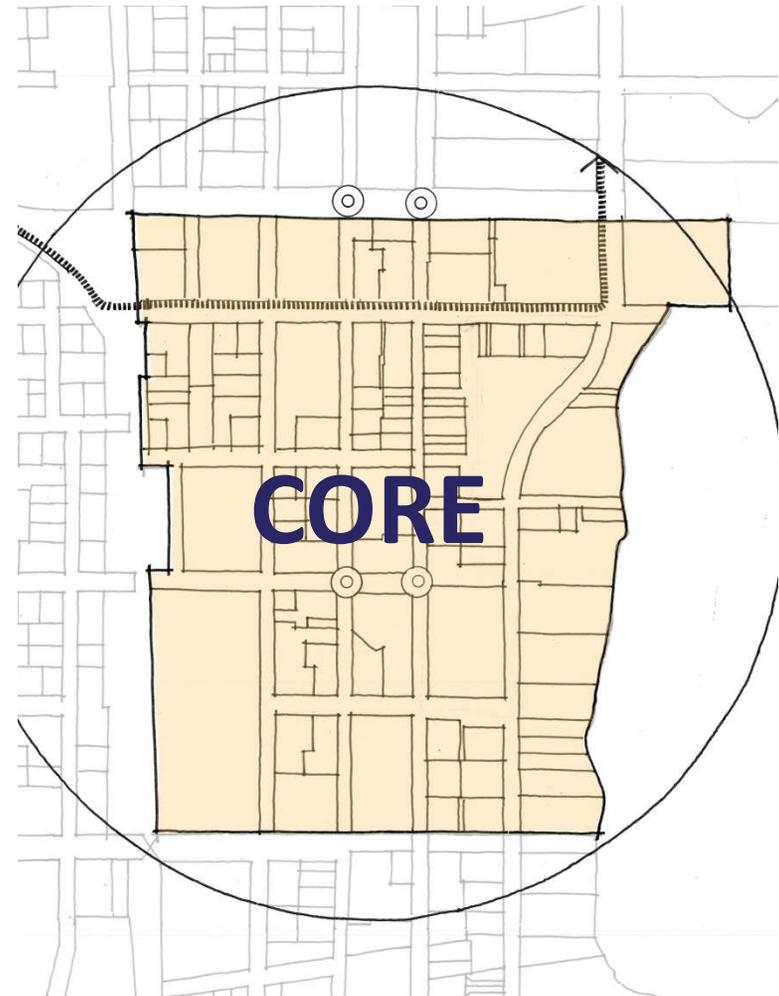
Downtown (D) Land Use

- Promotes Mixed-use
- Provides design guidance
- Places emphasis on pedestrians/bicycles
- Core – Secondary Area

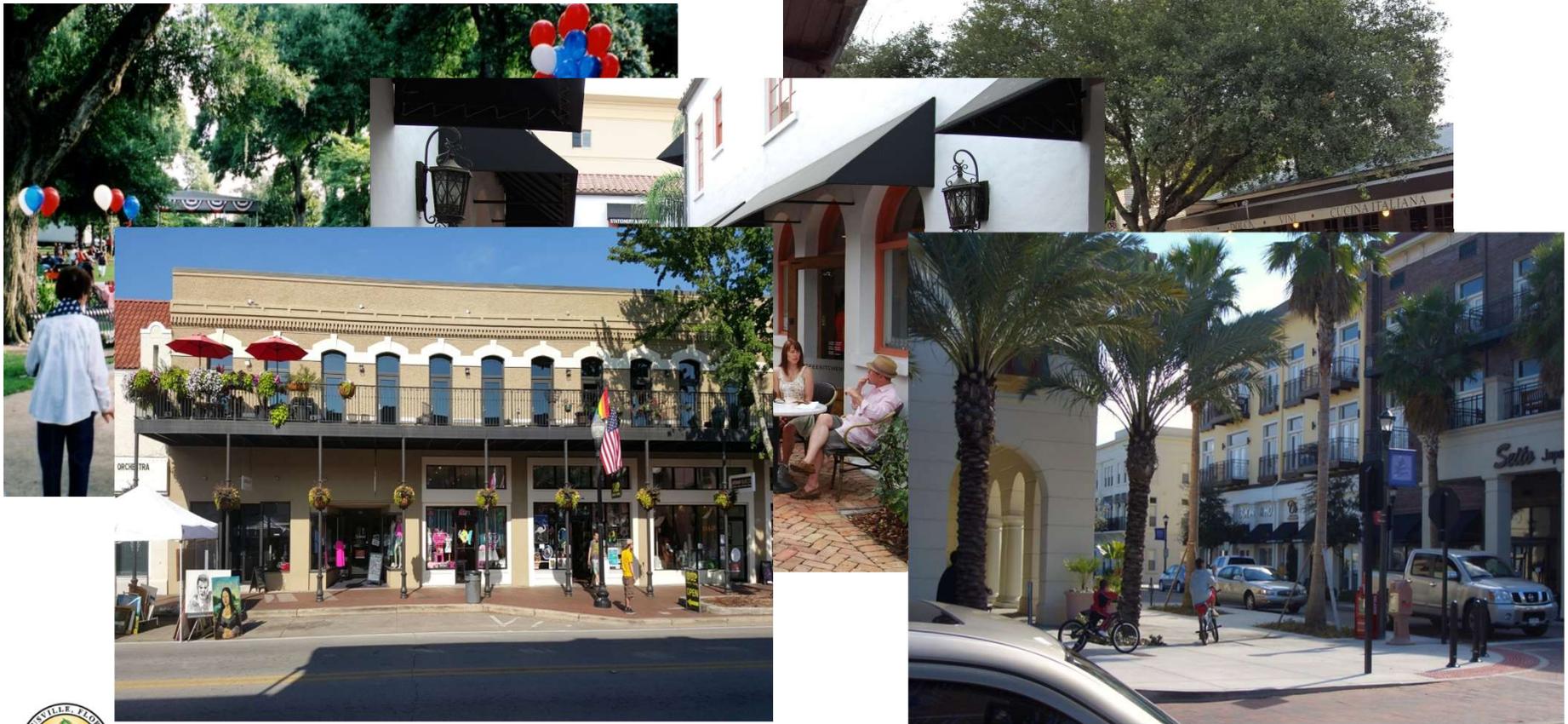


Downtown (D) Land Use

- Traditional street grid
- Create a memorable identity
- Encourages multiple types of residential

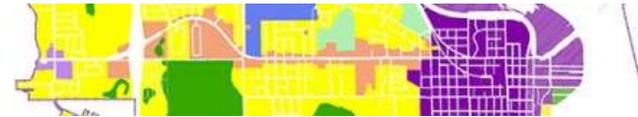


Downtown (D) Land Use Character Images



Gateway Corridor (GC) Land Use

- Promotes Mixed-use
- Provides design guidance
- Encourages multimodal transportation options
- Designed to enhance aesthetics

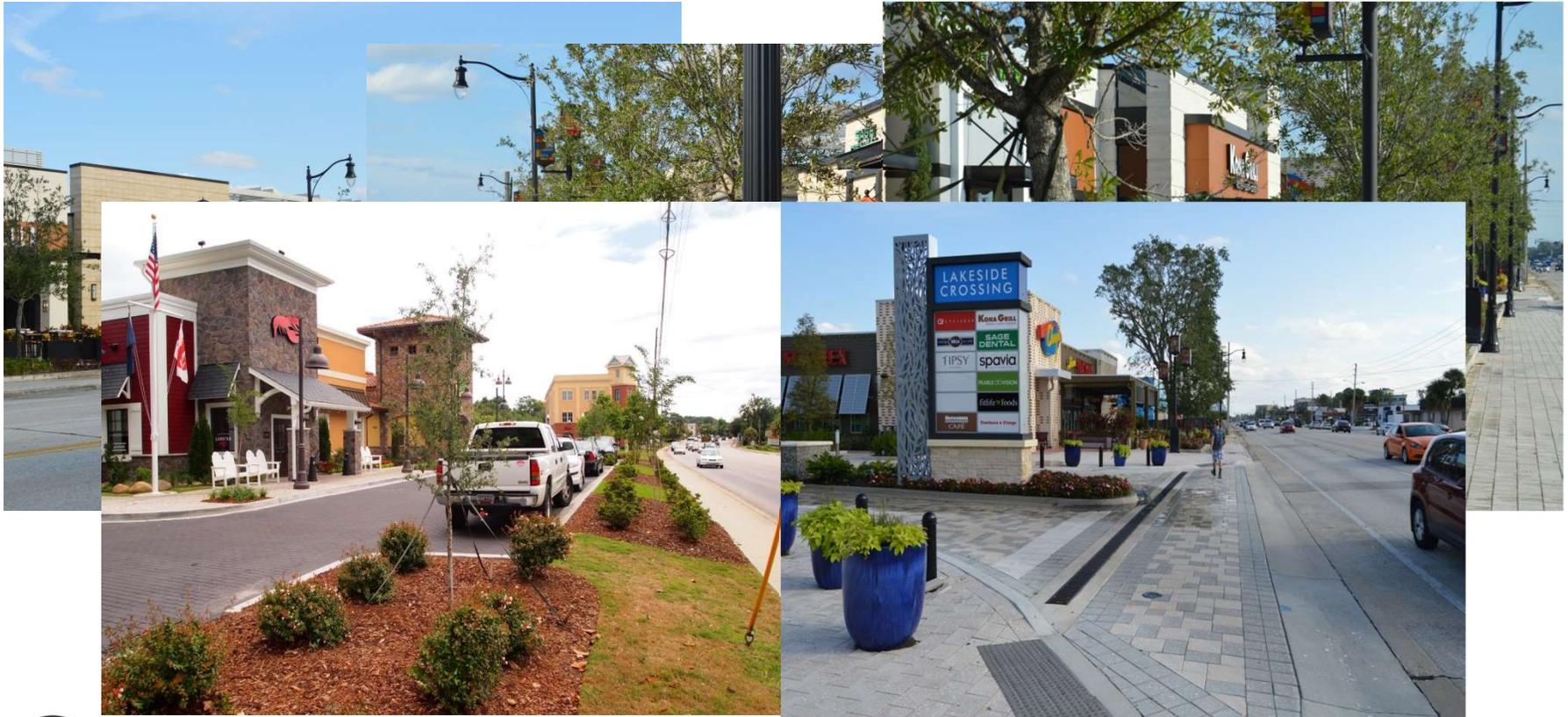


Garden Street

Cheney Highway



Gateway Corridor (GC) Land Use Character Images



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Revised Plan Categories

Existing:
19 Districts

LEGEND

URBAN-MIXED-USE 15 DU/AC, 1.0 FAR	CONSERVATION 1 DU/5 AC.	RECREATIONAL	DOWNTOWN MIXED-USE 20 DU/AC, 5.0 FAR
SHORELINE-MIXED-USE 20 DU/AC, 1.0 FAR	EDUCATIONAL	PUBLIC/SEMI PUBLIC 0.2 FAR	COMMERCIAL HIGH INTENSITY 1.0 FAR
INDUSTRIAL 1.0 FAR	PLANNED INDUSTRIAL PARK 1.5 FAR	COMMERCIAL LOW INTENSITY 1.0 FAR	PLANNED UNIT DEVELOPMENT 12 DU/AC
RESIDENTIAL HIGH DENSITY 15 DU/AC.	RESIDENTIAL ONE 1 DU/AC.	U.S.#1 CORRIDOR 1 DU/AC.	
RESIDENTIAL MEDIUM DENSITY 10 DU/AC.	RESIDENTIAL TWO 2 DU/AC.	REGIONAL-MIXED-USE	
RESIDENTIAL LOW DENSITY 5 DU/AC.			

Revised Plan:
8 Districts
1 Overlay

LEGEND

	Waterfront Overlay
	Downtown
	Gateway Corridor
	Neighborhood Center
	Neighborhood
	Research & Manufacturing
	Civic
	Recreation
	Conservation

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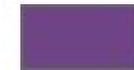


Revised Plan Categories

Existing:



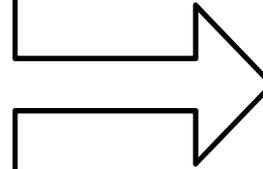
Revised Plan:



Downtown

Existing:

High Density Residential	15 du/ac
Medium Density Residential	10 du/ac
Low Density Residential	5 du/ac
Residential Two	2 du/ac
Residential One	1 du/ac



Revised Plan:

 Neighborhood Land Use

AND

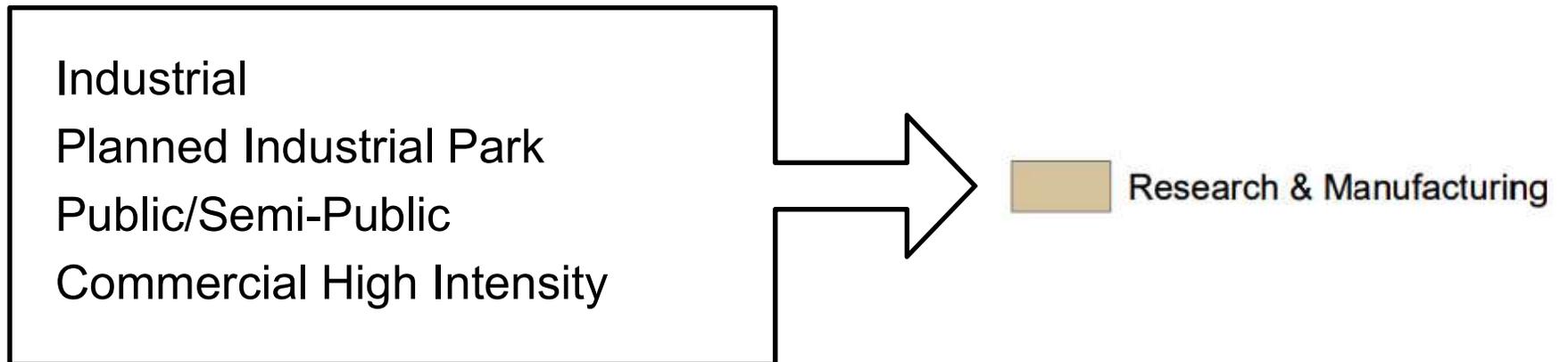


Density Frozen Based on Existing FLUM



Existing:

Revised Plan:



Project Background

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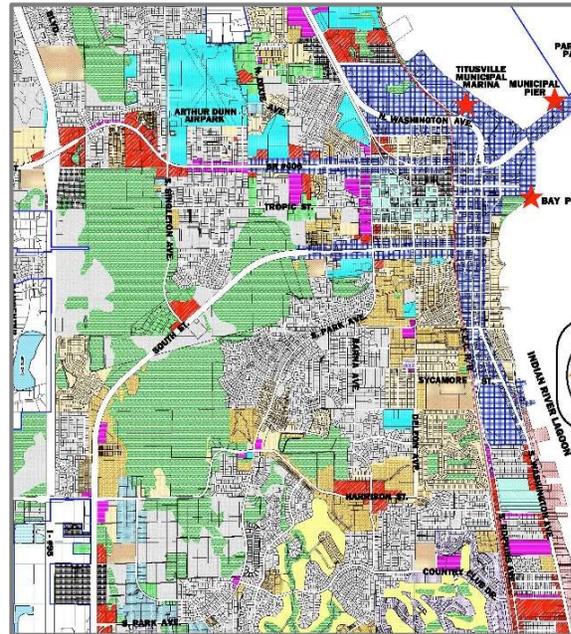
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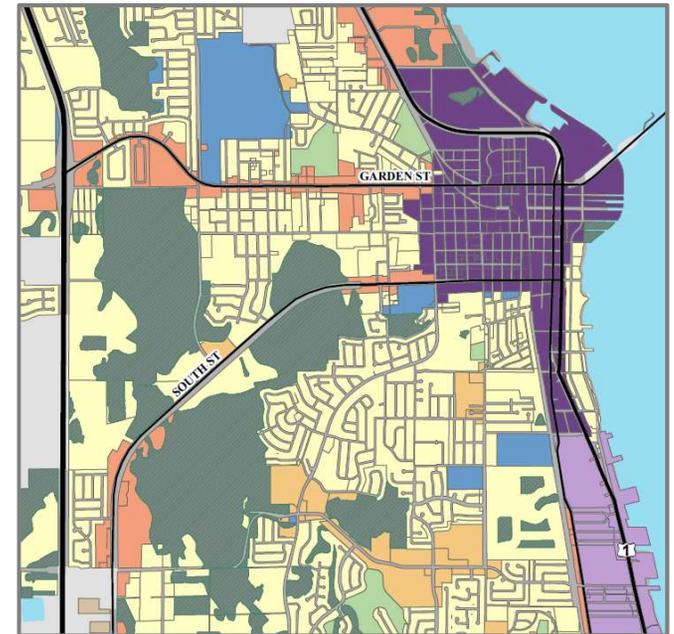


Revised Plan Categories

Existing:



Revised Plan:

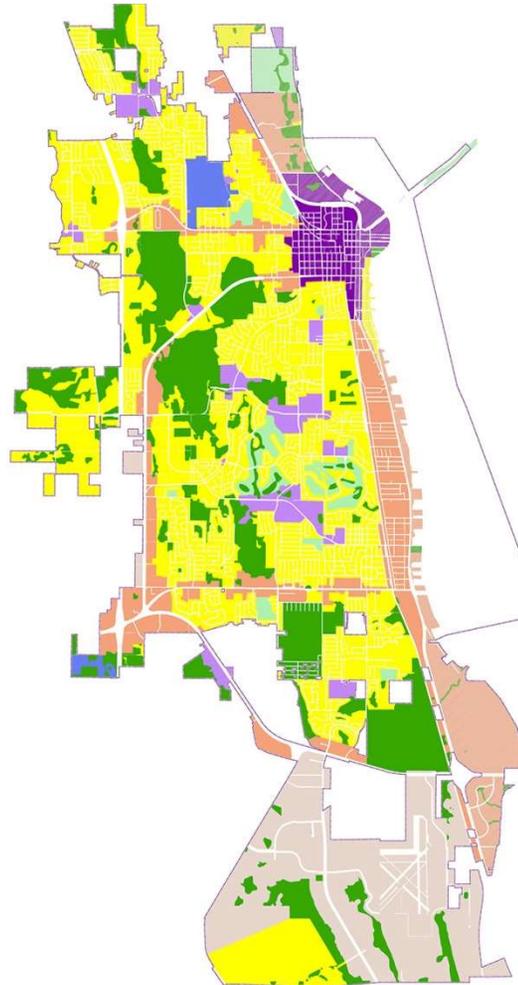


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Revised FLUM

Legend

- CITY LIMITS
- WATERFRONT OVERLAY
- FLU_PROPOSED**
- FLU_P**
- CIVIC
- CONSERVATION
- DOWNTOWN
- GATEWAY CORRIDOR
- NEIGHBORHOOD
- NEIGHBORHOOD CENTER
- RECREATION
- RESEARCH & MANUFACTURING

Project Background

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Mobility

Encourages multimodal approaches to mobility improvements

- Establishes policy to create a mobility master plan



How Wide is Wide Enough?

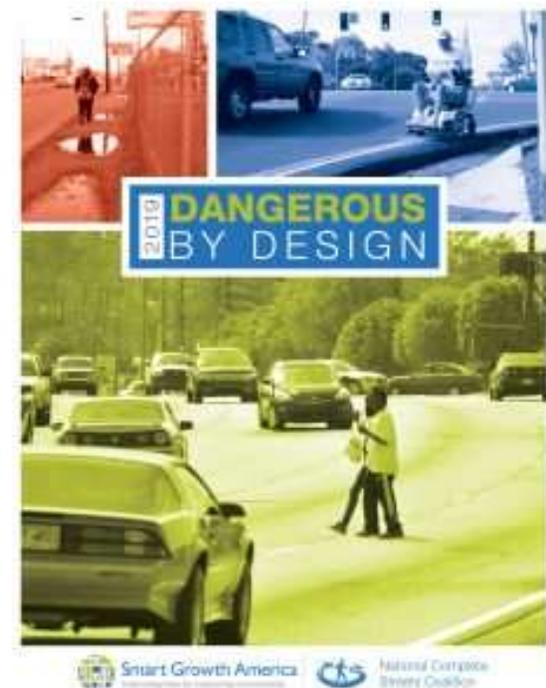


Dangerous by Design

The most dangerous states and metro areas

Based on PDI, the 20 most dangerous metro areas for walking in the United States are:

2019 Rank	Metro Area	Pedestrian Deaths (2008-2017)	Annual Pedestrian Fatalities per 100,000 People
1	Orlando-Kissimmee-Sanford, FL	656	2.82
2	Deltona-Daytona Beach-Ormond Beach, FL	212	3.45
3	Palm Bay-Melbourne-Titusville, FL	165	2.94
4	North Port-Sarasota-Bradenton, FL	194	2.58
5	Lakeland-Winter Haven, FL	162	2.54
6	Jacksonville, FL	419	2.94
7	Bakersfield, CA	247	2.83
8	Cape Coral-Fort Myers, FL	148	2.17
9	Tampa-St. Petersburg-Clearwater, FL	900	3.07
10	Jackson, MS	111	1.92



Approach: Expand Options

Shift transportation system emphasis
so more modes are viable,
desirable choices

- Support mixed use & higher densities in key nodes corridors
- Connect the nodes with transit
- Improve walking conditions throughout
- Create a network of cycling routes
- Expand local street connections as redevelopment occurs



Transportation Level of Service



- Transportation Element is now Mobility
- No change to Arterial/Collector Level of Service
- Added new multimodal policies.
- Added more Complete Street policies
- Added block perimeter policies
 - (Downtown minimum blocks per square mile)
- Added more access management policies



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Housing

- Addresses affordable housing
- Encourages preservation and re-use of historic homes
- Establishes preferred housing typologies



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Natural Resources

Describes the goals of the City as they relate to natural resources in two parts.

- A. Open Space
- B. Environmental



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Conservation Land Use and Wetlands

EN Goal 2: Protect those areas determined to be wetlands.

- Sets policies for identifying wetlands
- Sets allowable methods of preserving wetlands
- Sets procedures on how to amend the Conservation (CNS) land use plan category on the FLUM



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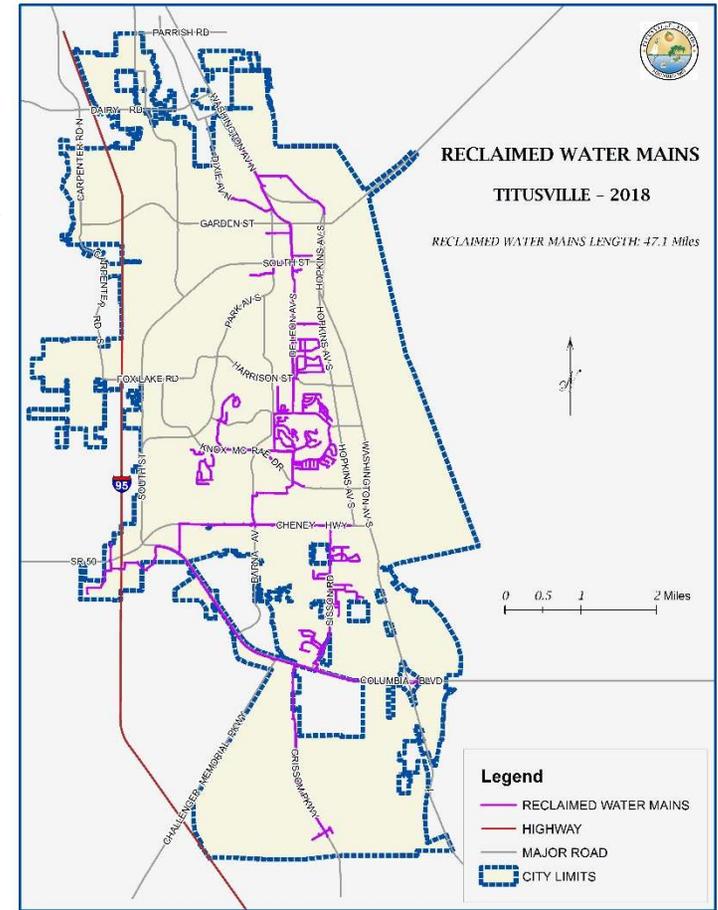
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Public Facilities

- Mobility
- Potable Water and Sewer
- Stormwater
- Solid Waste
- Schools
- Capital Improvements
- Concurrency
(Level of Service)



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Concurrency (Level of Service)

Establishes acceptable capacities at which public facilities are provided

Transportation level of service includes:



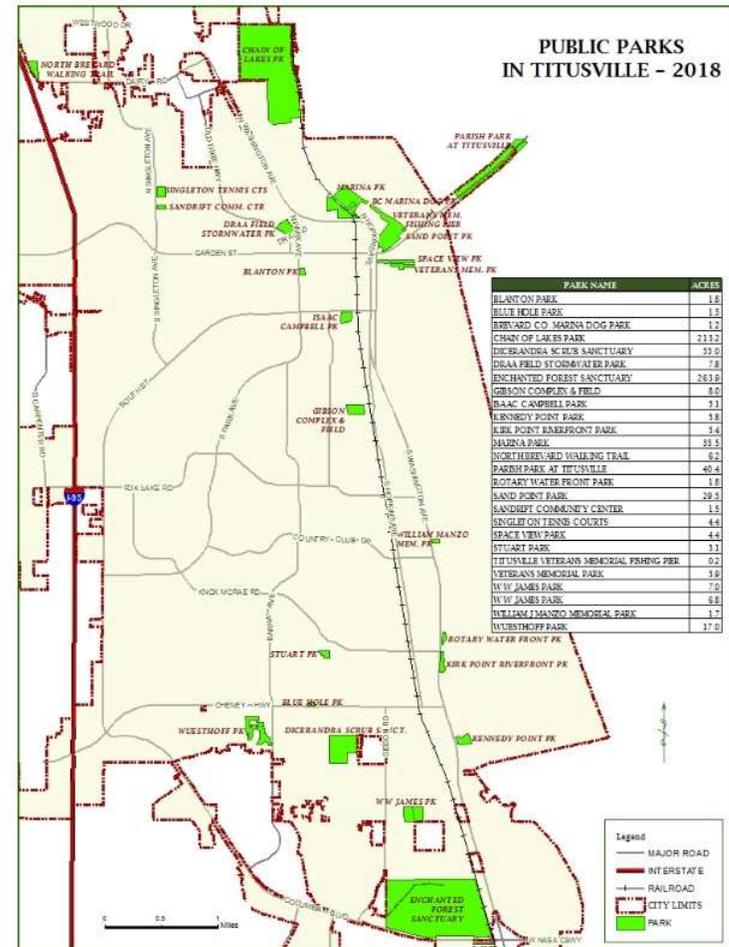
Parks level of service based on proximity to residential.

- e.g. small park within ¼ mile walk



Parks Level of Service

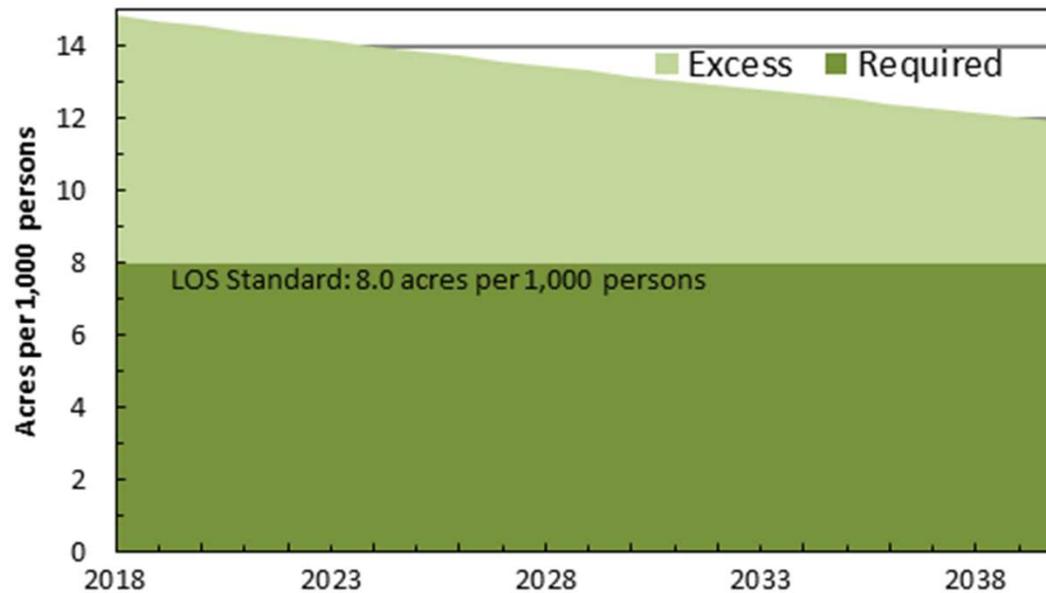
- 8 acres/1,000 persons
- Population 47,571
- Required 380 acres
- Current 706 acres



Level of Service Analysis

Parks

City of Titusville: 2018-2040



Source: Community Development Department
Titusville Sept 2018



New Parks Level of Service

Based on proximity to residential.

e.g. small park within ¼ mile walk

Enables new park and open space criteria to be adopted into the LDRs

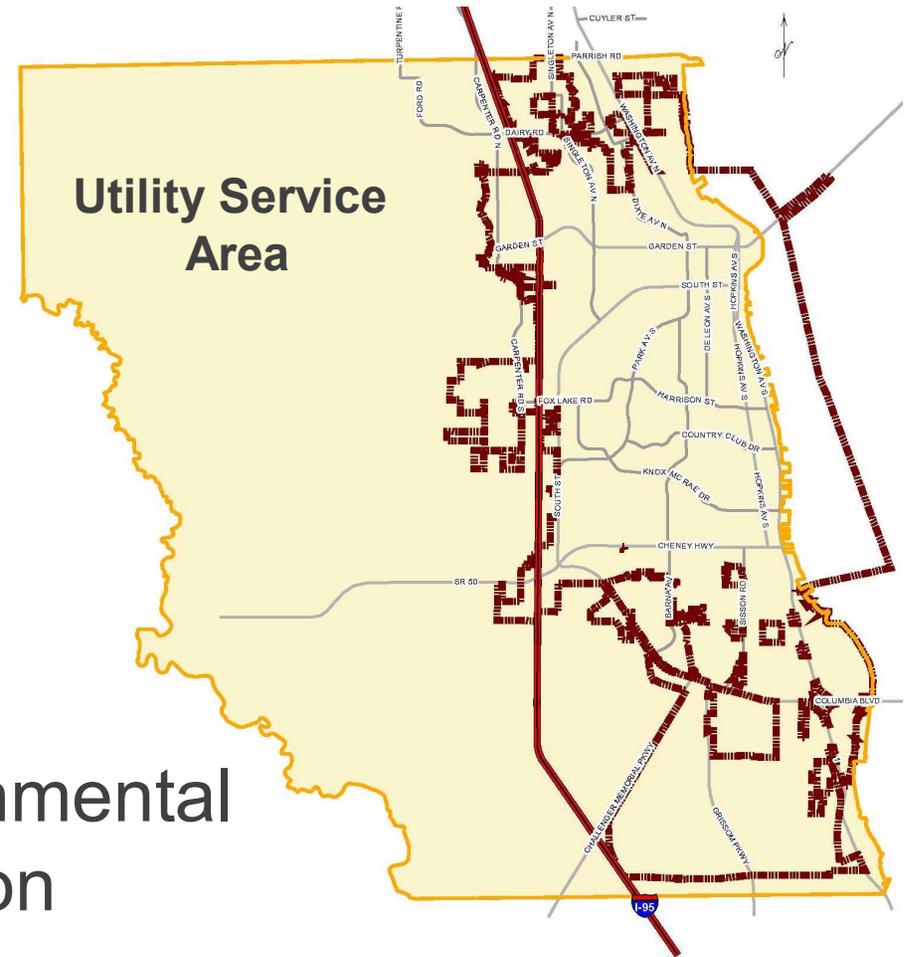


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Intergovernmental Coordination

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Implementation Matrix

Strategies <i>(Organized as established in Comprehensive Plan)</i>	Acting Entity		Estimated Timeframe		Implementation Tool
	Lead	Support	0-5 Yrs	5+ Yrs	
CITYWIDE DEVELOPMENT STRATEGIES (CD)					
CR Strategy 1: To provide a coherent framework for planning, the City will develop plans and programs to support the vision through five strategic planning areas: a. Downtown b. Waterfront c. Neighborhoods d. Gateways e. Employment	CD	VARIOUS	X	---	CP/LDR/MP/SAP
Actions: When drafting plans, amendments to the Comp Plan or LDRs, and planning public improvements, the City will refer to any master plans or other governing documents that establish a guide for how improvements should be completed.					

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Key Strategies

- New Development Design Standards
 - Building orientation, frontage standards and access management
- Multimodal Master Plan 
 - Building orientation, frontage standards and access management
- Recreation and Open Space Master Plan
- Resiliency Strategic Plan 
 - Addresses Flooding due to Sea-level rise
- Update the Waterfront Master Plan

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Key Strategies

- Develop Neighborhood Plans to guide land use and development decisions

Current examples

- Riveredge Drive Small Area Plan 2004
 - Indian River City Neighborhood 2012
 - South Street Small Area Plan 2015
- Adoption Strategy
 - Adopt New Land Uses Categories

Planned Development Zoning District (PD) Zoning

Establishes the process of applying for PD zoning, submittal requirements, and how to amend an adopted PD.



Criteria for Revelopment of Golf Courses

- Stormwater
- Density
- Buffers
- Open Space



Mixed-Use Development

- Mix of uses
- Density
- Development Pattern
- Urban Design
- Architecture
- Open Space

Example: UV, RMU, Village Center (new)



Modification of a Standard Zoning District

- Open Space
- Environment Protection
- Density Bonus
- Trails
- Roads



*Cluster Development / Conservation Subdivision

- Open Space
- Environment Protection
- Density Bonus
- Trails
- Roads
- Flexible Lot Sizes

* May utilize in underlying residential zoning without proceeding through the PD rezoning process.

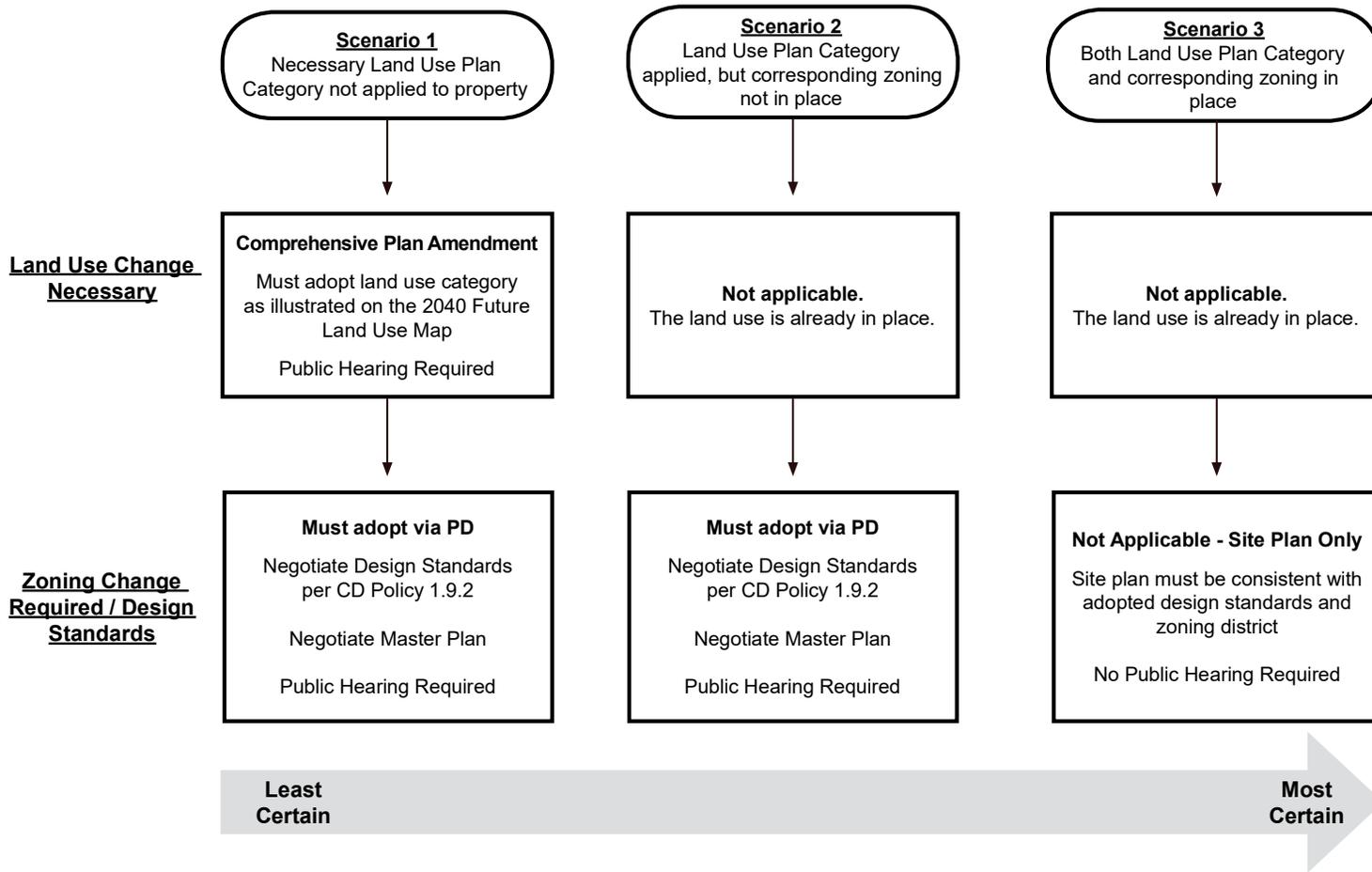


Planned Industrial / Research / Office

- Buffers
- Open Space
- Amenities

Example: PID





Transfer of Development Rights

- Transfer residential units from one property to another
- Transfer residential units from one portion of a property to another.



Sustainability

- CD Obj. 1.5 Greenhouse emissions from development
- Sustainable design
- Compact development
 - Cluster subdivisions
 - Mixed Use
- CM Policy 4.1.4 LID
- Mobility GOPs





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