



titusville**tomorrow** 2040 COMPREHENSIVE PLAN

Adopted [date]

Prepared by: Titusville Planning Department



City of
Titusville
 Florida

titusvilletomorrow City of Titusville, FL 2040 Comprehensive Plan



City of Titusville

555 South Washington Avenue

Titusville, FL 32796

www.Titusville.com

City Council

Community Redevelopment Agency

Planning and Zoning Commission

Titusville Environmental Commission

Historic Preservation Board

City Administration

Community Development Department

Canin Associates of Orlando, FL

Environmental Services Inc. of Jacksonville, FL

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Terms

ACC – Area of Critical Concern

BMAP – Basin Management Action Plan for the North Indian River Lagoon

CIP – Capital Improvement Program

CDBG – Community Development Block Grant

CLT – Community Land Trust, a nonprofit corporation that develops and stewards affordable housing, community gardens, civic buildings, commercial spaces and other community assets

CHHA – Coastal High Hazard Area (CHHA)

Complete Street – A roadway where the entire right-of-way is designed and operated to enable safe access for all users. Pedestrian, bicyclists, motorists, and transit riders of all ages and abilities

CRS – Community Rating System

DEP – Florida Department of Environmental Protection

ECFRPC – East Central Florida Regional Planning Council

ERU – Equivalent Residential Unit, used to determine demand for potable water and sewer

FAA – Federal Aviation Administration

FAC – Florida Administrative Code

FAR – Floor Area Ratio. The numerical value obtained by dividing the gross floor area of buildings by the area of the site on which the building is constructed.

FDACS – Florida Department of Agriculture and Consumer Services

FDEP – Florida Department of Environmental Protection

FEMA – Federal Emergency Management Agency

FFWCC – Florida Fish and Wildlife Conservation Commission

FIND – Florida Inland Navigation District

F.S. – Florida Statutes

FRDAP – Florida Recreation Development Assistance Program

Goal – The long-term end toward which programs or activities are ultimately directed

HOME – Investment Partnerships Program, which is a HUD affordable housing assistance program

HUD – U.S. Department of Housing and Urban Development

CCMP – Indian River Lagoon Comprehensive Conservation and Management Plan of the Indian River Lagoon National Estuary Program

LMS – Brevard County Local Mitigation Strategy

LOS – Level of Service, the service standard established to maintain concurrency related facilities

LRTP – Long Range Transportation Plan, which is maintained by the Space Coast TPO

MGD – Million Gallons Day

NRCS – Natural Resource Conservation Service

NFIP – National Flood Insurance Program

NMFS – National Marine Fisheries Services

Objective – Specific, measurable, intermediate end that is achievable and make progress toward a goal

Policy – The way in which programs and activities are conducted to achieve an identified goal

SHIP – State Housing Initiatives Partnership program, that provides funds to local governments to create partnerships that produce and preserve affordable homeownership and multifamily housing

SIS – Strategic Intermodal System, Florida's high priority network of transportation facilities important to the state's economy and mobility

SJRWMD – St. Johns River Water Management District

SLOSH – Sea, Lake & Overland Surges Hurricanes model developed by the National Weather Service.

Strategy – The program or project by which the Goal is implemented

TPO – Space Coast Transportation Planning Organization

USFWS – U.S. Fish and Wildlife Service

USACE – U.S. Army Corps of Engineers

I. Introduction

Titusville's 2040 Comprehensive Plan is based on the [titusville tomorrow](#) Vision Plan developed through public outreach in 2017 and adopted by City Council on January 23, 2018. The vision outlines goals for the City's future growth and identifies three major themes: Downtown, the Waterfront, and the Gateways. The 2040 Comprehensive Plan has been reorganized to create a document that is efficient, clear, and concise. The reorganization recognizes the importance of coordinating various departments and strategies to accomplish goals within each theme and geographic area, and acknowledges that appropriate strategies within any area of practice may vary across the City.



Plan Organization

All local governments in Florida must prepare and adopt a comprehensive plan that guides future development and growth in accordance with Chapter 163, Part II, Florida Statutes. Comprehensive plans must contain a number of elements, including future land use, transportation, housing, open space and recreation, infrastructure, conservation, schools, capital improvements, intergovernmental coordination and, for some, a coastal management element. The Florida Community Act of 2011 made sweeping changes to Florida's planning and growth management requirements, making transportation concurrency optional and adding multimodal transportation planning requirements. The comprehensive plan should provide for a safe, convenient multimodal transportation system, coordinated with the future land use map series and designed to support all elements of the comprehensive plan. This is the most sustainable means of achieving a quality, livable community, accommodating growth, and preserving natural assets. The Titusville 2040 Comprehensive Plan achieves these principles by integrating land use and transportation planning in a series of place-making policies and land use categories.

The general framework of the plan is comprised of several components that, when combined, represent the City and its' vision as a whole. These components are representative of those fundamental growth management elements required by state law.

Planning for growth and change is a collaborative effort between City staff, residents, business owners and investors whose activities affect the community. It also includes government providers of services such as education and health, community organizations, developers, authorities, and transportation agencies.

The Plan Categories established under the PLACES component of the plan are tools used to implement various policies of the Comprehensive Plan, especially those dealing with growth management (also referred to as Future Land Use), and general development patterns within the City. An effective plan is one that focuses on creating a quality, livable community. With the emphases on land use and transportation, the shift in focus to placemaking and creating opportunities for mixed-use is prevalent throughout this Comprehensive Plan. These placemaking principles combine land use and transportation options to ensure a mobility network that is safe and accessible to all users and allow development to enhance the built environment by pairing compatible development typologies with a variety of mobility options.

The City's Comprehensive Plan is crucial to fulfilling the vision, which in turn creates an environment that Titusville aspires to be. It creates the roadmap to the Vision – The Big Picture. The Plan contains the "Tools", in the form of Goals, Objectives, and Policies, to use in achieving the City's future.

Future Land Use, Housing, Recreation and Open Space, Environmental, Mobility, Public Facilities, Public School Facilities, Intergovernmental Coordination and Capital Improvements are the individual sections that together, create the vision for the future of Titusville.

How to Use the Plan

This plan has been structured to efficiently apply those areas of the plan that will be most beneficial to the most users of the plan. All policies shall be considered in making legal determinations of consistency with the Comprehensive Plan, pursuant to State Laws and Statutes. In successful planning for growth, all policies and standards are interconnected. A comprehensive plan is the forum establishing and organizing these policies and standards. One component of the plan cannot be viewed singularly without taking all facets of the plan into consideration.

Titusville Vision

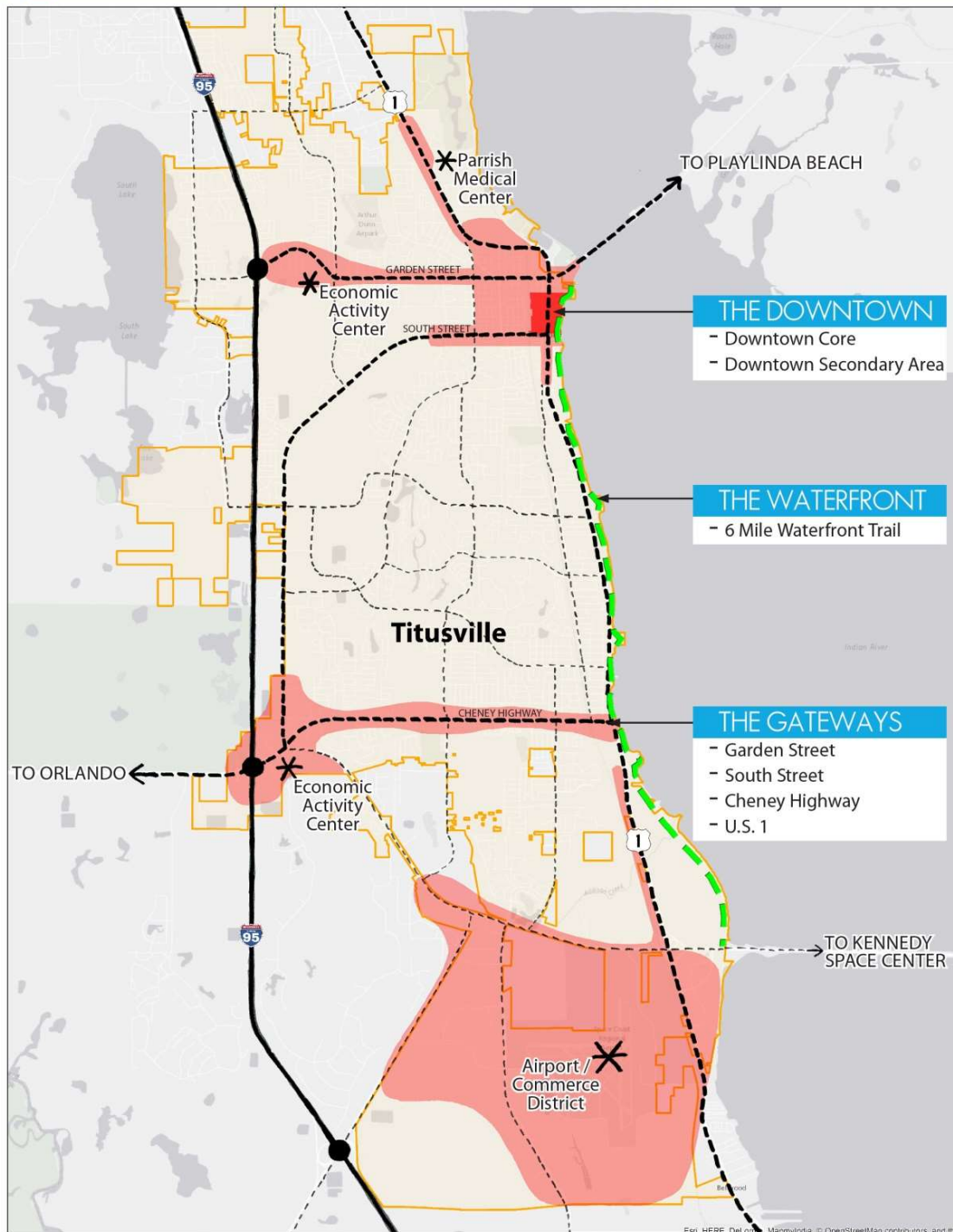
The vision of the Comprehensive Plan for the future of the City of Titusville is multifaceted: ***“Unified by its natural features and space heritage, Titusville seeks to protect its future by: sustaining and nurturing a pedestrian scale and feel; protecting its’ waterfront and capitalizing on the opportunity 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.”***

The City will strive to enhance, modernize and expand programs, operations and facilities to ensure Level of Service standards are met and that performance exceeds citizens’ expectations. Through encouragement of increased citizen engagement and communication, genuine opportunities for citizen feedback will be created. The City will continue to maintain relationships with strategic partners and coordinate with government agencies to accomplish the vision of the City and the Comprehensive Plan.

The City of Titusville will remain committed to successful economic development to support a historically conscious, sustainable and progressive multimodal community. Efforts also will reflect the City’s commitment to becoming a Trail Town, small-town livability, and enhancement of the shoreline and Indian River Lagoon. These improvements will be balanced with efficient processes for budgeting, procurement, investments and financial sustainability.

MAP 1. VISION CONCEPT

Titusville Tomorrow - Vision Concept Plan



II. People

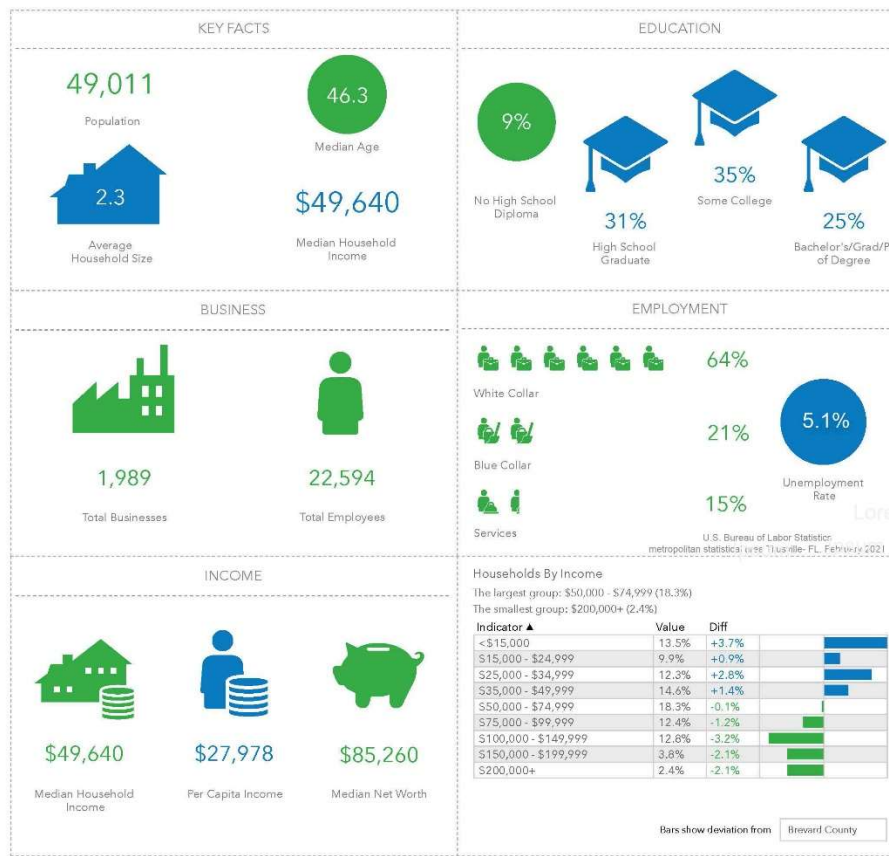
The people who call Titusville “home” are the most critical of, cheerleaders for, and ambassadors for the City. They create the “heartbeat” of the community. This creates a place where someone chooses to go to college, raise their family, conduct their career, open or bring a business, and retire or spend their entire life because of the vibrant and attractive environment.

These choices eventually become actions that create the feeling of a “place” for a City. The economic health and vitality of a city is predicated on the knowledge of the community and its leaders as to the assets and the development of the necessary measures to preserve and improve upon those assets, so residents, and visitors will want to call Titusville “home” too.

Titusville has an appeal unrivaled by any community along the Space Coast or central Florida. Proximity to the Kennedy Space Center, Exploration Park, the Canaveral National Seashore, and Merritt Island National Wildlife Refuge create a harmonious mesh of the pinnacle of technological advancements and human space flight with the peaceful serenity of undisturbed beaches, marshland, and native habitats. Titusville has an appeal to businesses, investors and prospective residents, largely due to diverse population, low cost of living, annual climate and proximity to the larger central Florida economic climate, in addition to accessibility to recreational uses. To propel the City to be the premier community on the Space Coast, the City must continue to attract the talent and community cheerleaders that have made Titusville the “*Gateway to Nature and Space.*”

A. Community Profile

The information below is from ESRI's Community Analyst tool, and provides key facts of the demographics for the City for 2020.



Housing Development

Approximately 21,794 residential units are in the City and 2,825 were built since 2010. The number of residential units built since 2010 exceeds the population increase of 2,652, which reflects the number of part-time residents in the community. An additional 2,404 units in the Antigua Bay project and 1,277 units in the Willow Creek project were approved through a Master Plan process and the Planned Development rezoning process in 2017. The estimated annual population increase resulting from approved development and those currently in conceptual or engineering review is below the BEBR population estimates.

The City annexed approximately 16 acres in the past 8 years. Since 2010, approximately 2,825 housing units were developed and 422,802 square feet of non-residential development was constructed. The majority of non-residential construction permits were related to redevelopment of existing properties. The redevelopment of the derelict 327,000 square foot Miracle City mall into the Titus Landing lifestyle mall project is the most prominent example. Approximately 4,810 acres of vacant land is available for new residential and non-residential development within the City limits.

Integration of Land Use and Transportation

The integration of land use and transportation related policies and strategies in the plan effectively shifts the focus from moving automobiles to moving people and goods. Investing in both motorized and non-motorized vehicle infrastructure is essential. The Places and Mobility sections of the plan distinguish the appropriate location and contexts for both motorized and non-motorized infrastructure. For the state highway system and major arterials, the plan places a lower priority on preventing future congestion through widening and places a higher priority on managing the existing system (access management and intelligent transportation systems). The Downtown, Gateway Corridor, and Neighborhood Center plan categories place a lower emphasis on relieving congestion and greater emphasis on expanding and reinforcing mode choice, improving walkability, and promoting a diverse and compatible mix of land uses.

The land use categories are primarily designated according to the existing transportation hierarchical network and with the three geographic areas – Downtown, Waterfront and Gateways – adopted with the Vision document in January 2018. The major commercial corridors make up the Gateways; the Neighborhood Centers surround collector intersections in the Neighborhood areas; the Research and Manufacturing areas encompass the major industrial and commercial employment centers in the south of the City; the Waterfront district runs the length of US-1, and the Downtown includes the historic gridded core of the City.

There are multiple transportation corridors throughout the city that provide access across the municipality, and some provide connections to other municipalities within the region. These corridors include Washington Avenue (U.S. Highway 1), Garden Street (State Road 406), Cheney Highway (State Road 50), South Street/Columbia Boulevard (State Road 405), and Hopkins Avenue. The City recognizes that these corridors share similarities as the commercial arteries through the city. It is their differences that make them uniquely appropriate to their particular areas. These unique characteristics are explained for each corridor below. The corridor characteristics help inform the most appropriate land use applicable to the particular area. For instance, a corridor surrounded by a gridded block and street network could be located in a high density downtown area, whereas a corridor surrounded by an area with wide distances between buildings and access points could be characterized as suburban. The correlation between the corridors and land uses are illustrated in the corridor/land use matrix. The major commercial corridors are described on the following pages, and summarized by Table CP 1 – Corridor Comparison, below.

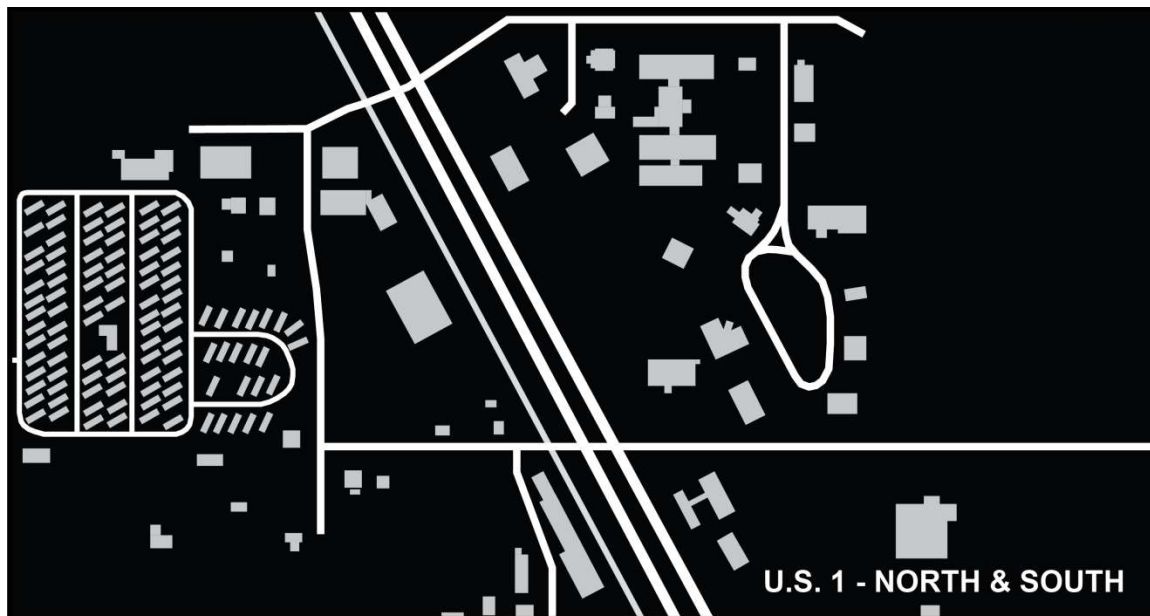
Table CP 1 – Corridor Comparison

| <i>Roadway Segment</i> | <i>Right-of-way width (ft)</i> | <i>Block length (ft)</i> | <i>Median (ft)</i> | <i>Roadway Connectivity</i> |
|--|--------------------------------|--------------------------|----------------------|-----------------------------|
| North of Garden/South of Cheney (U.S. 1) | 150 – 200 ft | 800ft – < one-mile | 20-40 ft | Regional |
| Downtown Washington (U.S. 1) | 40 – 50 ft | 475 - < 1000 ft | N/A | Regional |
| Central Washington (U.S. 1) | 90 – 180 ft | 200 – 1,500 ft | 18-30 ft | Regional |
| Garden Street (SR 406) | 60 – 100 ft | 200 – 1000 ft | 10 – 12 ft | City |
| Cheney Highway (SR 50) | 100 – 200 ft | 200 – 2,000 ft | 25 – 40 ft | Regional |
| South Street Urban (SR 405) | 50 – 80 ft | 200 – 1,200 ft | 14' center turn lane | City |
| South Street Central (SR 405) | 200 – 220 ft | < one-half mile | N/A | City |
| Columbia Boulevard (SR 405) | 200 – 280 ft | < one-half mile | 25 – 40 ft | City |
| Hopkins Avenue (City owned) | 45 – 65 ft | 200 – 2,000 ft | 14' center turn lane | City |

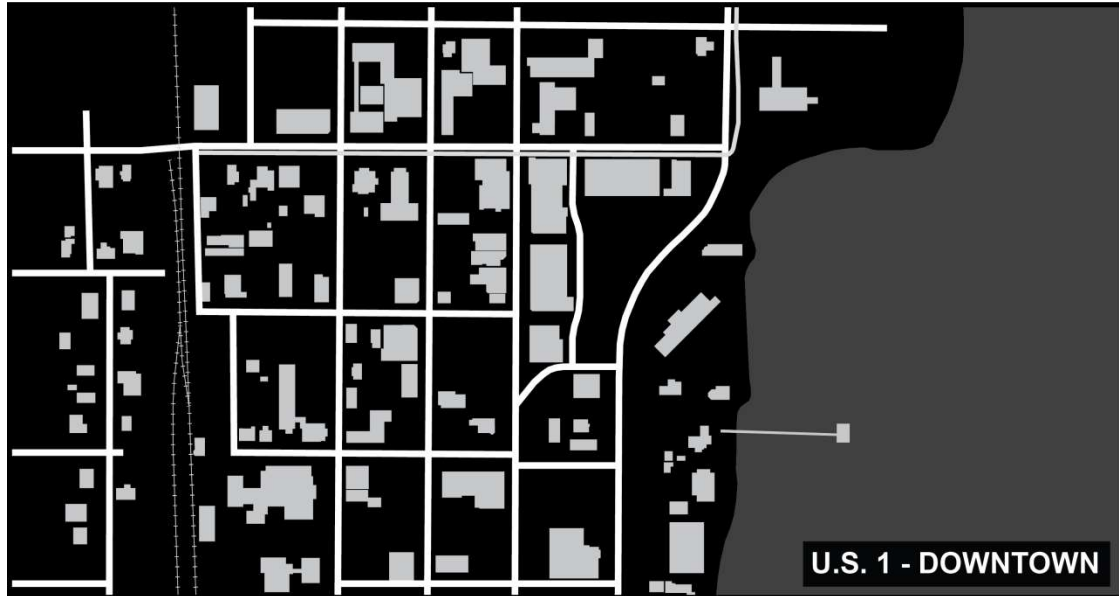
Washington Avenue (U.S. Highway 1)

Washington Avenue (U.S. Highway 1) is a north-south corridor through the city, which is owned and maintained by the FDOT. U.S. Highway 1 runs the length of the east coast from Key West, Florida to Jacksonville and beyond. Within the City of Titusville, the roadway can generally be broken down into three typologies. The first, titled “North & South” are those portions of Washington Avenue that are north of the Community Redevelopment Agency (CRA), and those portions south of Cheney Highway (State Road 50). The second, titled “Downtown” is the portion of U.S. Highway 1 located within the CRA. The third, titled “Central” is the portion of Washington Avenue between the CRA and Cheney Highway (State Road 50). Each of these typologies are explained below.

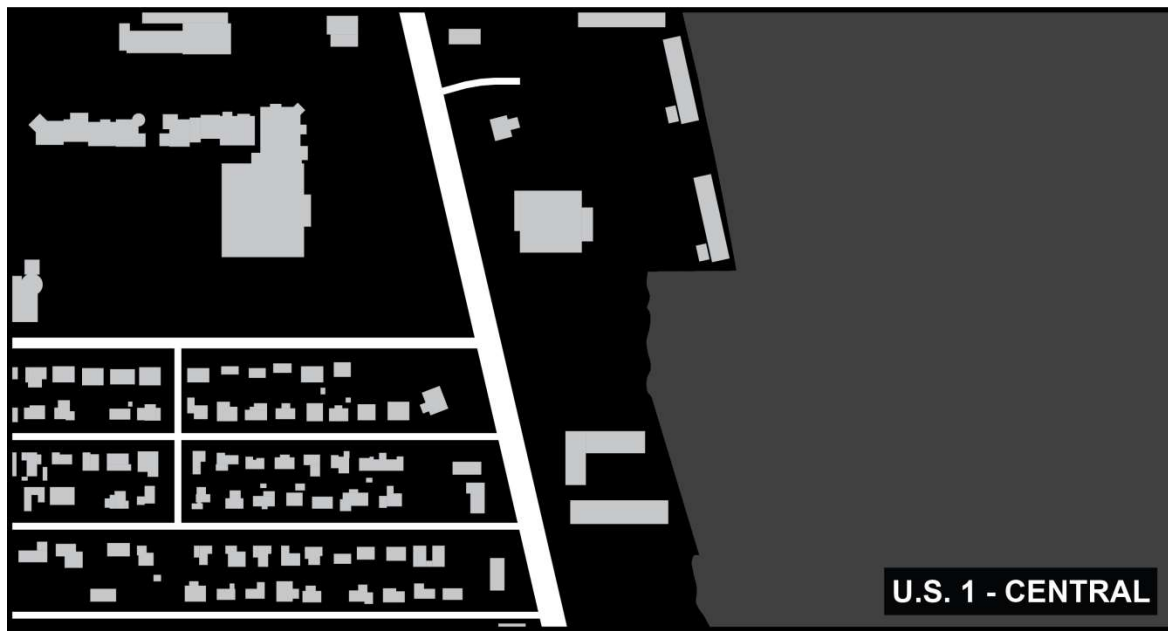
U.S. Hwy 1 North of Garden & South of Cheney Segments – Washington Avenue within the “northern” segment (north of the CRA) and “southern” segment (south of Cheney Highway) sections of the city, is a four lane roadway divided by a grass median. Right-of-Way widths vary between approximately 150 and 200 feet, with grass medians ranging between 20 and 40 feet in width. Block lengths vary between 800 feet to in excess of one-mile. Development patterns are suburban in nature with limited access points to generally large parcels developed with single-use buildings and associated parking and stormwater infrastructure. Pedestrian facilities along the suburban portions of the roadway are sporadic, with much of the roadway only accessible via automobile. Uses along this segment of the roadway are generally non-residential in nature including a hospital, college, warehousing/distribution, and retail uses, with some roadway intersections providing access to residential areas near the corridor. The northern section of the roadway is bordered on the west by the Coast-to-Coast Trail/St. Johns River to Sea Loop Trail/East Coast Greenway, which are regional trails. The image below is illustrative of this roadway segment:



Downtown Washington (U.S. 1) Segment – This segment of Washington Avenue lies within the CRA. Along this segment of the roadway the right-of-way widths are approximately 40 to 50 feet for each one-way pair. Development patterns are urban in nature with buildings close to the street, shared parking or rear parking, and generally small properties (less than one acre). Blocks are irregular in length ranging from approximately 475 feet to in excess of 1,000 feet. Pedestrian facilities in the form of sidewalks are in place along both sides of the roadway. Uses along this segment are mainly non-residential in nature including retail, commercial offices, medical offices, and some automobile sales. The image below is illustrative of this roadway segment:



Central Washington (U.S. 1) Segment - The segment of Washington Avenue between Grace Street and Highway 50 is aligned in a north-south configuration parallel to the Indian River Lagoon. This segment has right-of-way widths that vary between 90 and 180 feet in width. There are medians along this segment that are between 18 and 30 feet in width. This segment is intersected by a semi-regular street grid to the west with blocks approximately 200 feet in length interspersed with larger parcels, which interrupt the street grid, and block lengths can be up to 1,500 feet. The intersecting streets on the west side of Washington Avenue provide an east-west connection to Hopkins Avenue, which is a city maintained arterial. Pedestrian facilities are in place along the roadway, but vary in the placement within the right-of-way. The majority of the parcels east of Washington Avenue (adjacent to the Indian River Lagoon) are developed as single-use parcels containing multistory multifamily residential development, single-family residences, waterfront parks, interspersed with restaurants and retail uses. The majority of the parcels west of Washington Avenue are single-use parcels with a mix of aging commercial uses, properties undergoing redevelopment, garden-style multifamily residential, and single-family residential uses. The image below is illustrative of this roadway segment:



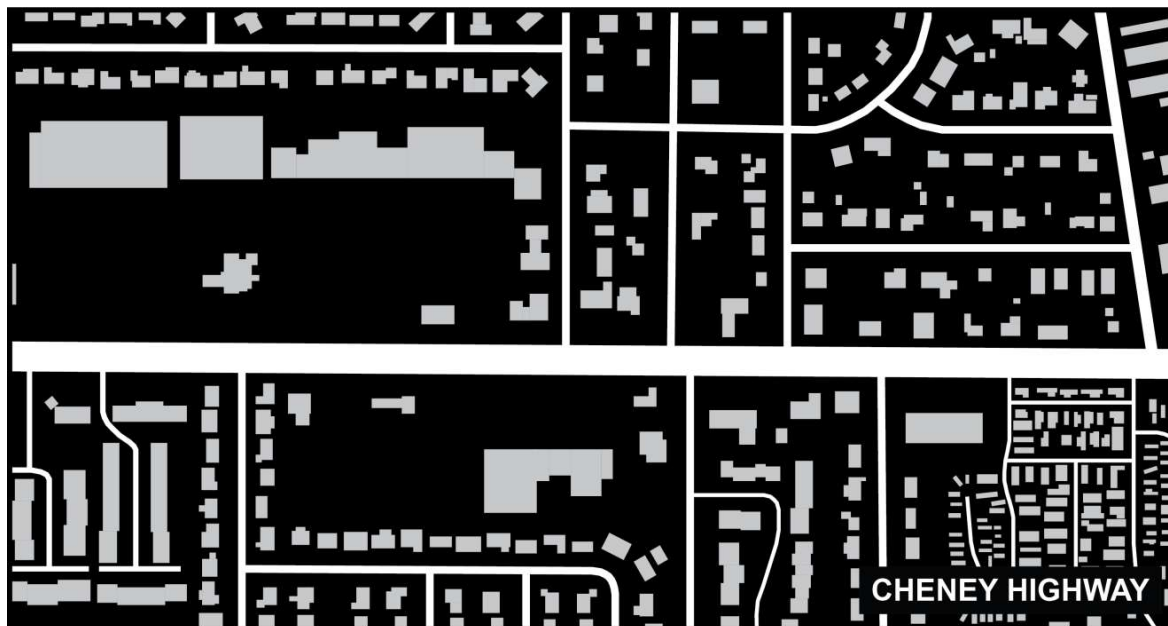
Garden Street (State Road 406)

Garden Street (State Road 406) is an east-west corridor, the majority of which (east of Interstate 95) is owned and maintained by the FDOT. The corridor begins on the west at Carpenter Road, crosses Interstate 95, continues through the downtown, intersects with Washington Avenue, and then continues across the A. Max Brewer Bridge and to the Kennedy Space Center / Merritt Island National Wildlife Refuge. The roadway is a four-lane undivided roadway with right-of-way widths varying between approximately 60 feet and 100 feet divided by either a center turn-lane or medians approximately 10 to 12 feet in width. Street intersection densities are relatively high and occur at semi-regular intervals with the exception of the segment west of Interstate 95, which provides access to adjacent subdivisions on a limited basis. The block lengths along the corridor range between approximately 200 feet and 1,000 feet with varying block lengths present throughout. Pedestrian facilities in the form of sidewalks are in place along the north and south sides of the corridor. Development patterns along the corridor include single-family residences, garden style multifamily, single-family homes converted to office uses, strip commercial centers, light industrial uses, and City facilities including the Mourning Dove Water Production Plant. The image below is illustrative of this roadway segment:



Cheney Highway (State Road 50)

Cheney Highway (State Road 50) is an east-west corridor, owned and maintained by the FDOT. The corridor begins on the west at the City limits and continues across Interstate 95, intersects with South Street/Columbia Boulevard (State Road 405), and continues until the corridor terminates at the intersection of Washington Avenue (U.S. Highway 1). From a regional perspective, State Road 50 begins in Weeki Wachee on the west coast of Florida, continues through Orlando, and terminates at the intersection with Washington Avenue (U.S. Highway 1) within the City. The roadway is comprised of four-lanes with right-of-way widths varying between approximately 100 feet and 200 feet divided by medians with left-turn lanes with a total width of approximately 25 to 40 feet. Street intersection densities are relatively low and occur at irregular intervals throughout the corridor. Pedestrian facilities in the form of sidewalks are in place east of State Road 405 on both sides of the corridor. The block lengths along the corridor range between approximately 200 feet and 2,000 feet with varying block lengths present throughout. Development patterns along the corridor include big-box retail centers, single-use strip development, and garden-style multifamily, and single-family subdivisions with controlled access to the corridor. The image below is illustrative of this roadway segment:



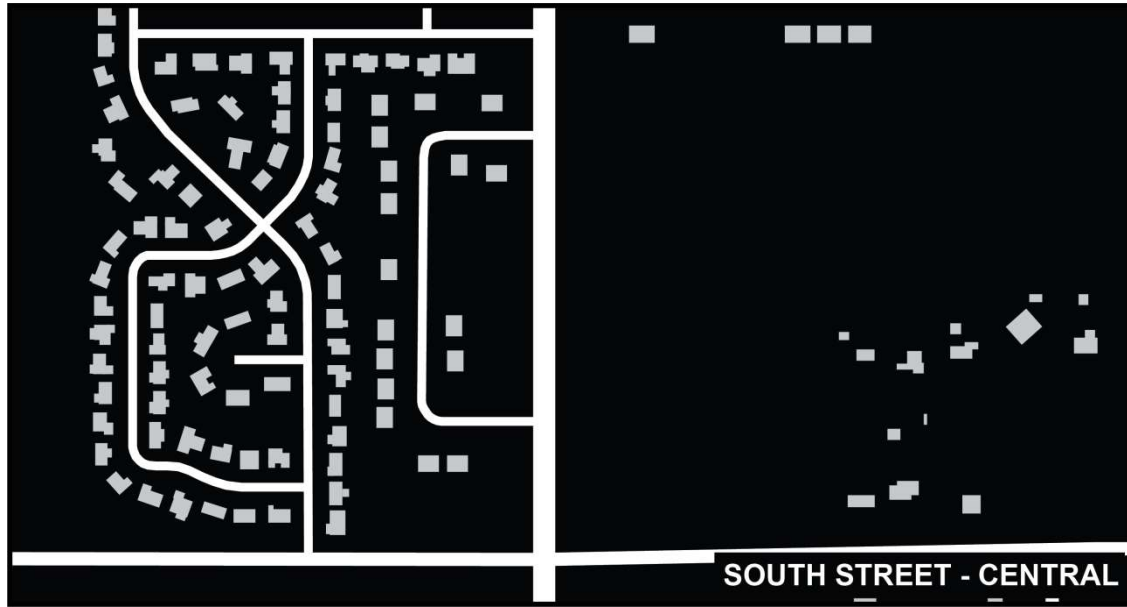
South Street/Columbia Boulevard (State Road 405)

South Street/Columbia Boulevard (State Road 405) is a uniquely oriented corridor that as a beltway through the city, which is owned and maintained by the FDOT. The corridor begins in the north in an east-west configuration in the downtown, transitioning to a north-south configuration parallel with Interstate 95, then transitioning back to an east-west corridor that continues on to the Kennedy Space Center. Within the City, the roadway can generally be broken down into three typologies. The first, titled “Urban Segment” is the east-west segment between the beginning of the corridor at the intersection of Washington Avenue (U.S. Highway 1) to west of Rock Pit Road where South Street transitions from four lanes to two lanes. The second, titled “Central” is the north-south segment of South Street west of Rock Pit Road to the intersection with Cheney Highway (State Road 50). The third, titled “South” is the portion of Columbia Boulevard between the intersection of Cheney Highway (State Road 50) and the NASA Causeway leading to the Kennedy Space Center. It should be noted that north of Cheney Highway State Road 405 is known as South Street, and south of Cheney Highway is known as Columbia Boulevard.

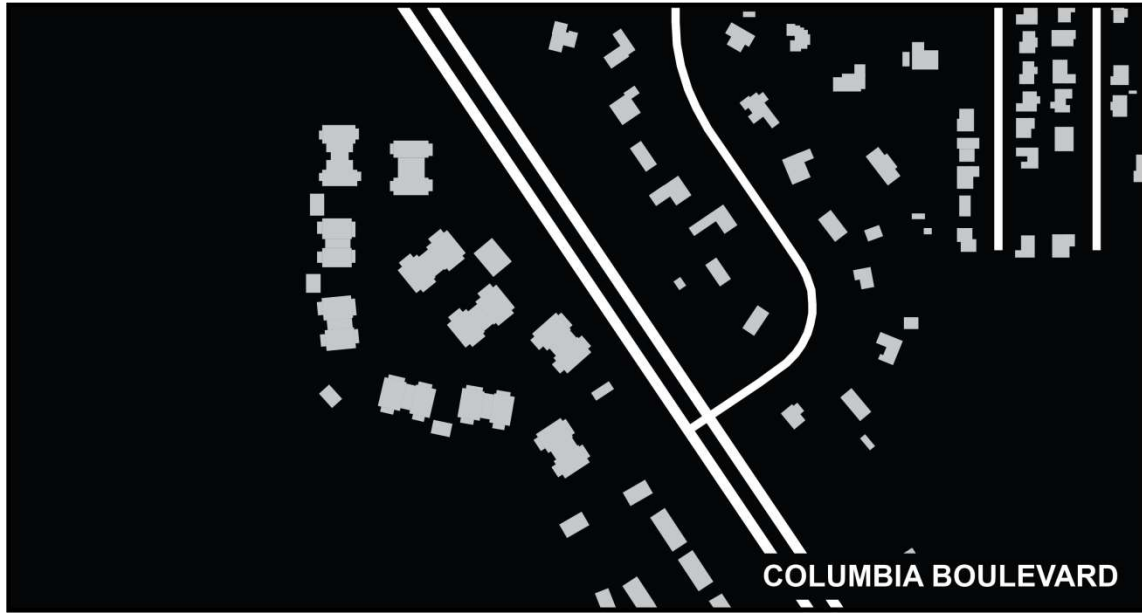
South Street Urban Segment – South Street between the intersection of Washington Avenue and west of Rock Pit Road, is a four lane roadway separated by a center turn lane. Right-of-Way widths vary between approximately 50 and 80 feet, 4-lane undivided with a two-way left-turn lane approximately fourteen feet in width. Intersection densities are relatively high, with regular intersections with a traditional street grid. Block lengths along this segment of the corridor range from approximately 200 feet to 1,200 feet in length. Pedestrian facilities in the form of sidewalks are in place along both sides of the corridor. Development patterns along the roadway are small parcels that include aging commercial properties, single-family residences, government offices, and parks. The image below is illustrative of this roadway segment:



South Street Central Segment – This segment of the South Street lies between west of Rock Pit Road and Cheney Highway is configured as a two-lane road, with limited intersection improvements to enhance vehicular turning functions. There is an approximately eight-foot-wide multiuse pathway between the start of the central segment (the transition from the Urban Segment to the Central Segment) and Fox Lake Road. Along this segment of the roadway the right-of-way widths vary between 200 and 220 feet. Pedestrian facilities along this segment of roadway are not provided other than the multi-use trail along the aforementioned section of the segment. Development patterns are generally suburban in nature with many vacant parcels within the segment. Block patterns are not defined, with distances in excess of one-half mile without a roadway intersection. Uses along this segment are a mix of vacant properties, single-family residential subdivisions with controlled access, and industrial uses including a solid waste transfer station and mulching facilities. The image below is illustrative of this roadway segment:

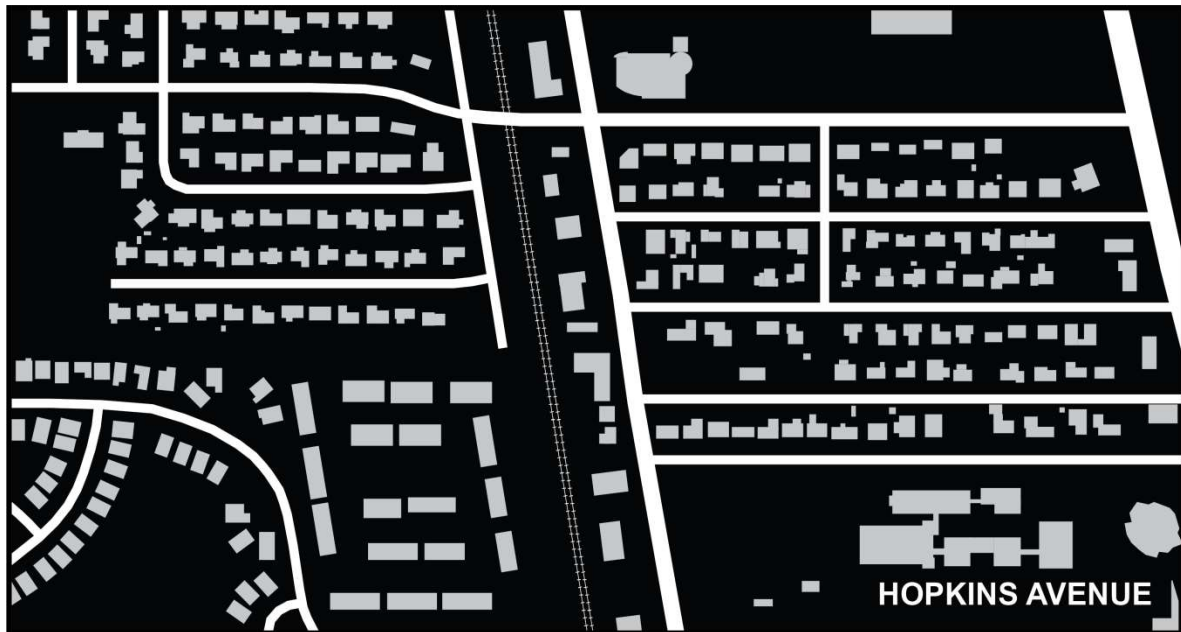


Columbia Boulevard Segment - The segment of Columbia Boulevard between Cheney Highway (State Road 50) and NASA Causeway is configured as a four-lane divided roadway. The travel lanes are separated by a grass median varying between 25 and 40 feet. Along this segment of the roadway, the right-of-way widths vary between approximately 200 feet and 280 feet. Pedestrian facilities are not provided along this segment and there is no formal block structure with more than one-half mile between street intersections. Uses along this segment are a mix of vacant properties, single-family subdivisions with controlled access, single-use commercial properties, and tourism uses. The image below is illustrative of this roadway segment:



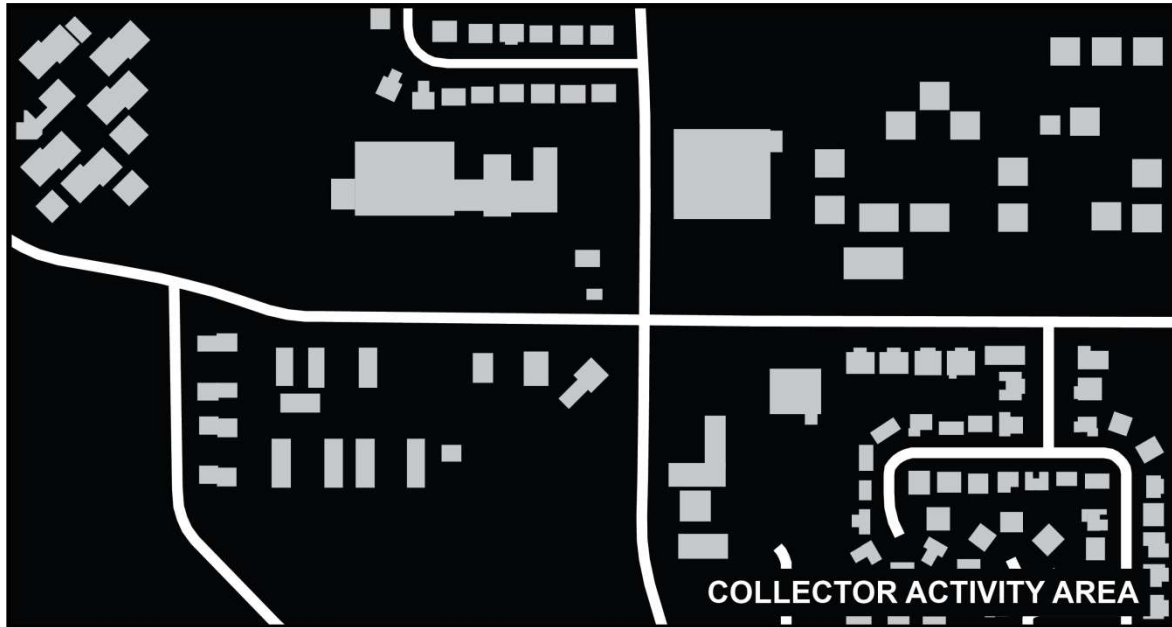
Hopkins Avenue

Hopkins Avenue is a north-south corridor through the central portion of the city, owned and maintained by the City. The corridor begins near Brevard Street, where Hopkins Avenue splits from southbound U.S. Highway 1, and continues until the corridor terminates at the intersection with Cheney Highway (State Road 50). The roadway is comprised of two lanes with right-of-way widths varying between approximately 45 and 65 feet. The portion of the corridor between Jackson Street and Cheney Highway is 2-lane undivided road with two-way left turn lane. Street intersection densities are low north of Jackson Street, and relatively high south of Jackson Street. Pedestrian facilities north of Jackson Street are in place in the form of a sidewalk on the east side of the corridor, with sidewalks in place along both sides of the corridor south of Jackson Street. The east side of Hopkins Avenue is intersected by a semi-regular street grid to the west with blocks approximately 200 feet in length interspersed with larger parcels approximately 1,250 feet in length, which interrupt the street grid. The exception to this pattern is on the west side of Titusville High School, where the block exceeds 2,000 feet in length. Development patterns along the corridor include a mix of aging commercial properties, commercial redevelopment projects, garden-style multifamily projects, and some single-family residences. The west side of Hopkins Avenue contains many properties developed with light industrial uses and the Titus Landing retail center. The image below is illustrative of this roadway segment:



Collector Activity Areas

Collector activity areas are located throughout the city, where collector roadways intersect. These collector activity areas are primarily located around the intersections of Barna Avenue and Knox McRae Drive, Barna Avenue and Harrison Street, Park Avenue and Harrison Street, and Singleton Avenue and Dairy Road. These areas are adjacent to the intersections of collector roadways and are generally occupied by single-use commercial strip centers, multifamily apartments, and/or vacant property. Established single-family neighborhoods or multifamily developments typically surround these activity areas. Block lengths are generally large, as these single-use centers utilize large surface parking lots adjacent to the street, as opposed to publicly dedicated roadways, and are occupied with large anchor tenants supported by smaller ancillary commercial uses. The image below is illustrative of these areas:



Local Roads

Local roads provide access from neighborhoods to collector or arterial roadways. These roadways are designed to include two lanes of vehicular traffic, and accommodate on-street parking. The standard pavement width is typically 24 feet from back-of-curb to back-of-curb. Traffic volume is typically low, and when sidewalks are present, offer a relatively high level of pedestrian comfort. Local roads also offer opportunities for commercial businesses fronting on collector or arterial roadways to allow parking behind the commercial buildings and access vehicular parking from the adjacent local road.

B. *titusvilletomorrow*

The *titusvilletomorrow* visioning work was based on an extensive public outreach program that included three public evening meetings held at City Hall. The City staff initiated these meetings by engaging interested parties and stakeholders through branding, social media, email, electronic newsletters, and announcements at the City's various Board and Commission meetings.

The turnout at each meeting involved approximately 25 citizens, many of whom were able to attend all three meetings. The initial meeting was designed to introduce participants to the process and included an interactive exercise to discuss the City's Strengths, Weaknesses, Opportunities, and Threats (SWOTs). This was also accompanied by a presentation on how Place Based Design could add value to all the citizens of Titusville. Most importantly was administration of a

Community Value Survey (CVS) of 106 images to all participants. The images were organized by topics such as the major roadway corridors leading into Titusville (Gateways), the Waterfront and the Downtown as well as landscaping and signage. The results of the CVS were tabulated and presented at the second meeting together with other key findings and this meeting also allowed for three table-top exercises with stakeholders led by Canin Associates of Orlando and staff to envision the Downtown, the Waterfront and the Gateways, relying on the highly rated images from the CVS.

At the third meeting, the consultants presented findings on key points that emerged at previous meetings and what we had learned about the community. Canin was also able to present specific initiatives to be considered in the future planning for the Downtown, the Waterfront trail and the treatment for development along the Gateway roadway corridors.

At the end of the meeting stakeholders were asked to vote for the top three priorities on the initiatives developed for the Waterfront, the Downtown, and the Gateway and then to vote their support for or against 10 key statements. The strengths and strategies identified through the visioning process are listed below.

Key outcomes from the visioning workshops include:

- a. Stakeholders like the small town feel and character of Titusville.
- b. The waterfront and public access is very important to residents.
- c. Residents like the historical town center.
- d. The regional economic and physical context is very favorable to Titusville if the City can capitalize on these potential advantages.

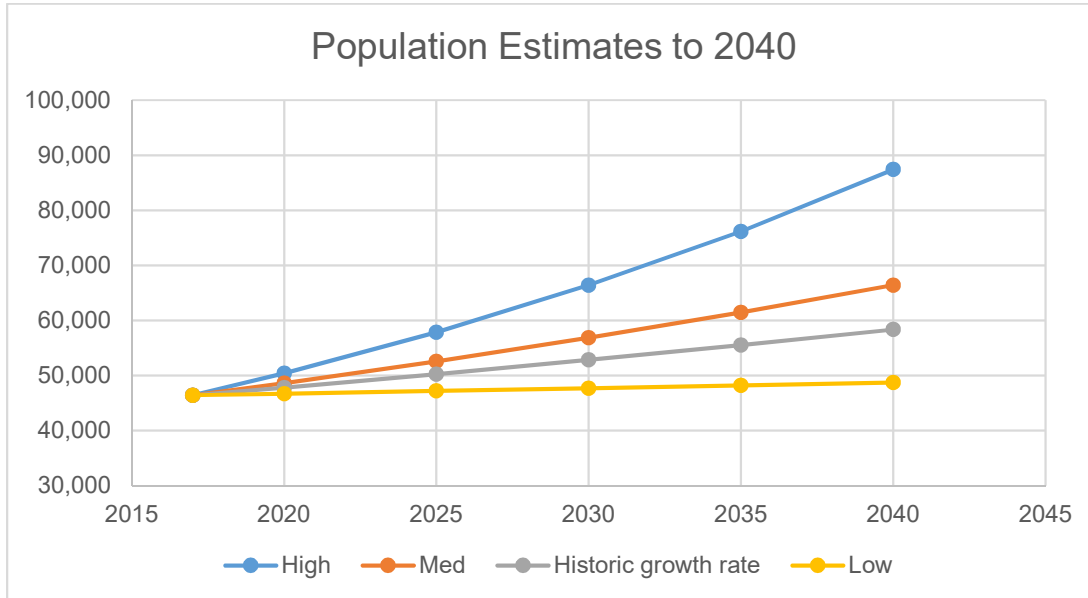
Key findings and strategies identified by stakeholders (as ranked by workshop attendees):

1. These initiatives will effectively reposition the City in a very positive way.
2. The City needs to reimagine 3 key areas: Downtown, Waterfront and Gateways. (Tie)
2. The City needs to develop an effective redevelopment/infill strategy. (Tie)
3. A vibrant downtown is an essential element in the overall economic development strategy.
4. The City can take advantage of the dynamic growth expected in the region over the next 20 years.
5. The City should become a Central Florida "Trail Town" with an extensive trail system, including the waterfront.



C. Growth Trends

The City's historic growth rate is 1.0% and is estimated to increase for the 20-year planning horizon. The medium population rate projected by the Florida Bureau of Economic and Business Research (BEBR) for Brevard County is 1.57%. The 2018 BEBR population estimate is 47,456. The estimated population at the end of the planning period is 66,412 (2040).



The Titusville area is currently experiencing significant economic development gains, including investments by internationally known companies including OneWeb Satellites, Lockheed Martin, Embraer, SpaceX and Blue Origin. Titusville also has a diverse, expanding business community that includes Titusville Logistics Center, Renzetti's manufacturing, Hell's Bay Boat Works, Titus Landing, Boeing, and Falcon Marine, as well as advanced manufacturers, healthcare providers and unique service-sector firms. Spaceport Commerce Park and the Space Coast Regional Airport offer opportunities for growth and development. Economic development efforts are supported by strong partnerships, including the North Brevard Economic Development Zone, Space Florida, EDC of Florida's Space Coast, Titusville CRA, Titusville Area Chamber of Commerce, Greater Titusville Renaissance, CareerSource Brevard, Eastern Florida State College, U.S. Small Business Administration, WeVentures, Space Coast Regional Airport, Port Canaveral and Kennedy Space Center (Economic Development Strategic Plan, 2017).

There is approximately 14.7 million square feet of non-residential type built uses throughout Titusville. The majority of these uses are located on the arterial commercial corridors and collector nodes. The existing Euclidian type commercial land use categories on these corridors exclude residential uses, only permitting retail/office development rather than allowing or incentivizing mixed-use development. These exclusionary land use categories exacerbate urban sprawl by relegating residential development to off-site areas, thereby undercutting the density needed to support the retail. Previously, the comprehensive plan may have permitted more retail space than the local economy can absorb, contributing to underutilized properties and tenant turnover. In addition, current zoning practice mandates parking, building setback, and other features that make it impractical for customers to reach stores except by car. The 2040 Plan encourages the intermingling of residences and stores, including pedestrian-oriented, well-designed structures, such as small stores, through proper zoning that serve neighborhoods in addition to regional needs. The goals and objectives of this plan allows for greater redevelopment flexibility through appropriate mix of uses and design standards.

III. Places

Understanding the areas in which we live, play, and move.

Building a vibrant, human-scale environment requires the collective vision of the people that make the City of Titusville function, utilizing the wisdom and knowledge of those who want what is best for future generations, while understanding the lessons from the past. Creating this environment will preserve what has been built and create vibrant neighborhoods, safe streets and structures, which will be appreciated far into the future. To achieve these ideals, Titusville's collective energy should be focused appropriately to define what will be a lasting legacy. Titusville cares about rich diversity; peaceful neighborhoods connected by community values, and a vibrant downtown combined with the economic vitality of being the epicenter of Florida's Space Coast.

The City has many facets that make life unique and inspiring. A key component of our Places is the relationship between land use and mobility. Understanding and strategically managing this ongoing relationship between land use and mobility is critical to achieving the goals of the [titusville tomorrow](#) vision and of this Comprehensive Plan. The importance of the relationship between land use and mobility advocates that land-use and mobility decisions be made in conjunction with each other. In order to provide for a variety of land use choices there must be adequate infrastructure to serve the growing needs of our community.

The provision for proper stormwater management, clean and safe water resources, and adequate facilities to accommodate solid waste and wastewater must be planned to ensure that the Places function well. The quality of infrastructure systems – including mobility, utilities, and telecommunications is an important factor influencing real estate investment and development decisions in communities nationwide. In preparation for the future, the City must be prepared to address long-term operations and maintenance of infrastructure and integrating these issues into the decision making process of growth management.

This Comprehensive Plan provides a flexible framework that can be updated, revised and improved upon over the years to stay relevant to the issues our community must address. This Plan should serve as a tool to evaluate new development requests, direct capital improvement expenditures, and provide guidance in public policy in a way that ensures that Titusville grows to be the community that citizens desire it to become.

This portion of the Comprehensive Plan provides the framework for community building. The goals, objectives, policies and strategies will create the "Places" in which our community can thrive and grow as part of the central Florida region and a major player for Florida's Space Coast. The components contained in the portion of this Plan are the building blocks that help define the Places that create Titusville. Each of these sections provides the context of the challenges that the City is likely to face in the next 20 years and how to address those challenges within the structure of local government.

A. Future Land Use Goals, Objectives, and Policies

This Comprehensive Plan has been shaped by the [titusville tomorrow](#) vision process and input by its citizens and leaders. The City's motto is "Gateway to Nature and Space." The City values its uniqueness and identity, created, in part by proximity to the Kennedy Space Center and the Merritt Island National Wildlife Refuge, and wants to ensure that the City continues achieving excellence by planning for a future that reflects the community, the continued exploration of space, and the best of nature.

The Future Land Use goals and associated plan categories guide public and private investment to shape the physical form of the City, which directly affects our behavior. For example, isolated, unconnected neighborhoods/areas can foster social alienation and loss of identity with the City as a whole. The future land use section is a guide with tools (goals, objectives, and policies) that can be used to build a physical city that promotes the community values that people have said are important to them now and in the future.

1. Citywide Development Strategies (CD)

CD GOAL 1: To create a thriving city with a vibrant economy; a welcoming small-town ambiance; and a healthy, active waterfront enjoyed by residents and visitors.

CD Objective 1.1: The City shall capitalize on the dynamic regional economic forces in the Space Coast to attract residents and employers.

CD Policy 1.1.1: The City shall coordinate with state and regional economic development agencies to attract and retain employers and talent in the form of qualified employees.

CD Policy 1.1.2: A cohesive community image that is attractive to potential employers and residents should be developed.

CD Policy 1.1.3: Mixed-use gathering places that are attractive to potential employees and residents are strongly encouraged to be included as property is developed and redeveloped.

CD Policy 1.1.4: The City should develop a sustainable tourism economy based on the City's natural, ecological, cultural, and scientific resources, and support, where feasible, the Tourism Development Council and Titusville Area Chamber of Commerce in the continued advertisement and programs that further sustainable tourism.

CD Objective 1.2: The City shall retain and build on the comfortable scale of the City with place-based design reflecting the small-town character residents appreciate.

CD Policy 1.2.1: The preservation of historic buildings with architectural value or historic significance is strongly encouraged.

CD Policy 1.2.2: Require that pedestrian -oriented design features be incorporated into new and renovated buildings such as building entrances located close to the public sidewalk and the inclusion of pedestrian-scale architectural features.

CD Policy 1.2.3: Landscape and streetscape standards should encourage walking by providing shade and a visually appealing sidewalk experience.

CD Policy 1.2.4: Publicly accessible civic and open spaces should be available to residents and visitors for passive and active recreation.

CD Policy 1.2.5: Urban design and landscaping strategies should be used to create transitions between zones of different intensity.

CD Objective 1.3: The City shall enable redevelopment of property to create new opportunities for residents and small businesses, discourage urban sprawl, and maximize the return on investments in infrastructure.

CD Policy 1.3.1: Redevelopment of underutilized sites into compatible and complementary mixed-use developments shall be encouraged through supportive LDRs and other incentives.

CD Policy 1.3.2: Funding mechanisms to assist in the redevelopment of property should be identified, and infrastructure sufficient to support redevelopment in target areas should be provided.

CD Policy 1.3.3: Vertical and horizontal mixed-use development at appropriate locations within the City are strongly encouraged.

CD Policy 1.3.4: Safe, efficient travel between destinations in the City by walking, bicycle, transit, and automobile shall be encouraged and considered when making infrastructure improvements.

CD Policy 1.3.5: Transportation connectivity within and between development sites to provide multiple access points for emergency management, to disperse vehicular traffic, and to facilitate multiple modes of transportation, should be included with new development and redevelopment.

CD Policy 1.3.7: The City may vacate street right-of-way on streets if it facilitates and creates an enhanced public realm and enables an approved redevelopment plan and is consistent with MT Policy 1.6.2.

CD Policy 1.3.8: Public infrastructure investment that supports infill and redevelopment should be prioritized in a cost effective manner and consistent with the City objectives and capital improvement planning associated with public facilities.

CD Objective 1.4: The City shall encourage the redevelopment and adaptive reuse of commercial, office and residential properties along transportation corridors in the City that are aging and/or underutilized.

CD Policy 1.4.1: The City encourages the efficient use of land through multi-story construction; creation of efficient parking strategies; and aesthetically appealing buildings.

CD Policy 1.4.2: The City encourages shared stormwater and parking strategies among adjacent private developments to encourage greater efficiency and aesthetics.

CD Policy 1.4.3: The City encourages commercial redevelopment and reuse of residential properties for commercial uses to orient development toward intersections to deter dependency on collector and arterial road frontage.

CD Policy 1.4.4: The City shall provide flexible zoning standards, and options for site development waivers for redevelopment and reuse of commercial development projects in order to accommodate a mix of uses and building typologies.

CD Policy 1.4.5: The City shall research, and if appropriate, designate additional areas and/or properties in the City as “brownfields” to promote redevelopment and reuse.

CD Objective 1.5: The City shall implement measures to reduce greenhouse gas emissions from development and redevelopment of property.

CD Policy 1.5.1: The City shall reduce greenhouse gas emissions by promoting compact development and alternative transportation choices such as walking, bicycling, and transit.

CD Policy 1.5.2: The City shall consider environmental impacts and sustainability when designing and constructing public projects.

CD Policy 1.5.3: The City shall explore obtaining Leadership in Energy and Environmental Design (LEEDS), or US Green Building Council’s (USGBC) or Florida Green Building Coalition (FGBC) certification when constructing new City Facilities, including affordable housing funded by the City.

CD Policy 1.5.4: The City shall promote the use of green housing construction, renovation, and rehabilitation techniques. This includes sustainable building techniques and strategies that reduce energy consumption, lower utility bills, and decrease maintenance costs.

CD Policy 1.5.5: Promote energy efficient land use patterns through the policies of the Future Land Use and Mobility sections of this plan including measures such as:

- A. Mix of uses;
- B. Transit supportive density;
- C. Compact growth patterns;
- D. Road connectivity and multimodal efficiency;
- E. Pedestrian and transit oriented design techniques; and
- F. Clustering techniques.

CD Policy 1.5.6: The City will explore the feasibility of developing an incentive program to encourage the use of renewable energy and promote new housing design to include energy saving features.

CD Policy 1.5.7: The City shall draft policies to facilitate higher intensities for commercial use in designated concentrated areas to reduce and mitigate greenhouse gas emissions.

CD Objective 1.6: The siting, operation and monitoring of uses that use or generate hazardous materials shall ensure that groundwater and surface waters are not contaminated through release of hazardous materials into the environment.

CD Policy 1.6.1: “Hazardous materials” are those for which notification of the Florida Department of Environmental Protection is required by CH. 62-730, F.A.C.

CD Policy 1.6.2: Surface water or groundwater contamination is defined as an increase in the concentration of any hazardous material in excess of the limits imposed by CH. 62-730, F.A.C.

CD Policy 1.6.3: Incompatible uses listed in PW Policy 1.1.4 are prohibited in the immediate vicinity of municipal potable water wells.

CD Objective 1.7: The City of Titusville shall discourage the proliferation of urban sprawl through appropriate land use plan category designations.

CD Policy 1.7.1: In considering annexations, the city shall require the availability of essential public facilities and assess the level of service of the facilities to support urban development incorporating into the City of Titusville. As a minimum, the level of service standards set forth under the Capital Improvements Element shall be maintained.

CD Policy 1.7.2: The City shall ensure availability of suitable land for public utility facilities necessary to support the City's urban services area and the servicing of individual parcels of land through property use regulations (zoning districts) within the LDRs.

CD Policy 1.7.3: The City shall discourage sprawl through the implementation of the Future Land Use plan categories, which will promote compact development and improve blighted areas, while protecting and enhancing existing developments within the City.

CD Policy 1.7.4: The City shall encourage the establishment of residential, retail, office, and civic uses within ¼ mile of neighborhood centers as an effective way to reduce vehicular trips and promote the use of public transit, walking, and bicycling.

CD Policy 1.7.5: The City shall discourage the establishment of large surface parking lots within ¼ mile of transit routes and stations.

CD Policy 1.7.6: The City shall encourage retail and office buildings to be placed close to the street and sidewalk to promote pedestrian travel along roadways.

CD Policy 1.7.7: The City shall define and identify infill development as vacant, skipped-over parcels of land in built-up areas that have been platted or previously developed more than 20 years ago. Infill development properties must also meet one or more of the following characteristics:

- A. Is in a subdivision that is more than 80 percent built out and that was platted more than 20 years ago.
- B. Is within an area that contains lots of two acres or less where 80 percent or more of the lots or tracts are developed and have been for at least 20 years.
- C. Is within a blighted area as defined by state law, within the CRA, or is within the City's Community Development Block Grant Target areas.
- D. Contains an original structure or use that is no longer viable or which is not economically feasible to renovate.
- E. Contains an existing structure that does not comply with current development and/or zoning code requirements.
- F. Is a lot that does not comply with current zoning or development code requirements and has been developed in the past.

CD Policy 1.7.8: All development must be readily accessible to infrastructure, services and public facilities to be designated as infill development.

CD Policy 1.7.9: The City shall provide standards and administrative process to facilitate infill development. The LDRs shall be amended to provide flexibility in site development.

CD Policy 1.7.10: Coordinate greater compatibility between the land development process and the natural environment by directing development densities and intensities to those areas having the most compatibility for absorbing development while protecting those environmentally sensitive areas, which have lower tolerance for urbanization.

CD Objective 1.8: Public infrastructure and service needs shall be provided in a manner which protects investments in existing facilities and promotes orderly compact urban growth.

CD Policy 1.8.1: Level of service standards shall be maintained for multimodal transportation, recreation, stormwater management, sanitary sewer, solid waste, and potable water facilities and services to meet existing and projected demands identified in this plan through public and private investment.

CD Policy 1.8.2: Procedures to ensure that, at the time a development permit issued, adequate facility capacity is available or will be available when needed to serve the development and/or accommodate the needs of new growth shall be implemented.

CD Policy 1.8.3: A maintenance program with cost analysis to ensure that major facilities that are constructed or accepted by the City are inspected and receive regular required maintenance be developed and implemented.

CD Policy 1.8.4: The use of common corridors for utilities shall be encouraged.

CD Policy 1.8.5: The City's LDRs shall provide for adequate stormwater management to afford protection from flooding and to prevent degradation of quality of receiving waters, and the protection of natural drainage features.

CD Policy 1.8.6: New development, redevelopment, and investment in public facilities, utilities, and infrastructure shall be managed and regulated to reduce flood risk, including in the coastal storm area as defined in Coastal Management (CM) Goal 4.

CD Objective 1.9: The City will manage a concurrency management system to evaluate the impact of the development on the level of services of the public facilities such as potable water, sanitary sewer, solid waste, drainage, transportation, and parks and recreation. Development orders shall be issued only if public facilities necessary to meet level of service standards (which are adopted as part of the Capital Improvements Elements of the plan) are available concurrent with the impacts of the development.

CD Policy 1.9.1: New development, which is not contiguous to City services, shall occur in an orderly and economical manner, with those areas having the greatest combined complement of existing or planned urban public facilities and services being identified for higher intensity development. New development shall be staged from urbanization in a contiguous manner that minimizes additional public investments.

CD Policy 1.9.2: Prior to the approval of a building permit or functional equivalent the City of Titusville shall consult with the applicable water supplier to determine whether adequate water supplies to serve new development will be available.

CD Policy 1.3.3: Expansions of the urban service areas shall be reflected in and coordinated with the City's capital improvement program.

CD Objective 1.10: To protect existing neighborhoods, accommodate growth incrementally, and foster redevelopment and infill projects at appropriate scale and density, the City establishes the maximum allowable densities in the Neighborhood (N) land use category and sub-categories Residential One (RES-1), Residential Two (RES-2), Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR). The purpose of this map is to prescribe maximum allowable densities within neighborhoods in coordination with the Neighborhood (N) plan category on the 2040 Future Land Use Map, as these plan categories establish placemaking standards, allowable development typologies, and overall maximum densities within each plan category.

CD Policy 1.10.1: Within the Neighborhood (N) land use plan category, the densities established by the Allowable Density Map shall be used to establish the baseline of maximum allowable densities.

CD Policy 1.10.2: As Comprehensive Plan Amendments are requested on properties, the maximum density of the requested plan category shall apply if the Comprehensive Plan Amendment is approved, unless otherwise specified through the amendment process. Through

the Comprehensive Plan Amendment process, an applicant may choose to keep the current allowable density, as established by the Allowable Density Map, or request the maximum density allowed by the requested plan category. For example, a change to the Neighborhood (N) plan category may be granted up to the maximum of fifteen (15) dwelling units per acre allowable within the plan category, or may be limited to the maximum allowable density established by the Allowable Density Map through approval of the Comprehensive Plan Amendment.

CD Policy 1.10.3: The maximum allowable density on a property shall be as established by Allowable Density Map. Amendments to the Neighborhood (N) plan category may exceed the maximum allowable density of fifteen (15) dwelling units per acre, or a specific density number that is compatible and provides opportunity for transitioning to surrounding densities and land use plan categories

CD Policy 1.10.4: Amendments to the densities in the Neighborhood (N) land use category as established by the Allowable Density Map shall be considered Comprehensive Plan Amendments and processed pursuant to Chapter 163 – Florida Statutes.

CD Objective 1.11: The City shall develop Small Area Plans, Community and Neighborhood Plans, and Corridor and Special Area Studies to address special and unique characteristics of the areas under study; and examine the issues and problems facing the areas; and provide strategies for solutions.

CD Policy 1.11.1: Plans and studies shall be a guideline when land use and development review decisions are made.

CD Policy 1.11.2: The plans and studies shall extend and refine the Comprehensive Plan by serving as the analysis to amend the Comprehensive Plan to incorporate appropriate sections of the plan or study as needed; recommend development regulation strategies to address unique development issues in the area, and include a capital improvements component to address future infrastructure needs.

CD Policy 1.11.3: Plans and studies will be adopted as part of the City's Comprehensive Plan. The following plans and studies are adopted by reference.

- A. Riveredge Drive Small Area Plan
- B. South Street Small Area Plan
- C. Park and Dixie Small Area Plan
- D. Indian River City Neighborhood Small Area Plan

CD Policy 1.11.4: Mixed use in the US 1 Corridor Master Plan study area is encouraged with the following principles, as approved by City Council, in the plan on August, 22, 2006:

Strengthen the neighborhood character as a foundation for attracting new investment in owner occupied residential development.

Establish an interconnected pedestrian circulation system linking the waterfront parks, neighborhoods and mall sites.

Develop a mixed use tourist node that enhances public access to the waterfront while recognizing the importance of the Indian River Lagoon as an environmental asset in the south end of the study area.

Address stormwater runoff issues in the immediate surrounding areas as well as for the on-site development.

Encourage a mix of uses including but not limited to high density residential, retail, and public realm areas (pavilions, amphitheaters, and similar open gathering areas) that contain urban elements of increased density, intensity and height.

The City of Titusville shall provide for the preservation and revitalization of the established residential and commercial neighborhoods of the US 1 Corridor Study Area as identified in the US 1 Corridor Master Plan.

Citywide Development Strategies (CD) Strategies:

CD Strategy 1: Provide a coherent framework for planning, by developing plans and programs to support the vision through the five strategic planning areas:

- A. Downtown
- B. Waterfront
- C. Neighborhoods
- D. Gateways
- E. Employment

CD Strategy 2: Replace the 2018 EAR based Comprehensive Plan Future Land Use Map, as amended, with the 2040 Future Land Use Map adopted with this Comprehensive Plan.

CD Strategy 3: Implement and amend the Maximum Allowable Densities Map in order to protect existing developments, while allowing opportunities for new infill development utilizing the maximum density of requested plan categories as Comprehensive Plan Amendments are requested.

CD Strategy 4: Utilize the recommendations in the Economic Development Strategic Plan, adopted January 2017, as a guide when creating policies and other regulations to foster redevelopment and infill within the City.

CD Strategy 5: Develop zoning locational criteria within the LDRs in order to ensure harmonious development patterns and protections between land uses of varying intensity.

CD Strategy 6: Develop stormwater master-planning requirements for private developments.

CD Strategy 7: Analyze and revise parking standards to reduce unnecessary parking requirements and establish additional tools to allow shared parking and/or parking maximums.

CD Strategy 8: To ensure an opportunity for meaningful citizen and community participation in the City's Comprehensive planning process adopt a public engagement process for notifications, information and citizen input in land use matters. The process should include a land use and zoning community meeting that is led by the applicant prior to scheduled public hearings.

2. Downtown (DT)

DT GOAL 1: 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.

DT Objective 1.1: The City shall encourage development and redevelopment in Downtown that allows a large variety of uses to support and encourage increases in the residential population.

DT Policy 1.1.1: Design standards and allowable building heights should be compatible with a comfortable pedestrian scale and provide transitions to surrounding neighborhoods.

DT Policy 1.1.2: Preservation and adaptive re-use of historic buildings that contribute to the architectural character of Downtown shall be encouraged.

DT Policy 1.1.3: The use of public art within Downtown shall be encouraged.

DT Policy 1.1.4: Ground-floor uses that promote active street life including, but not limited to, retail, restaurants, galleries, civic uses, and sidewalk sales and dining shall be encouraged.

DT Policy 1.1.5: Increased residential densities and employment uses to support a vibrant, active downtown, 18 hours a day shall be encouraged.

DT Objective 1.2: The City shall encourage a substantial and diverse residential population downtown by providing a mix of housing options to serve a wide range of household types and incomes.

DT Policy 1.2.1: A balance of rental and owner-occupied housing is encouraged.

DT Policy 1.2.2: A variety of housing typologies including a broad range of prices and sizes of units should be permitted and encouraged.

DT Policy 1.2.3: Family-friendly facilities downtown such as playgrounds and daycare facilities are encouraged to be provided.

DT Policy 1.2.4: Various public housing providers, including the Titusville Housing Authority and other private nonprofit groups, should be coordinated with to provide for a balance of subsidized and market rate housing in the long-term.

DT Policy 1.2.5: Subsidized housing shall be consistent in style and character with existing housing and/or market-rate development.

DT Policy 1.2.6: Programs that assist long-term residents in downtown-adjacent neighborhoods in becoming homeowners should be implemented.

DT Policy 1.2.7: Programs that assist low-income homeowners in improving their properties to contribute to an improving downtown should be implemented.

DT Policy 1.2.8: Mixed-income developments that incorporate subsidized units with market-rate units should be encouraged and incentivized.

DT GOAL 2: To create a pedestrian friendly environment in the downtown core and secondary area that prioritizes pedestrians and bicyclists, while accommodating the automobile.

DT Objective 2.1: The City shall prioritize pedestrian and bicycle circulation to support a high level of non-motorized activity in the downtown area.

DT Policy 2.1.1: Street design shall be place-based and contribute to non-motorized and pedestrian activity in downtown.

DT Policy 2.1.2: Motor vehicle traffic should be calmed to a speed that complements a safe and comfortable pedestrian and bicycle precinct.

DT Policy 2.1.3: Downtown should encourage shaded walkways, sidewalks and plazas to allow pedestrians to comfortably navigate downtown.

DT Policy 2.1.4: Buildings shall be sited and oriented to prioritize pedestrian access.

DT Policy 2.1.5: 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.

DT Policy 2.1.6: Solutions that reduce demand for surface parking shall be implemented including shared parking, connectivity, transportation demand management, and “park once” strategies.

DT Policy 2.1.7: Parking arrangements should be flexible, and long-term planning should anticipate a reduced need for parking as development patterns increase non-automobile trips, and as autonomous vehicles and ride-sharing services become more prevalent.

DT Policy 2.1.8: Motor vehicle access should be well organized and consolidated to the greatest extent possible, including the provision of cross-access, where practical, and the identification of drop-off and pick up areas for transit, ride-sharing, and autonomous vehicles.

DT Policy 2.1.9: To advance connectivity as new blocks are created, a maximum block length of 400 feet is encouraged in the Downtown core and secondary area.

DT Policy 2.1.10: To maintain connectivity the street network shall be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile.

Downtown (DT) Strategies:

DT Strategy 1: Create a Downtown Transportation Master Plan to include:

A. Bicycle and Pedestrian connections.

- B. Traffic-calming for the U.S. Highway 1 one-way pair comprised of Hopkins Avenue and Washington Avenue, between Garden Street and South Street, in coordination with FDOT.
- C. A strategy to capitalize on regional trail access by extending connections throughout the Downtown area.

DT Strategy 2: Update the Community Redevelopment Agency Master Plan, specifically evaluating the following with a focus on the twenty (25) block downtown core and surrounding area to promote an effective revitalization program that addresses:

- A. Open spaces, cultural resources, and civic venues.
- B. Incentives to facilitate redevelopment.
- C. Building heights and massing.
- D. Parking and circulation.
- E. Strategies to protect historic resources.
- F. A strategic housing redevelopment approach.
- G. Strategic acquisition of sites to ensure affordable housing options remain available in the long-term as property values increase.
- H. Engagement of downtown property owners and businesses to identify the types of incentives that will be most helpful.
- I. Identification of “brownfields” and funding sources for remediation, if needed.
- J. Strategy to work with partner organizations including the CRA to implement the plan.

DT Strategy 3: Analyze the feasibility of a master stormwater planning in the downtown.

DT Strategy 4: Develop a Form-Based Code for downtown that addresses:

- A. Submission and approval procedures.
- B. Landscape design guidelines.
- C. A regulating plan to illustrate build-to and maximum setback lines.
- D. Reduction of barriers to residential investment.

DT Strategy 5: Create a Downtown Master Landscape Plan for public parks and open space to guide the development of private and public civic spaces and parks.

DT Strategy 6: Promote a mural program and encourage property owners and artists to collaborate.

DT Strategy 7: Develop or partner in the development of an initial demonstration project for downtown neighborhood revitalization.

DT Strategy 8: Apply the Community Development Block Grant program to assist low and moderate-income families and improve the neighborhood environment within the eligible area.

DT Strategy 9: Provide an education program, such as homebuyer education and counseling, to prepare low-income families for homeownership. Provide financial and technical assistance to low income homebuyers when economically feasible.

DT Strategy 10: Evaluate and amend the existing policies and LDRs that hinder development or reconstruction of homes or businesses.

3. Waterfront (WF)

WF GOAL 1: Enhance public access, recreational opportunities, environmental quality, and amenities on the waterfront to create value for the entire City.

WF Objective 1.1: The City's waterfront shall support both public and private recreation opportunities while protecting natural resources.

WF Policy 1.1.1: The City should cooperate with both public and private entities to facilitate the construction of the East Coast Greenway Trail east of the U.S. Highway 1 corridor.

WF Policy 1.1.2: Gathering and activity centers along the trail should be created to enhance park locations along the trail.

WF Policy 1.1.3: To activate the parks and other public amenities along the waterfront, explore options to enable mobile vendors or other temporary concessions to provide services complementary to the trail experience including rentals for non-motorized water-related activities, provision of food and drink, or outdoor dining opportunities.

WF Policy 1.1.4: Existing water access ways, and view corridors such as to the Indian River Lagoon, should be preserved through development controls and acquisitions where feasible.

WF Policy 1.1.5: Marinas shall be located in areas where maximum physical advantage exists; where the least dredging and maintenance is required; and where adequate resources will not be adversely affected. Expansion of existing marina facilities, where environmentally feasible, rather than construction of new facilities, shall be encouraged.

WF Policy 1.1.6: Marina facilities shall not degrade water quality in the estuaries of the region per State and Federal Regulations.

WF Policy 1.1.7: Priority shall be given to water-dependent uses along the shoreline in those areas considered appropriate for such uses.

WF Objective 1.2: Waterfront access and recreation should be supported by complementary businesses and nearby neighborhoods and development areas should be enhanced by access to waterfront amenities and views.

WF Policy 1.2.1: Recreation-oriented venues, activities, and businesses along the waterfront are encouraged.

WF Policy 1.2.2: Work with property owners to secure land or easements to support the development of a continuous multi-use trail east of U.S. Highway 1.

WF Policy 1.2.3: Moderately scaled mixed-use development in the U.S. Highway 1 corridor that benefits from proximity to the waterfront is encouraged.

WF Policy 1.2.4: Submerged lands within the Indian River Lagoon shall only be utilized for water related development (i.e., marinas, docks, boat ramps, etc.) and only after review and permitting by the appropriate State and/or Federal regulatory agency(s). Submerged lands within the Indian River Lagoon shall not be utilized for any land use density or intensity. Development rights may not be transferred from these submerged lands to uplands.

WF Policy 1.2.5: The City shall work with property owners, not-for-profit groups, and other interested parties to protect existing access points. Securing additional access points to the Indian River Lagoon and other recreational waterbodies should be pursued, where feasible.

WF Objective 1.3: Public and visual access to the Indian River Lagoon shall be protected and maintained.

WF Policy 1.3.1: Dedication of easements for public access shall be encouraged and planned for from developments proposed along the Indian River Lagoon shoreline. These easements are to be located on the uplands running horizontally along the shoreline. The easement can be utilized in the calculation of the mean annual flood line setback requirement. The vacation of such easements shall be strongly discouraged unless a suitable alternative can be provided.

WF Policy 1.3.2: The City shall encourage developments along the river to set aside areas for public access to the river from inland.

WF Policy 1.3.3: The City shall encourage developments along the river to maintain public access to water views.

WF Objective 1.4: The waterfront shall have an integrated transportation system that ensures waterfront amenities are accessible to Titusville residents and visitors.

WF Policy 1.4.1 Safe access across U.S. 1 shall be provided for pedestrians and bicyclists to provide residents access to the waterfront amenities and the trail network, in coordination with the FDOT.

WF Policy 1.4.2: Parking should be part of an overall integrated roadway and transportation plan to accommodate residents and visitors to the waterfront for recreation and for viewing space launch events.

WF Objective 1.5: Support a diversity of housing opportunities along the waterfront and within adjacent neighborhoods.

WF Policy 1.5.1: Opportunities for high value residential housing at a scale appropriate to the city are encouraged to capitalize on proximity to the waterfront.

WF Policy 1.5.2: New residential development shall provide appropriate transitions in height to existing residential neighborhoods.

WF Policy 1.5.3: Mixed-use and residential development is encouraged on vacant and under-utilized properties along the U.S. Highway 1 corridor.

WF Policy 1.5.4: A variety of small-scale residential typologies are encouraged as infill within existing residential areas to accommodate residents of varying income levels.

WF Objective 1.6: Coastal resources should be preserved, restored, and enhanced to maximize public use and assure their future ecological benefit.

WF Policy 1.6.1: To maintain and upgrade the quality of the Indian River Lagoon and other lakes and rivers at the Class II water quality standards as set by the State of Florida, erosion and sedimentation control and nutrient reduction practices shall be employed for all urban development and agricultural activities where needed to protect natural waterbodies, water courses, and wetlands from siltation and nutrient pollution.

WF Policy 1.6.2: In order to prevent shoreline erosion, filter out nutrients, provide reasonable access, and provide wildlife habitat, the removal of native emergent vegetation in the littoral zone of a waterbody shall be prohibited unless an overriding public benefit can be shown.

WF Policy 1.6.3: The balancing of inflows of fresh water into the estuaries of the region (which protect, maintain and enhance the ecological health of living marine resources) shall be incorporated as a high priority and any management activity within the coastal zone.

Waterfront (WF) Strategies:

WF Strategy 1: Develop a waterfront trail master plan and feasibility study to implement the East Coast Greenway Trail within the City of Titusville that considers:

- A. A continuous 6-mile long waterfront trail that starts at Nasa Causeway (State Road 405) and runs along the Indian River to the Downtown.
- B. A phased approach to implementing the first 1.5 miles of the trail construction as described in the [titusville tomorrow](#) Vision Plan.
- C. Joint use with FDOT of the U.S. Highway #1 public right-of-way for the trail where off-road facilities are not feasible.
- D. Public parking to support the trail Master Plan.
- E. Public/private partnership opportunities.
- F. Complementary uses and vendors at public and private sites along the trail.

- G. A detailed land availability inventory of potential land for the trail and supporting sites for public parking and public/private venues, such as parks, boat docks, waterfront restaurant sites.
- H. Private sector partners that can contribute to Waterfront Trail expansion and negotiate development or easement agreements.
- I. Funding mechanisms to acquire land for public use.

WF Strategy 2: Consider updating the Waterfront Master Plan, which should consider.

- A. Trail connections to downtown and other activity centers.
- B. The highest and best land uses within the Waterfront District that are compatible with the character of the City of Titusville.
- C. New activity centers within the Waterfront District.

WF Strategy 3: Seek grant funding, including the Florida Inland and Navigation District for additional commercial waterway access to the Indian River Lagoon.

WF Strategy 4: The City will evaluate best practices to eliminate untreated discharge from major outfalls.

4. Gateways (GW)

GW GOAL 1: The City's major roadways shall be treated as Gateways critical to the City's image with the opportunity to accommodate a wide variety of land uses due to their accessibility by a variety of transportation options.

GW Objective 1.1: Gateway corridors shall accommodate a wide variety and intensity of land uses within a framework that enhances the visual identity of the corridors to create a favorable impression for visitors.

GW Policy 1.1.1: As the first impression that many visitors will have of the City, properties and public improvements along the Gateway corridors should have a consistent and attractive appearance.

GW Policy 1.1.2: Redevelopment shall be encouraged along Gateway corridors that have the opportunity for horizontal and vertical mixed-use development, specifically Garden Street (State Road 406), South Street (State Road 405), Columbia Boulevard (State Road 405) Cheney Highway (State Road 50), and Washington Avenue (U.S. Highway #1).

GW Policy 1.1.3: Landscape standards shall maintain and enhance a positive visual identity for the Gateway corridors.

GW Policy 1.1.4: Urban design standards shall provide for an attractive environment that balances auto-oriented and pedestrian-oriented design features.

GW Policy 1.1.5: The City will encourage future development within Gateway corridors to be composed primarily of commercial, mixed-use, and multi-family development.

GW Policy 1.1.6: Higher intensity development along corridors shall protect and transition to existing single-family neighborhoods, where present, in an orderly fashion.

GW Objective 1.2: The Gateway corridors shall provide for long distance motor vehicle movement along major roads while providing safe, multimodal access to uses and activity centers.

GW Policy 1.2.1: Operational improvements that maintain or improve traffic flow along major roadways shall be identified and implemented in coordination with the FDOT and Brevard County for those roads not owned by the City.

GW Policy 1.2.2: Safe crossings for people walking and biking shall be provided at regular intervals, where development is located on both sides of a roadway, in coordination with the FDOT and Brevard County for those roads not owned by the City.

GW Policy 1.2.3: Access to development areas from Gateway roads should be consolidated where feasible, including using streets where existing intersections are frequent, in order to limit the number of access points on major roadways that create sidewalk and bikeway conflicts.

GW Policy 1.2.4: New development should provide cross-access to parcels and minor streets to mitigate the impact of new development on traffic operations of the major road, where feasible.

GW Policy 1.2.5: Shared parking and design strategies should be encouraged in order to minimize the visual and environmental impacts of surface parking lots such as parking relegated to the interior blocks screened from streets by buildings or landscaping.

GW Policy 1.2.6: Access management shall be consistent with Mobility (MT) Objective 2.2.

GW Policy 1.2.7: Sidewalks on both sides of the right-of-way should be a minimum 5-foot unobstructed walkway (8 feet preferred), street trees, and a minimum 5-foot tree lawn.

GW Objective 1.3: The City shall encourage the development of higher density housing in appropriate locations along gateway corridors and shall protect and transition from single family neighborhoods, where present.

GW Policy 1.3.1: The infill development of multifamily housing on underutilized or vacant parcels along corridors should be encouraged, where appropriate.

GW Policy 1.3.2: The development of affordable housing in locations with access to public transit should be encouraged.

GW Objective 1.4: The City should conduct corridor studies and adopt plans to address specific corridors throughout the city, and provide guidance for redevelopment and new development.

Policy 1.4.1: The U.S. 1 Corridor Master Plan shall be used as a guide when establishing regulations for redevelopment and new development along the U.S. 1 corridor.

Policy 1.4.2: The Titusville Waterfront Design Master Plan shall be used as a guide when establishing regulations for development or completing improvements along the waterfront. The Plan should be updated when feasible.

GW Objective 1.5: The City should conduct corridor studies and adopt plans to address specific corridors throughout the city, and provide guidance for redevelopment and new development.

Policy 1.5.1: The U.S. 1 Corridor Master Plan shall be used as a guide when establishing regulations for redevelopment and new development along the U.S. 1 corridor.

Policy 1.5.2: The Titusville Waterfront Design Master Plan shall be used as a guide when establishing regulations for development or completing improvements along the waterfront. The Plan should be updated when feasible.

Policy 1.5.3: In the Gateway Corridor (GC) land use new heavy industrial districts should be discouraged and light Industrial development shall be encouraged to be master planned to share infrastructure.

Gateways (GW) Strategies:

GW Strategy 1: Develop Urban Design Guidelines for the Gateway corridors that should address:

- A. Landscape design, street trees, and landscape improvements.
- B. Building frontages, setbacks, and build-to lines.
- C. Parking, sidewalks, and cross-access.
- D. Lighting and private signage.
- E. Transition of commercial, mixed-use, and multi-family development to single family developments. Appropriate transitioning from adjacent single-family to include visual screening, buffering and building mass and scale.

GW Strategy 2: Develop or update applicable Master Plans to guide public improvements in the corridors which should address:

- A. Coordination of the Gateway entrances and public signage throughout the City in a way that supports the City's branding and guides residents and visitors to activity centers.
- B. Amendments to the Future Land Use Plan to permit both horizontal and vertical mixed-use development along the Gateway corridors.
- C. Efficient sequencing of traffic lights to facilitate an orderly flow of vehicles.
- D. Suitability of underutilized commercial parcels for multi-family residential or mixed use.
- E. Feasibility of moving utilities underground in the Gateway corridors.
- F. Coordination with the SCTPO and FDOT to improve the aesthetics, safety, and accessibility of the City's gateway corridors.
- G. Provision of bus shelters at high use transit stops.
- H. Identify strategies for shared private stormwater facilities to make redevelopment more feasible.

GW Strategy 3: Develop and/or update corridor studies and small area plans as needed to define and enhance the unique character of specific areas within the Gateway corridors.

5. Neighborhoods (NH)

NH GOAL 1: The City shall have vibrant neighborhoods that accommodate a variety of housing types and provide for everyday needs within walking distance.

NH Objective 1.1: The City shall encourage a broad range of diverse housing types throughout the City.

NH Policy 1.1.1: 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.

NH Policy 1.1.2: Neighborhoods should include a range of housing opportunities including typologies and price-points.

NH Policy 1.1.3: Neighborhood Centers should be established which provide for neighborhood retail and small multi-family buildings such as a four unit residential structure of appropriate scale.

NH Policy 1.1.4: Preservation of historically significant housing for continued residential uses or adaptive reuse should be promoted.

NH Policy 1.1.5: LDRs should be reviewed periodically to ensure consistency with market conditions.

NH Objective 1.2: Safety and local multimodal mobility shall be prioritized within neighborhoods.

NH Policy 1.2.1: Transportation measures that reduce the travel speed of motor vehicles to increase safety for residents of all ages on residential streets shall be prioritized.

NH Policy 1.2.2: Pedestrian infrastructure within and between neighborhoods should be built and maintained to provide access to neighbors and local destinations.

NH Policy 1.2.3: Neighborhoods should have a high-quality streetscape including trees to support property values; provide shade for pedestrians; and decrease energy use.

NH Policy 1.2.4: Residents should have transportation options within their neighborhood as well as access to destinations outside their neighborhood by motor vehicle, walking, biking, and public transit when feasible.

NH Policy 1.2.5: Parking and loading areas associated with non-residential uses shall be screened from single-family residential uses, such as parking relegated to the interior blocks and/or screened from streets by buildings or landscaping.

NH Policy 1.2.6: Where opportunities exist, neighborhoods shall be linked with multi-use paths by utilizing drainage or utility easements or rights-of-way to increase pedestrian connectivity.

NH Policy 1.2.7: The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g. schools, neighborhood centers, parks).

NH Policy 1.2.8: The circulation pattern shall discourage speeding traffic in residential areas through design elements such as jogs, T-intersections, roundabouts, gateway treatment, and traffic calming techniques (e.g. chicanes, speed tables, raised intersections, on-street parking).

NH Policy 1.2.9: Multifamily development in the Neighborhood (N) land use category should be located adjacent to at least a collector street.

NH Policy 1.2.10: Consistent with the established character of the area, properties located adjacent to Rock Pit Road from Tropic Street to South Street may be developed as multifamily.

NH Objective 1.3: New neighborhoods and infill development within existing neighborhoods should include a range of housing typologies to accommodate a mix of consumer preferences and demand for housing.

NH Policy 1.3.1: The City encourages opportunities for high quality housing, including planned communities within the City.

NH Policy 1.3.2: Housing which is historically significant should be identified, evaluated, protected, and preserved. Historically significant housing includes those houses listed or qualify for listing on the National Register of Historic Places, the Florida Master Site and Local Historic Designations.

NH Policy 1.3.3: When implementing new LDRs potential impacts on housing affordability should be considered.

NH Policy 1.3.4: Single-family housing and ownership opportunities within the neighborhoods should be maintained.

NH Policy 1.3.5: Affordable housing should blend in style and character with market rate-development.

NH Policy 1.3.6: Opportunities to preserve affordable housing as property values rise within the City should be identified.

NH Policy 1.3.7: A variety of housing typologies should be permitted within neighborhoods and planned communities to accommodate a range of household types including accessory dwelling units, duplexes, townhomes, and quadraplexes.

NH Policy 1.3.8: New infill housing developments should be designed to be compatible in style and scale with the character of the street on which it is located. New housing developments should complement and enhance the style and scale of the developments that surround the new housing development.

NH Policy 1.3.9: The use of green housing construction, renovation, and rehabilitation techniques for housing, that make housing units affordable over the long term by reducing energy consumption, lowering utility bills, and decreasing maintenance costs, should be promoted.

NH Policy 1.3.10: The City utilizes the HUD definition of affordable housing, which means housing affordable to those with incomes at or below: 80% - (low income), 50% - (very low income), and 30% - (extremely low income) of the median income of the metropolitan area, who pay no more than 30% of their gross income for housing when developing assistance programs and drafting regulations addressing affordable housing.

Neighborhood (NH) Strategies:

NH Strategy 1: Develop an effective redevelopment/infill strategy for including pocket neighborhoods, co-housing, flexible residential living area minimums, and flexible single-family lot planned development zoning for new residential development in specific targeted neighborhoods.

NH Strategy 2: Identify housing typologies not prevalent in the City that could be added to better serve a range of household types of varying ages, life stages, and compositions and adopt LDRs that allow and encourage the development of these typologies.

NH Strategy 3: Develop and maintain a city-wide “Neighborhoods Map” to inform communication and planning within Neighborhoods, and develop neighborhood plans, small area plans and/or study areas as appropriate to maintain and enhance the character of existing neighborhoods.

NH Strategy 4: Leverage existing housing programs described in Housing (HS) Goal 1 to support home ownership among low-income households.

NH Strategy 5: Support community groups by allowing them to utilize Community Land Trust funds, when available, to provide educational programming related to home ownership and maintenance.

NH Strategy 6: Develop Design Guidelines for the Neighborhood Centers that should address:

- A. Landscape design, street trees, and landscape improvements.
- B. Building frontages, setbacks, and build-to lines.
- C. Parking, sidewalks, and cross-access.
- D. Lighting and private signage.

6. Historic Preservation (HP)

HP GOAL 1: Ensure preservation and protection of historic and cultural resources within Titusville and increase the public’s awareness of these resources.

HP Objective 1.1: The City shall continue to promote the preservation of resources through a commitment to conduct historic and cultural resource surveys and the continued development of ordinances, guidelines, and databases.

HP Policy 1.1.1: The City shall encourage districts, sites, landmarks and/or structures that are included on the National Register of Historic Places to become locally designated to ensure their protection from demolition, deterioration, reconstruction or alteration.

HP Policy 1.1.2: The City shall maintain and update an inventory of structures, sites and districts eligible or potentially eligible for listing on the National Register of Historic Places. Where identified, the City shall contact owners of historic resources and properties eligible or potentially eligible for listing on the National Register, to encourage nomination of such properties to the National Register and to the City’s local designation process.

HP Policy 1.1.3: The City shall implement a process for local historic district and/or conservation district designation and evaluate areas potentially eligible for future local historic or conservation district designation.

HP Policy 1.1.4: The City shall continue implementation of the historic preservation ordinance and monitor the ordinance for needed modifications to best protect historic and cultural resources within the City. The City will continue through its historic preservation ordinance to ensure projects affecting historic properties, districts or sites within the City follow the Secretary of the Interior’s Standards.

HP Policy 1.1.5: The City shall continue delegating authority to the Historic Preservation Board for decisions affecting the historic and cultural resources of the City. The Historic Preservation Board powers may include, but are not limited to:

- A. Making recommendations for historic property designation, historic district designation or conservation district designation;

- B. Making recommendations on design guidelines specific to designated historic or neighborhood conservation districts;
- C. Making recommendations regarding the historic preservation ordinance;
- D. Issuing certificates of appropriateness for proposed physical alterations deemed by the board to comply with the Secretary of the Interior's Standards for Rehabilitation or any adopted design standards that are based on the Secretary's Standards;
- E. Conducting public outreach and educational opportunities regarding historic preservation and cultural resource protection.

HP Policy 1.1.6: The City will establish local Design Guidelines for local historic districts, and monitor the necessity of updates and revisions to the Design Guidelines, or the creation of new Guidelines.

HP Policy 1.1.7: The City shall evaluate administrative processes and fees that encourage and incentivize the reuse and rehabilitation of historic resources.

HP Objective 1.2: The City shall continue to develop programs and policies to protect and preserve the City's historic and cultural resources.

HP Policy 1.2.1: The City shall explore strategies for preservation of historic resources and properties; including, incentives for maintenance, restoration and rehabilitation, and stabilization of historic or cultural resources; incentives for adaptive reuse of historic structures and responsible stewardship; acquisition opportunities; and establishment of neighborhood conservation districts.

HP Policy 1.2.2: Consider participation in the Florida Main Street program, if and when, the City deems it appropriate.

HP Policy 1.2.3: The City will foster inter-departmental cooperation regarding historic preservation and ensure coordination and training among City employees regarding preservation efforts.

HP Policy 1.2.4: The Building Official should coordinate with appropriate review boards on updates to the Florida Building Code, or other applicable building codes, that may impact historic structures.

HP Policy 1.2.5: City Code Enforcement staff may be trained on an as needed basis, to identify and cite historic properties that are subject to demolition by neglect. Code Enforcement will continue to work with the Planning Department on inspections involving designated historic sites or sites within the historic districts. The applicable review boards shall work together regarding Code cases of demolition by neglect for locally designated properties or properties within the historic districts.

HP Policy 1.2.6: Planning studies conducted by the City, including but not limited to, studies on neighborhoods, housing, transportation, drainage, stormwater, utilities or disaster planning should consider identify the presence of historic resources and the impact of any proposals on these resources.

HP Policy 1.2.7: Any project sponsored by, or under the authority of, the City, either financially or administratively, which involves a site modification, rehabilitation of historic buildings, or construction of new buildings within a designated historic district or changes to a locally designated historic structure shall, adhere to appropriate historic preservation standards for such activity. These projects shall be subject to review by the Historic Preservation Board; and shall seek the assistance of design and build professionals specializing in historic preservation in the completion of the work.

HP Policy 1.2.8: The City should consider the adoption of a Historic Preservation Trust Fund to help facilitate education, outreach, and incentive programs, including local grants.

HP Policy 1.2.9: The City shall continue to monitor and seek support from state and federal programs related to historic preservation, and shall pursue grant funding where feasible to complete projects in the City related to historic and cultural resource protection.

HP Policy 1.2.10: The City shall promote historic and cultural resource protection as an economic tool in the revitalization of the City and its neighborhoods, and support heritage tourism opportunities as a form of economic development. The City shall support the efforts of other local organizations to further heritage tourism opportunities.

HP Policy 1.2.11: The City shall maintain active Certified Local Government status and ensure all Certified Local Government requirements are met as defined by the State Historic Preservation Officer.

HP Policy 1.2.12: The City shall encourage public-private partnerships in restoring and revitalizing the City's historic districts and historic non-designated neighborhoods.

HP Policy 1.2.13: City Council should consider amending the City's historic preservation ordinance to include a demolition by neglect provision, and if adopted, regularly evaluate such provision to ensure that it is effectively preventing or reducing demolition by neglect of locally designated properties or properties in a historic district.

HP Objective 1.3: The City shall continue to promote the preservation of historically significant housing and encourage its utility for residential use.

HP Policy 1.3.1: The City shall continue to identify, evaluate, protect and preserve housing which is historically significant. Historically significant housing would include those houses listed on the National Register of Historic Places, the Florida Master Site File, and the Local Historic Register.

HP Objective 1.4: The City should establish programs and policies regarding pre-disaster mitigation and post-disaster strategies for historic and cultural resources within Titusville.

HP Policy 1.4.1: The City shall ensure that historic and cultural resource protection is addressed in any mitigation and post-disaster redevelopment planning efforts within the City.

HP Policy 1.4.2: The City shall explore creating procedures for obtaining a Certificate of Appropriateness related to work around a post-disaster event and include in the preservation ordinance.

HP Policy 1.4.3: The City shall provide information to property owners regarding disaster and resiliency planning and protection of historic resources.

HP Objective 1.5: The City shall consider development standards within existing historic districts.

HP Policy 1.5.1: The City shall ensure that new and infill development adjacent to the Downtown historic district respects and complements the patterns, character, and scale of the historic resources. In the event future historic districts are created, the City shall also ensure the same for those districts.

HP Policy 1.5.2: The City shall evaluate the neighborhoods adjacent to the Downtown historic district, and evaluate strategies for revitalization of existing structures in these neighborhoods in a manner that is consistent with their original development and compatible with the adjacent historic district.

HP Policy 1.5.3: The City shall utilize urban design and streetscape plans when seeking to revitalize neighborhoods, particularly for historic districts, to accomplish the goals of preservation and sustainable development and to maintain the character of the neighborhood and quality of life.

HP Policy 1.5.4: Street, sidewalk, utility and other improvements undertaken by the City in designated historic districts shall be consistent, where practical, with the historic character of those districts.

HP Policy 1.5.5: The City shall encourage placement of underground utilities in historic areas to protect the aesthetic character of the historic resources. If significant archaeological resources are present, the resources should be documented by an archaeologist and the impact of the utilities shall be mitigated per archaeological standards.

HP Objective 1.6: The City shall seek to increase community awareness of historic and cultural resource preservation.

HP Policy 1.6.1: The City shall promote historic preservation throughout the community by providing educational opportunities regarding historic and cultural resource s, including but not limited to, workshops, publications and media outreach, interpretive kiosks or plaques, staff outreach, and education.

HP Policy 1.6.2: The City shall support local projects involving walking or bicycling through historic areas.

HP Policy 1.6.3: The City shall consider programs to further historic preservation awareness, such as a local preservation awards program and encouraging utilization of historic districts, historic neighborhoods for cultural activities to enhance awareness and appreciation of the cultural heritage in the City.

HP Policy 1.6.4: The City shall cooperate with local preservation organizations in identifying existing and potential local historic preservation issues and in addressing solutions to those issues. The City shall also cooperate with local preservation organizations in identifying opportunities for partnering to advance community awareness of historic, cultural, and archaeological resource preservation in the community.

HP Policy 1.6.5: The City shall when feasible bring training opportunities to Titusville regarding historic preservation for interested City employees, Board members, historic property owners, and members of the public.

HP Objective 1.7: The City shall encourage protection and revitalization of non-designated historic structures and neighborhoods within Titusville.

HP Policy 1.7.1: The City shall utilize historic resource surveys to identify non-designated historic structures and neighborhoods within the City, and shall evaluate strategies for encouraging revitalization of these structures and neighborhoods in a manner that is consistent with their original development, including but not limited to local designation of sites or creation of historic or neighborhood conservation districts.

HP Policy 1.7.3: The City shall review the existing LDRs for requirements that would prevent a potentially historic but non-designated structure or neighborhood from retaining the overall scale, massing, height, area, setbacks, and other elements that contribute to that neighborhood's character.

HP Policy 1.7.4: The City will identify areas of concentration of resources which appear to qualify as historic districts or neighborhoods worthy of protection due to historic or cultural development characteristics and evaluate designation of such neighborhoods as historic districts or neighborhood conservation districts. If areas are identified, LDRs shall be established to preserve and protect these areas from the encroachment of incompatible land uses.

HP Policy 1.7.5: The City shall involve the community and residents of the identified neighborhoods in planning processes related to identification of their neighborhoods as eligible to be a historic or neighborhood conservation district.

HP Objective 1.8: The City shall encourage historic preservation as a form of sustainable development, and recognize the interconnection between historic preservation and sustainable construction strategies.

HP Policy 1.8.1: The City shall review the LDRs for policies that discourage sustainable development, or use of historic structures, and make recommendations to the City Council regarding changes or alterations to the LDRs that will assist in prevention of teardowns and retention of existing structures, including identifying incentives such as tax exemptions, expedited permitting, or reduced fees, to promote reuse of existing structures.

HP Objective 1.9: The City shall seek to increase intergovernmental coordination regarding historic and cultural resource preservation.

HP Policy 1.9.1: The City shall coordinate with Brevard County regarding historic and cultural resources within the City limits, and should the potential arise for County activities to impact these resources.

HP Policy 1.9.2: The City shall continue to coordinate with the Brevard County Property Appraiser regarding notification that certain properties within the City are locally designated or within the boundaries of a historic district and regarding implementation of ad valorem tax exemptions for historic properties.

HP Policy 1.9.3: Where possible, the City shall coordinate with state and federal agencies whose activities may impact historic and cultural resources in the area

Historic Preservation (HP) Strategies

HP Strategy 1: Engage with the public through workshops, lecture series and educational materials.

HP Strategy 2: Create a grant program utilizing a Historic Preservation Trust Fund, if said trust fund is implemented.

HP Strategy 3: Establish a local historic district(s) or Neighborhood Conservation district/zoning overlay.

HP Strategy 4: Adopt architectural design guidelines (Technical Manual) for each district/overlay based on the historic and cultural resources on the National Register, Local Register and/or identified in the Florida Master Site File.

HP Strategy 5: Adopt demolition-by-neglect standards.

HP Strategy 6: Enable the Historic Preservation Board the ability to hear variances related to historic preservation regulations.

HP Strategy 7: Establish corridor standards.

HP Strategy 8: Participate in the Florida Main Street program.

HP Strategy 9: Incorporate historic preservation in the LMS and County Disaster Preparedness Plan.

HP Strategy 10: The City shall evaluate the need to initiate amendments to the Zoning regulations to remove any provisions that discourage the reuse and rehabilitation of historic properties.

7. Employment (EM)

EM GOAL 1: Create an economic environment that supports a variety of business and employment opportunities accessible to the population that capitalizes on the dynamic economic forces in the Space Coast to attract high technology, space-based commerce and research.

EM Objective 1.1: Employment opportunities should be available throughout the City at intensities and scales appropriate to each area of the city.

EM Policy 1.1.1: Compatible, employment opportunities such as small-scale office and retail, live/work units, and home-based businesses should be incorporated in, or adjacent to, neighborhoods within walking distance of residents.

EM Policy 1.1.2: Locations appropriate for larger-scale employment centers shall be identified and designated by the City.

EM Policy 1.1.3: Large-scale employment centers should include uses that service employees and provide for shared parking opportunities where compatible.

EM Policy 1.1.4: Industrial land use designations shall be clustered in limited areas for the purpose of maximizing convenient access to labor supply, raw material sources, and market areas, and to minimize negative impacts to other land uses.

EM Policy 1.1.5: Industrial land use designations and accompanying proposals shall consider compatibility between industrial and surrounding land uses, including, but not limited to, intensity

of use, hours of operation, heat, glare, smoke, fumes, noise, visual impacts, privacy factors and impacts on the micro climate.

EM Policy 1.1.6: Industrial uses and major transportation facilities, including the Space Coast Regional Airport, shall be protected from encroachment of incompatible land uses through continued implementation of the Airport Impact Area (AIA) overlay in the City's LDRs.

EM Policy 1.1.7: New heavy industrial districts should only be permitted in the Research & Manufacturing land use, be discouraged in the Gateway Corridor and Downtown land uses and prohibited in all other land use designations. Industrial development shall be encouraged to be master planned to share infrastructure. Industrial districts shall have direct access to major transportation facilities, including state and federal highways and airports.

EM Objective 1.2: Planning for employment areas should take into account the need for multimodal access to employment opportunities and the necessity for truck or rail access for employment uses that rely on freight.

EM Policy 1.2.1: Large-scale employment centers should be accessible via major transportation corridors.

EM Policy 1.2.2: Where feasible, major employment uses should be accessible by public transit, bicycle, and walking to increase the accessibility of employment opportunities to the City's population.

EM Policy 1.2.3: Sites for industrial or warehouse development shall be located with convenient access to the major transportation corridors and facilities, including highways, air, water, or rail transportation facilities.

EM Objective 1.3: Uses shall be designed and sited to minimize impacts on water quality.

EM Policy 1.3.1: The siting, operation and monitoring of uses which use or generate hazardous materials shall be discouraged along the waterfront. Those uses that handle hazardous materials shall ensure that groundwater and surface waters are not contaminated through release of hazardous materials into the environment. The following definitions apply in the implementation of this policy:

- A. "Hazardous materials" are those for which notification of the Florida Department of Environmental Protection is required by CH. 62-730, F.A.C.
- B. Surface water or groundwater contamination is defined as an increase in the concentration of any hazardous material in excess of the limits imposed by CH. 62-730, F.A.C.

Employment (EM) Strategies:

EM Strategy 1: Develop strategies to attract technology-based industries which may include:

- A. Partnering with a technology oriented educational institution;
- B. Identifying and marketing land suitable for large, technology-based employers.

EM Strategy 2: Amend the City's LDRs to allow for Live/Work units in compatible zones.

EM Strategy 3: Explore the potential of extending the multimodal trail to serve the Research and Manufacturing land use plan category, as applied throughout the City.

EM Strategy 4: Evaluate the Airport Impact Overlay District, applicable to the Space Coast Regional Airport and Arthur Dunn Air Park, which establish regulations to protect facilities from the encroachment of incompatible land uses and make changes, where necessary, in cooperation with the Aviation Authority.

EM Strategy 5: Review and propose amendments to the Hazardous Materials Technical Manual as needed.

8. Coastal Management (CM)

CM GOAL 1: To preserve, restore, and enhance coastal resources to maximize public use and assure their continued ecological benefit.

CM Objective 1.1: To maintain the quality of the Indian River Lagoon and other lakes and rivers at the water quality standard as set by the State of Florida.

CM Policy 1.1.1: Erosion and sedimentation control and nutrient reduction practices specified in EN Policy 1.6.2 shall be employed for all urban development and agricultural activities where needed to protect natural waterbodies, watercourses, and wetlands from siltation and nutrient pollution.

CM Policy 1.1.2: The City shall, in preserving the Indian River Lagoon, implement Stormwater (SW) Objective 1.4 Best Management Practices in the protection of waterbodies from nutrient pollution.

CM Policy 1.1.3: The City shall, in preserving the Indian River Lagoon system and other bodies of water within the City limits, coordinate with local governments and organizations to ensure:

- A. Adequate sites for water-dependent uses.
- B. Prevention of estuarine pollution.
- C. Control of surface water runoff.
- D. Protection of living marine resources.
- E. Reduction of exposure to natural hazards.
- F. Public access.
- G. That required infrastructure is available to serve the development or redevelopment in the coastal area.

CM Policy 1.1.4: The City shall coordinate with other governmental entities to evaluate and support, if appropriate, the designation of the Indian River Lagoon as an aquatic preserve between Jay Jay Road and the northern boundary of the County.

CM Policy 1.1.5: The City shall study the feasibility of the designation of Florida's Outstanding Waters for the Indian River Lagoon.

CM Objective 1.2: To protect the basic functions served by marine grassbeds and coastal marshes to assure the protection of marine species such as the manatee and shellfish.

CM Policy 1.2.1: In order to prevent shoreline erosion, filter out nutrients, provide reasonable access, and provide wildlife habitat, the removal of native emergent vegetation in the littoral zone of a waterbody shall be prohibited unless an overriding public benefit can be shown.

CM Policy 1.2.2: Activities within an estuarine basin that will adversely impact grassbeds and other valuable submerged habitat shall be prohibited, unless an overriding public benefit can be shown and adequate mitigation measures are included. The following criteria apply in the implementation of this policy:

- A. Proposed activities in an estuarine basin with an overriding public benefit could be considered to justify alterations or adverse impacts shall, at a minimum, meet one or more of the following criteria:
 - 1. The activity is necessary to prevent or eliminate a public hazard; and
 - 2. The activity would provide direct public benefits which would exceed those lost to the public.
 - 3. The activity shall be kept at a minimum to minimize the impact.

CM Policy 1.2.3: The City will cooperate with federal and state regulators in the protection of the West Indian manatee.

CM Policy 1.2.4: Dredge and fill activities within the City shall be minimized to eliminate/minimize possible adverse environmental, social and economic impacts. Dredging and filling of submerged lands for public shoreline projects shall be planned only if the activity is water-dependent and with an overriding public benefit.

CM Objective 1.3: To assure maximum retention of the recreational values of the coastal areas, particularly provision of reasonable physical and visual access to the Indian River Lagoon and the coastal area.

CM Policy 1.3.1: Ensure the maximum protection of the public's right to pedestrian access to the Indian River Lagoon, other bodies of water and the area's beach is provided through adherence to the following policies:

- A. The City shall work with all governmental and non-governmental entities of Florida to gain access points to the Indian River Lagoon and other recreational waterbodies.
- B. Dedication of easements for public access shall be encouraged from developments proposed along the Indian River Lagoon shoreline. These easements are to be located on the uplands running horizontally along the shoreline. The easement can be utilized in the calculation of the mean annual flood line setback requirement. The vacation of such easements shall be strongly discouraged unless a suitable alternative can be provided.
- C. The City shall encourage developments along the river to set aside areas for public access to the river from inland areas.

CM Objective 1.4: To encourage the expansion of existing marina facilities which will have minimum impact on the Indian River Lagoon system and to discourage their location in inappropriate areas

CM Policy 1.4.1: Marinas shall be located in areas where maximum physical advantage exists, where the least dredging and maintenance are required, and where adequate resources will not be adversely affected subject to State and Federal regulations.

CM Policy 1.4.2: Present and future marina facilities shall not degrade water quality in the estuaries of the region per State and Federal regulations.

CM Policy 1.4.3: Expansion of existing marina facilities, where environmentally feasible, rather than construction of new facilities, shall be encouraged.

CM Policy 1.4.4: Within local land use planning programs, priority shall be given to water-dependent uses for marina development in those areas considered appropriate for such uses.

CM GOAL 2: To provide for public safety in the coastal high-hazard area and to limit public expenditure in areas subject to destruction by natural disasters, while providing for the long-term accessibility, economic viability, neighborhood stability, and environmental integrity of these unique resources

CM Objective 2.1: The coastal storm area shall include the following areas:

- A. The Coastal High Hazard Area (CHHA), defined as the area projected by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) computerized storm surge model to be inundated from a category 1 hurricane, as reflected in the most recent *Storm Surge Zone Atlases* of the Florida Department of Emergency Management, and
- B. Areas of the City projected to be inundated by sea-level rise as early as the year 2040 and through 2100 based on maps developed by the City using the University of Florida GeoPlan Center Sea Level Scenario Sketch Planning Tool and identified as Adaptation Action Areas (AAA) consistent with Coastal Management (CM) Objective 4.5.

CM Policy 2.1.1: The City will not consider land use amendments, which will result in a net increase in residential density per the 2040 Future Land Use Map in the CHHA. The City shall work to direct population concentrations, including nonresidential development, away from the CHHA.

CM Policy 2.1.2: The City shall prohibit the location of new hospitals, nursing homes and assisted living facilities in the CHHA and the area inundated by a category 2 hurricane as depicted by the SLOSH model, as reflected in the Sea Level Rise Vulnerability Assessment prepared by the East Central Florida Regional Planning Council. The locations shall be determined by a site specific survey, which will be required if at least twenty (20) percent of any parcel is depicted in the CHHA.

CM Objective 2.2: The City should protect historical and archaeological resources in the coastal storm area.

CM Policy 2.2.1: The City will continue to promote the preservation of historic and archaeological resources by providing information to the public and encouraging private groups to nominate sites to preserve.

CM Policy 2.2.2: The City will consider amendments to the LDRs that will establish performance standards for development and sensitive reuse of historic resources.

CM Objective 2.3: Level of service standards as defined in the functional elements of the Comprehensive Plan (public utilities, recreation and open space), are established and are recognized as applicable to the coastal storm area.

CM Policy 2.3.1: Public facilities, infrastructure, and utilities in the Coastal Storm Area should be maintained when necessary. Future capital projects are addressed in the Capital Improvements Element (CIE).

CM GOAL 3: Management of Titusville's coastal storm area shall prohibit activities that would damage coastal resources or pose a threat to human life due to severe storm hazards, and shall promote activities that enhance the natural and built environment.

CM Objective 3.1: The City shall continue to protect the shoreline resources, coastal wetlands, estuaries, and wildlife habitat from encroachment and development to maintain or increase the acreage for threatened and endangered species populations.

CM Policy 3.1.1: The City supports the goals of the National Estuary Program's Comprehensive Conservation and Management Plan (CCMP) for recovery of the Lagoon prepared by the National Estuary program, and related plans, as a means of achieving mutual local and regional resource management and restoration goals for the Indian River Lagoon.

CM Policy 3.1.2: The City shall permit passive recreation uses in coastal areas as identified in the Future Land Use Element of the Comprehensive Plan where appropriate.

CM Policy 3.1.3: The City shall coordinate with Brevard County, and other governmental and non-governmental organizations for water quality monitoring and related program planning.

CM Policy 3.1.4: The City shall minimize the disturbance of natural shorelines which provide stabilization and protect landward areas from storm impacts by developing regulations and programs, where feasible.

CM Policy 3.1.5: To preserve the functionality of natural sea level rise barriers, the City shall:

- A. Examine the appropriate use of sediment-trapping vegetation, sediment mounds, etc., for coastal hazards; and
- B. Implement shoreline restoration, plantings, and use of natural material, for new development where feasible.

CM Policy 3.1.6: The City will maintain shoreline protection and erosion control by:

- A. Facilitating the installation and maintenance of native shoreline vegetation along appropriate areas; and
- B. Considering hard structures, such as seawalls, only when alternative options are unavailable.

CM Policy 3.1.7: Unavoidable impacts to grassbeds and other valuable submerged habitat shall be mitigated through any means that will result in no net loss of grassbeds or other habitat in the

estuary. The method utilized (transplant, creation, etc.) will be determined in conjunction with the USFWS, USACE, FDEP, and SJRWMD.

CM Objective 3.2: The City shall protect public and private property and human life from the effects of hurricane winds and flooding.

CM Policy 3.2.1: Limit public expenditures that subsidize development permitted in the coastal high hazard storm areas, except for the restoration or enhancement of natural resources.

CM Policy 3.2.2: The City's public expenditures in the coastal storm area, when available, shall consider including program improvements that will restore and enhance natural resources, when resources are available.

CM Policy 3.2.3: Encourage more efficient and climate resilient construction practices locally by:

- A. Evaluating base finish floor elevation standards with respect to projected sea level rise scenarios and flooding potential; and
- B. Evaluating extending the City's cumulative substantial improvement and substantial damage regulation from one-year to a multi-year time period; and
- C. Evaluating extending the City's substantial improvement and substantial damage regulatory threshold to less than 50%.

CM Policy 3.2.4: Evaluate designing a "natural runoff" or "net-zero discharge" policy for stormwater in subdivision and site design.

CM Policy 3.2.5: The City will continue to pursue grant opportunities from state and federal agencies intended to aid in the collection and analysis of data to be used in the development of specific regulations intended to reduce losses due to flooding and claims made under flood insurance policies.

CM GOAL 4: New development, redevelopment, and investment in public facilities, utilities, and infrastructure shall be managed and regulated to reduce flood risk in the coastal storm area, as defined in CM Goal 3, resulting from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise; and to reduce losses due to flooding and claims made under flood insurance policies issued in this state. This management of investment in public facilities, utilities, and infrastructure shall involve cost effective analysis consistent with the City objectives and capital improvement planning associated with the public facilities.

CM Objective 4.1: Development and redevelopment in the City shall be planned and managed to reduce risk and losses due to flooding resulting from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea level rise.

CM Policy 4.1.1: Development and redevelopment plans and proposals in the coastal storm area shall be reviewed for compliance with the goals, objectives and policies of the Comprehensive Plan and other appropriate plans and references, including the City's National Flood Insurance Policy (NFIP) and the Community Rating System (CRS) Program.

CM Policy 4.1.2: The flood-resistant construction requirements in the Florida Building Code and applicable floodplain management regulations set forth in 44 C.F.R. part 60, or more stringent controls, shall continue to be applied to development and redevelopment in the coastal storm area.

CM Policy 4.1.3: The City shall explore requiring, rather than encouraging, the use of Low Impact Development site design methods for new development, redevelopment, additions, retrofits, and modifications to properties in the coastal storm area.

CM Policy 4.1.4: Low Impact Development design standards shall provide for site design, engineering, and stormwater management designs and retrofits that reduce run-off, mitigate flood impacts, and provide for the on-site absorption, capture, and reuse of rain water. The standards shall encourage or require the increased use of "green" stormwater management treatments, native/Florida-friendly landscape material, porous paving materials, and the preservation and restoration of natural drainage characteristics.

CM Policy 4.1.5: The City shall issue building permits in compliance with the Florida Building Code and National Flood Insurance Program (NFIP) regulations, a part of the Federal Emergency Management Agency (FEMA) regulations, regarding, but not limited to issues such as community floodplain activities, land management, and policy rating.

CM Objective 4.2: Hazard mitigation efforts will be implemented to reduce flood risk resulting from high-tide events, storm surge, flash flood, stormwater runoff, and the related impacts of sea level rise.

CM Policy 4.2.1: The City shall encourage and support hazard mitigation efforts through continuation of the following activities:

- A. Participation in the NFIP's CRS;
- B. Administration of building regulations and LDRs consistent with City and FEMA regulations;
- C. Review and implementation of appropriate policies and strategies developed by partner agencies or through interagency hazard assessment and mitigation initiatives.

CM Policy 4.2.2: The City will continue to monitor and evaluate the feasibility of incorporating recommendations from other intergovernmental hazard planning initiatives into the Titusville Comprehensive Plan and LDRs.

CM Objective 4.3: Continue to educate the public on flood risks, as well as mitigation strategies and available programs to reduce flood hazards and improve the City's CRS score.

CM Policy 4.3.1: Continue to prepare and disseminate communications and conduct NFIP community workshops to provide information regarding the benefits of acquiring flood insurance.

CM Policy 4.3.2: Continue to update, maintain, and make available for public review, flood risk maps and related information indicating risks associated with high tide events, storm surge, flash flood, stormwater runoff, and related impacts of sea level rise.

CM Policy 4.3.3: Flood elevation certificates shall continue to be made available for public review.

CM Objective 4.4: The practice of adapting the built environment to address impacts of sea level rise shall be an integral part of the City's planning process and in its coordination with partner agencies.

CM Policy 4.4.1: The anticipated impacts of storm surge and sea level rise shall be a consideration in the implementation and administration of the City's Comprehensive Plan, building and life safety codes, capital improvement plans, emergency management plans, land development codes, water resource and stormwater management plans, coastal management plans, and economic development programs.

CM Policy 4.4.2: The City shall work with local, state, and federal entities in the continued assessment of vulnerabilities and the development of mitigation and adaptation strategies to address the impacts of sea level rise.

CM Objective 4.5: By 2020, the City shall designate Adaptation Action Area(s) identifying locations vulnerable to the impacts of sea level rise; include Adaptation Action Area mapping in the Future Land Use Plan map series; and define policies and strategies applicable to development, redevelopment, and investment in public facilities, infrastructure, and utilities addressing long-term impacts.

CM Policy 4.5.1: Map Adaptation Action Areas to identify areas vulnerable to the impacts of sea level rise.

CM Policy 4.5.2: Identify and implement adaptation policies to increase community awareness and evaluate the impacts of requiring elevated finished floors, additional freeboard, and wet/dry flood proofing in areas outside designated flood plains but within the designated Adaptation Action Area.

CM Policy 4.5.3: Work with local, state and regional partners to identify funding sources to support adaptation projects located within Adaptation Action Areas.

CM Policy 4.5.4: Evaluate the costs and benefits of adaptation alternatives in the location and design of new infrastructure and the fortification or retrofitting of existing infrastructure.

CM Policy 4.5.5: After the mapping of Adaptation Action Areas, follow a regular program of assessment and reevaluation to ensure policies and strategies address known and anticipated risks associated with sea level rise. Activities shall include acquisition of necessary modeling data and programs to update the Adaptation Action Area map(s) in the City's Future Land Use Plan map series.

CM Objective 4.6: When constructing or reconstructing utilities or infrastructure, evaluations shall be completed to assess vulnerability and resilience to sea level rise and identify cost-effective strategies to ensure resilience.

CM Policy 4.6.1: The City shall continue to evaluate opportunities to protect public facilities, infrastructure, and utilities from the impacts of sea level rise in a cost effective manner and consistent with the City objectives and capital improvement planning associated with the public facilities.

CM Objective 4.7: Evaluate and identify which public investments and infrastructure should be built or rebuilt, modified or relocated to maximize the effective life span in a cost effective manner.

CM Policy 4.7.1: By 2020, identify public facilities and infrastructure at risk from sea level rise and plan for updates to the assessment every five years. The City shall analyze vulnerability to public facilities and infrastructure, including but not limited to: public buildings and facilities, including police and fire stations; water and water reclamation facilities, transmission lines and pumping stations; stormwater systems; roads and bridges; and other transportation and transit infrastructure.

CM Policy 4.7.2: Based on the sea level rise vulnerability assessment, the City will determine appropriate strategies related to the modification in place [e.g. elevation, hardening, relocation, etc.] or strategic retreat from areas at risk. This determination shall involve cost effect analysis consistent with the City objectives and capital improvement planning associated with the public facilities.

CM Policy 4.7.3: Evaluate elevating roads and bridges to maintain dry access. In situations where waters tend to wash roads out, construction, reconstruction, or repair can include not only attention to drainage, but also stabilization or armoring of vulnerable shoulders or embankments.

CM Policy 4.7.4: By 2020, expand upon existing emergency management communication efforts and initiate a program to coordinate resilience and adaptation initiatives with the owners of private utilities, hospitals and clinics, nursing homes and assisted living facilities, and other privately-operated facilities in locations identified as vulnerable to impact from sea level rise.

CM GOAL 5: The City shall accomplish post-disaster redevelopment in a manner that is designed to minimize public and private vulnerabilities to future disasters in a cost effective manner and consistent with the City objectives and capital improvement planning associated with the public facilities.

CM Objective 5.1: Damaged infrastructure shall continue to be repaired or rebuilt to minimize the potential for future impacts in a cost effective manner and consistent with the City objectives and capital improvement planning associated with the public facilities.

CM Policy 5.1.1: Consideration shall be given to relocating public facilities outside the coastal storm area.

CM Policy 5.1.2: Temporary-building moratoriums should be considered in the coastal storm area when 50% or more of the homes have been destroyed in order to assess impacts and feasibility of redevelopment.

CM Policy 5.1.3: Repair and rebuilding of critical facilities such as water facilities, sewage treatment plants, lift stations and other utilities damaged in future storms shall be reconstructed to minimize hurricane and flooding vulnerability in a cost effective manner and consistent with the City objectives and capital improvement planning associated with the public facilities.

CM Policy 5.1.4: Coastal infrastructure shall be maintained and replaced as necessary to insure adequate Levels of Service to the existing population and to projected population increases at the planned density consistent with the Future Land Use Element.

CM Objective 5.2: Post-disaster redevelopment plans shall include provisions for repair and cleanup, assessment of infrastructure and limiting redevelopment of properties that experience repetitive loss. The infrastructure assessment shall involve cost effective analysis consistent with the City objectives and capital improvement planning associated with the public facilities.

CM Policy 5.2.1: The City shall continue to review inventories of repetitive loss properties provided by FEMA and working with state officials to improve the process of reducing vulnerability and loss for listed properties.

CM Policy 5.2.2: As part of post-disaster planning and management, the City shall prepare inventories of properties for acquisition and removal, including repetitive loss properties, and establish clear priorities for the use of acquisition resources.

CM Policy 5.2.3: As part of the process of defining and establishing policies for development and redevelopment in the Adaptation Action Areas, the City shall assess existing regulations and standards for post-disaster redevelopment. Such standards shall address the replacement, removal, relocation or structural modification of damaged and unsafe structures and infrastructure and distinguish between the recovery phase and long-term redevelopment.

CM Objective 5.3: The reestablishment of businesses after a disaster is critical to the redevelopment of the coastal storm area.

CM Policy 5.3.1: The City will cooperate with local businesses and organizations to aid in disaster planning and recovery for businesses located within the coastal storm area.

CM Policy 5.3.2: The City will cooperate with the Chambers of Commerce and community business partners in developing an informational program about hurricane preparedness for local businesses.

CM Objective 5.4: Water-dependent uses such as marinas, boat launch or dock facilities shall be given a higher priority over other uses along the shoreline.

CM Policy 5.4.1: The City will encourage the preservation of recreational and commercial working waterfronts and marinas and other water-dependent facilities.

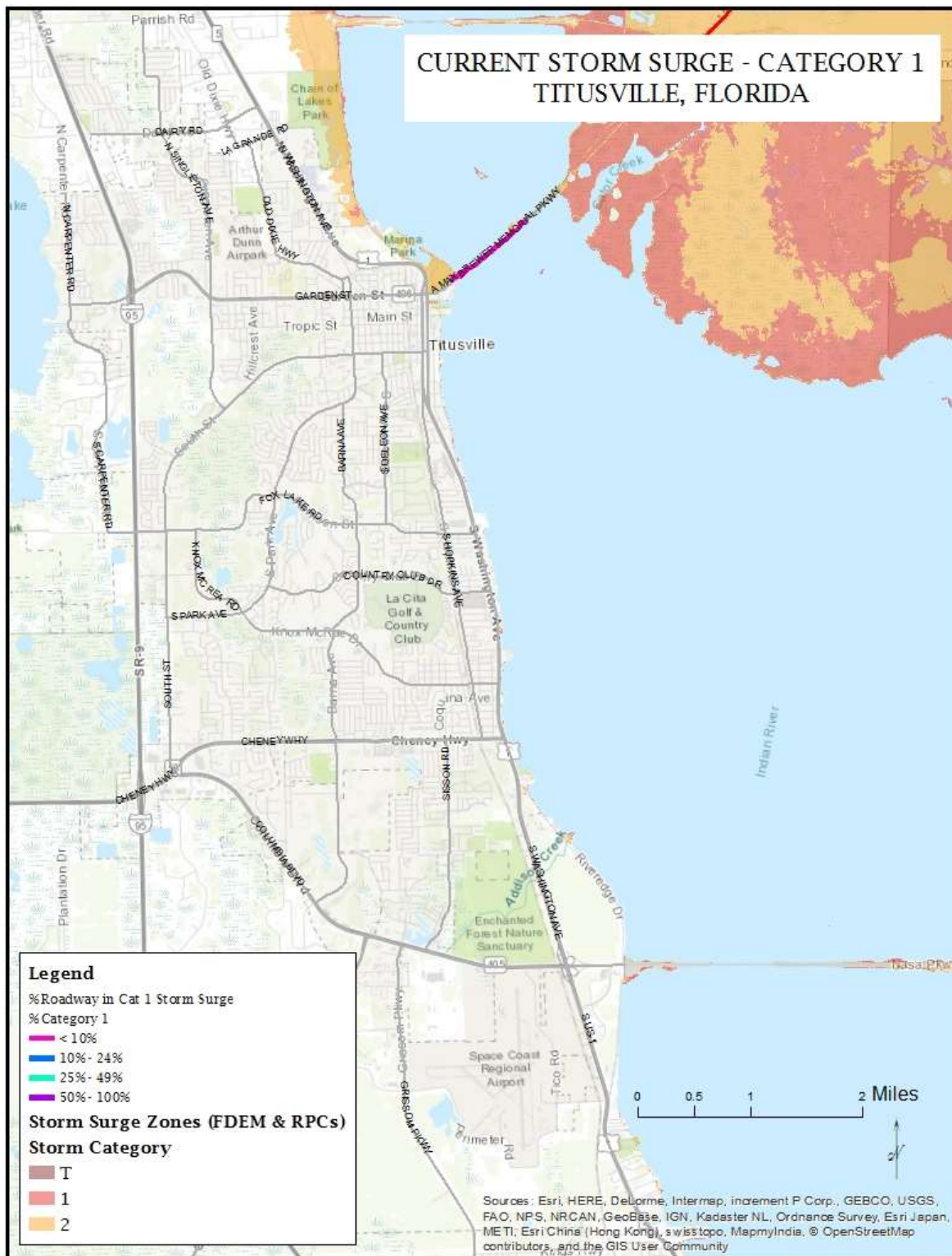
Coastal Management (CM) Strategies

CM Strategy 1: Develop a Resiliency Strategic Plan, in order to identify those areas that are considered high flood risk and recommend further planning and/or infrastructure needs.

CM Strategy 2: Adopt a Low Impact Development ordinance.

CM Strategy 3: Apply building regulations and land development code requirements to ensure noncompliant structures are brought into conformance with FEMA flood elevation standards or will be flood proofed consistent with FEMA standards.

MAP 2. COASTAL MANAGEMENT MAPS



B. Plan Categories

The land use categories established in this section appear on the City's Future Land Use Map (FLUM). The category descriptions are intended to provide a narrative and development standards to guide land use through the overall planning period. The Future Land Use Map illustrates and regulates the City's intended future growth patterns through the use of Future Land Use Districts and a Future Land Use Overlay. Development in all districts should be well planned and designed to be harmonious with the adjacent existing and planned development.

The purpose of Future Land Use Districts and the Overlay is to show the City's general plan for future development within different geographic areas of the city and to specify policies under which new development must occur. New development or redevelopment within a given area must be consistent with the criteria specified within the Future Land Use District, other relevant policies in the Comprehensive Plan, and the City's LDRs.

A designated Future Land Use District does not guarantee the right or ability to develop a particular use, density, or intensity on a given parcel. Each Future Land Use District may allow a range of zoning districts, described in the LDRs, which are assigned by the City Council based on additional criteria and the appropriateness of the specific location. The zoning district and other standards in the LDRs provide further specificity about permitted uses, densities, intensities, heights, and other criteria for development and redevelopment in any given location. In addition, the specific circumstances of the site and state and federal regulations may affect the development potential of a given site.

Future Land Use residential densities shall be calculated as the number of units divided by the gross area of the district.

Floor Area Ratios include Residential, Nonresidential, or mixed-use development unless otherwise noted. The LDRs may exclude structured parking from the calculation of Floor Area Ratios. Floor Area Ratios are calculated on a parcel-by-parcel basis.

Corridor/Land Use Matrix – The matrix below describes appropriate land use plan categories as they relate to the corridors and segments of corridors described in Part II – People, A – Community Profile of this plan.

| Corridor/Land Use Matrix* | Downtown | Gateway | Neighborhood Center | Neighborhood | Research and Manufacturing |
|--|----------|---------|---------------------|--------------|----------------------------|
| U.S Highway 1 North of Garden & South of Cheney Segments | | X | | | X |
| Downtown Washington Segment | X | | | | |
| Central Washington Segment | | X | | | |
| Garden Street | | X | | | |
| Cheney Highway | | X | | | |
| South Street Urban Segment | | | | | |
| South Street Central Segment | | | | | X |
| Columbia Boulevard Segment | | X | | | |
| Hopkins Avenue | | | X | | |
| Commercial Activity Centers | | | X | | |
| Local Roads | X | X | X | X | X |

* The right-of-way widths, block lengths and building patterns in the corridors, collector nodes and local roads suggest certain land uses. The remaining land uses (Civic, Recreation, Conservation and the Waterfront Overlay) are site specific. The land uses are described in the Places section of the plan.

Plan Categories - The Comprehensive Plan and the Future Land Use Map (FLUM) establish a total of eight (8) land use categories, plus one (1) overlay category. The eight (8) land use categories established within the Comprehensive Plan and on the FLUM encourage a mix of uses in most categories, while protecting existing neighborhoods, areas critical to the provision of public facilities, and environmentally sensitive areas. The purpose of the overlay designation is to provide guidance for development along the City's waterfront.

The category descriptions include standards to guide land use through the overall planning period. Plan Amendments will require that amended areas conform to the standards prescribed in this Future Land Use Element. The Plan categories are summarized before they are more fully described in the detailed descriptions that follow.

1. Land Use Categories and Overlay

Downtown (D) – Allowing mixed-use development meeting specific urban design standards with an urban character in areas in and around the historic downtown utilizing or furthering the historic grid street network.

Gateway Corridor (GC) – Allowing a mix of multifamily residential and commercial uses of urban character utilizing design guidelines to create activity centers along major thoroughfares or “gateways” through the City. Certain corridors may include a mix of light industrial uses to enhance existing development patterns.

Neighborhood Center (NC) – Allowing a mix of multifamily residential and commercial uses on a neighborhood and pedestrian scale to create nodes of activity serving the daily needs of residents.

Neighborhood (N) – Allowing primarily single-family uses; accessory dwelling units (ADUs), aka “granny flats” or “garage apartments”, and appropriately scaled multifamily dwellings including duplexes, triplexes, or quadraplexes, where appropriate. The plan category is further divided into the following sub-categories.

Residential One (RES-1) – Allowing a maximum residential density of 1 dwelling unit per acre.

Residential Two (RES-2) – Allowing a maximum residential density of 2 dwelling units per acre.

Low Density Residential (LDR) – Allowing a maximum residential density of 5 dwelling units per acre.

Medium Density Residential (MDR) – Allowing a maximum residential density of 10 dwelling units per acre.

High Density Residential (HDR) – Allowing a maximum residential density of 15 dwelling units per acre.

Research & Manufacturing (RM) – Allowing research, development, and office activities, as well as industrial uses that enhance the existing development patterns of the established industrial areas within the City.

Civic (CV) – Allowing a wide range of public uses that enhance the ability to provide public facilities and protect existing facilities aiding in the provision of public services.

Recreation (REC) – Allowing major recreational uses. This designation is intended for facilities serving the entirety of the City and/or region.

Conservation (CNS) – Allowing minimal uses at very low intensities in order to protect areas which may be wetlands.

Waterfront Overlay (WFO) – Establishing standards for residential, commercial, and recreation uses of urban character that enhance the character of, and maximize public access to the shoreline of the Indian River Lagoon.

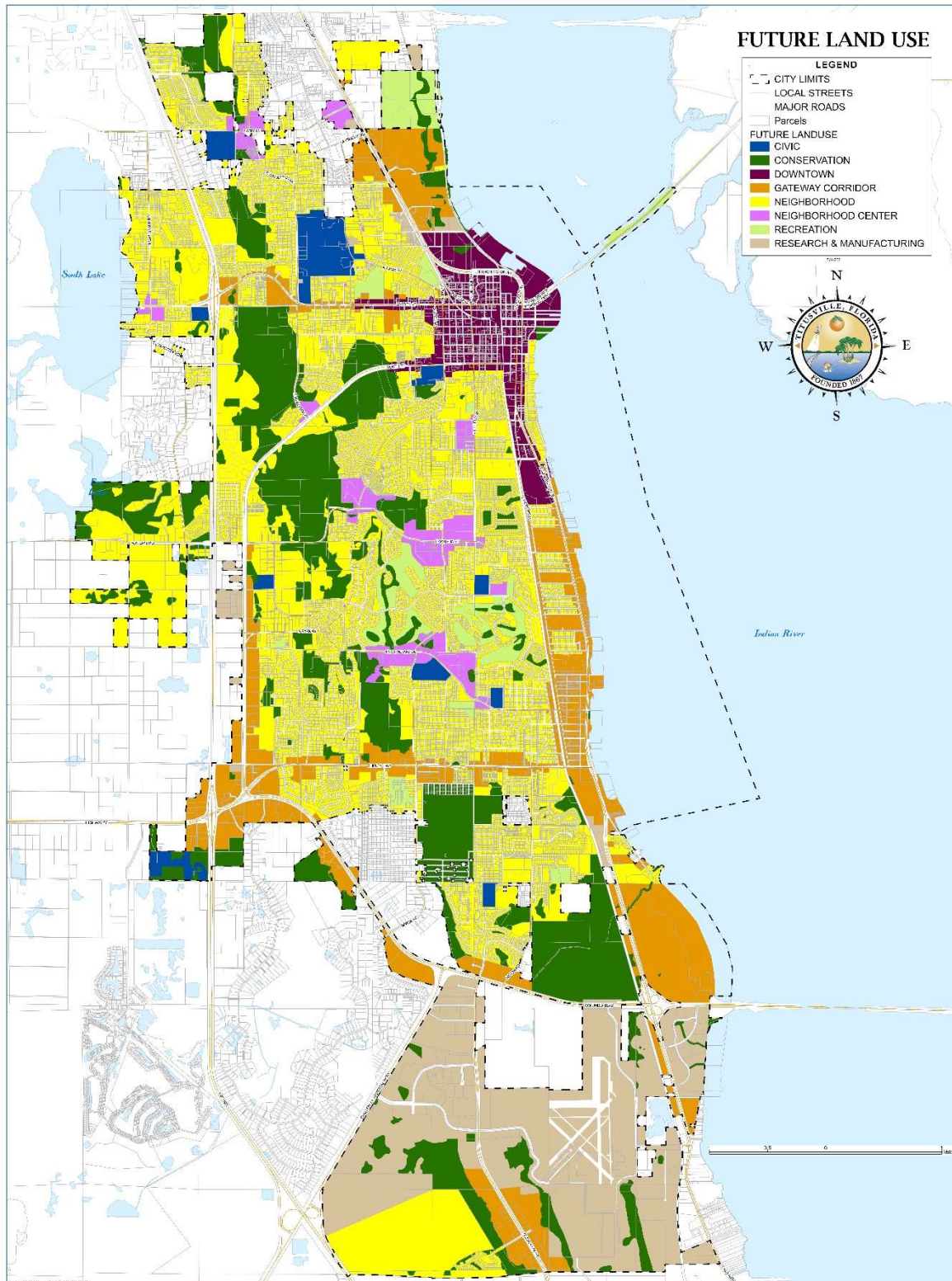
Allowable Uses, Densities, and Intensities, (Plan Categories Table 1)

| Future Land Use Category¹ | Generalized Use | Maximum District-wide Category (DU / AC) | Maximum Site Development Category (DU / AC) | Maximum FAR |
|---|----------------------------------|---|--|------------------------------|
| Downtown (D) | Mixed-Use | 30 | - | 5.0 |
| Gateway Corridor (GC) | Mixed-Use | | 15 ¹ See Note ² | 2.0 |
| Neighborhood Center (NC) | Mixed-Use | - | 15 ¹ | 1.0 non-residential |
| Neighborhood (N) | Residential, Mixed-Use | - | See Note ² | 0.2 |
| Research & Manufacturing District (RM) | Non-Residential, Mixed-Use | - | - | 5.0 |
| Civic (CV) | Public Facilities, Open Space | - | - | - |
| Recreation (REC) | Open Space | - | - | - |
| Conservation (CNS) ³ | Protected Lands | - | 1 DU / 5 Ac. | - |
| Waterfront District Overlay (WFO) | Mixed-Use | Refer to underlying category | Refer to underlying category | Refer to underlying category |

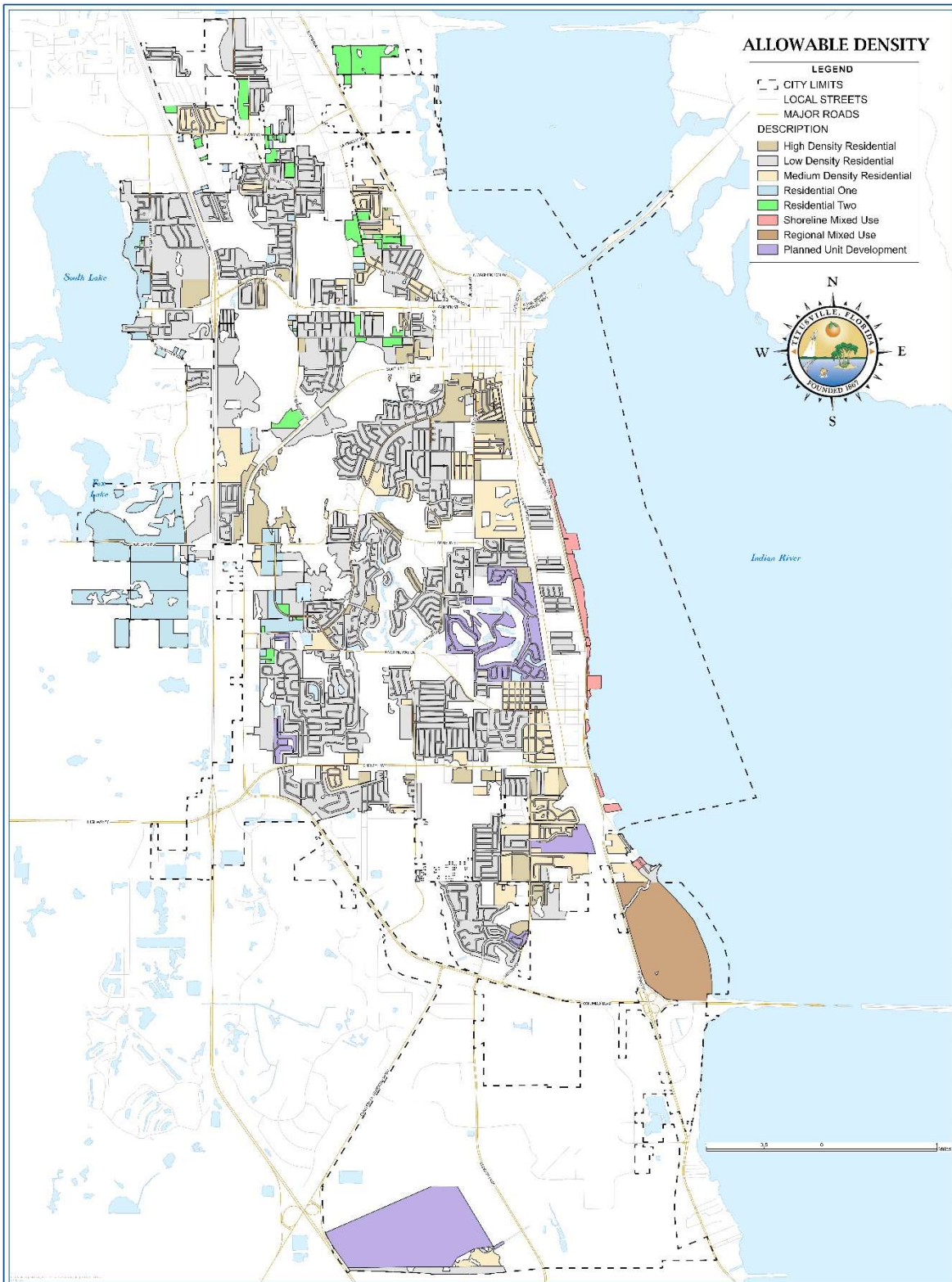
- Individual sites are subject to the criteria of their applicable zoning district which may be more restrictive.
- The Maximum Densities in the Neighborhood Future Land Use District are further delineated by **Allowable Density Map FLUM District Maximum Density of the Neighborhood (N) plan category**

| | |
|----------------------------------|---|
| Residential One (RES-1) | 1 du/acre |
| Residential Two (RES-2) | 2 du/acre |
| Low Density Residential (LDR) | 5 du/acre |
| Medium Density Residential (MDR) | 10 du/acre |
| High Density Residential (HDR) | 15 du/acre |
| Planned Unit Development (PUD) | du/acre as specified in the approved development order |
| Residential Mixed Use (RMU) | 6.7 single-family du/acre and 10-40 multifamily du/acre |
- The boundaries may be amended as determined by Environmental (EN) Goal 2.

MAP 3. FUTURE LAND USE MAP



MAP 4. ALLOWABLE DENSITY



LAND USE CATEGORIES

a. Downtown (D)

Description of the Downtown (D) category:

This plan category is intended to address the City of Titusville's desire for downtown to serve as the heart of the city. Development within this land use category should be urban-scale, mixed-use, and meet specific form and urban design standards. The purpose of this category is to foster the creation of a critical mass of residences, activities, and employment in the area that historically accommodated development of this nature. Downtown development should enhance and further the use of a historical street grid in order to promote an active environment. The historic street grid creates a series of block lengths ranging from 250 by 250 feet to blocks that are 200 by 400 feet. This block structure is conducive to mixing land uses and creating environments that promote walking and bicycling. The street network is comprised of a system of interconnected and direct routes with a connectivity index that exceeds 50 polygons per square mile [2013 Multimodal Area-wide Quality of Service Handbook]. The higher the connectivity index the more conducive the area to high density mixed use development.

This plan category promotes mixed-use with a minimum of 2 use types – for example, a multi-family residential and a non-residential component that activates the surrounding street network and promotes pedestrian activity while accommodating the automobile.

To ensure protection of the City's character, proposed developments within this category shall meet detailed standards regarding density of the residential component, design standards, landscaping/buffering features, a high level of urban services (i.e., multimodal transportation facilities, public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with a residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment near their residence.

The existing urban development pattern should be enhanced by furthering the continuation of an urban street grid, where feasible. As redevelopment occurs, buildings should be oriented to the street and enhanced pedestrian amenities are encouraged to further a walkable, pedestrian focused environment. Redevelopment of industrial uses within this plan category should be limited to those uses that can be conducted indoors and in a manner which does not create nuisances to neighboring properties. Bicycle parking is encouraged to be a priority and be easily accessible. Single-use strip-development is strongly discouraged. Curb-cuts (driveways) should be reduced or eliminated where possible through redevelopment, and parking should be located behind buildings to further a pedestrian environment.

Purpose of the Downtown (D) Category:

The Downtown (D) land use category applies to the entirety of the City's downtown Community Redevelopment Area (CRA) and the surrounding areas to the west and north with an established urban street grid. The category encourages a complementary mix and range of land uses, primarily focusing on commercial and multifamily residential land uses, and the creation of a pedestrian friendly environment. The purpose of the Downtown (D) category is to facilitate the redevelopment and enhancement of the City's historical urban center and its traditional central business district. The (D) category is intended to foster redevelopment and infill through increased densities and intensities subject to adherence to design guidelines and requirements so that new development will prevent, replace, and eliminate blight, while protecting and enhancing the existing historic character and structures. The (D) category is further intended to implement the general redevelopment Goals, Objectives and Policies of this Comprehensive Plan, as well as to further the City's CRA designation and the implementation of redevelopment plans, studies and regulations.

Density/Intensity within the Downtown (D) category:

Residential uses may range from small lot detached single-family houses to high density multi-family residential. The preferred uses are medium to high-density multi-family residential, multi-story office, or mixed-use buildings containing retail with office or residential above. Development that occupies more than half of a city block should contain multiple uses. A maximum average density of 30 dwelling units per gross acre within the D land use category may be permitted. The preferred residential use within the CRA is medium to high-density multi-family residential or mixed use non-residential with multi-family residential, subject to compatibility with and appropriate transition considerations to adjacent, low-density residential uses. Existing single-family uses should be protected and surrounding or infill development should transition appropriately to preserve the character of historic development patterns. Areas within the D land use category outside of the CRA are encouraged to develop a mix of Missing Middle Housing including multifamily dwellings such as townhomes and/or multi-plexes. High-density detached single-family homes that match the scale and character of existing and new development in the area is also encouraged. New development should transition in scale and density when in close proximity to existing historic structures.

Building heights are generally five (5) stories and may be higher on preapproved sites identified in an overall redevelopment plan. A maximum 5.0 FAR in the (D) land use category may be permitted for individual projects. Parking structures are exempt from FAR calculations.

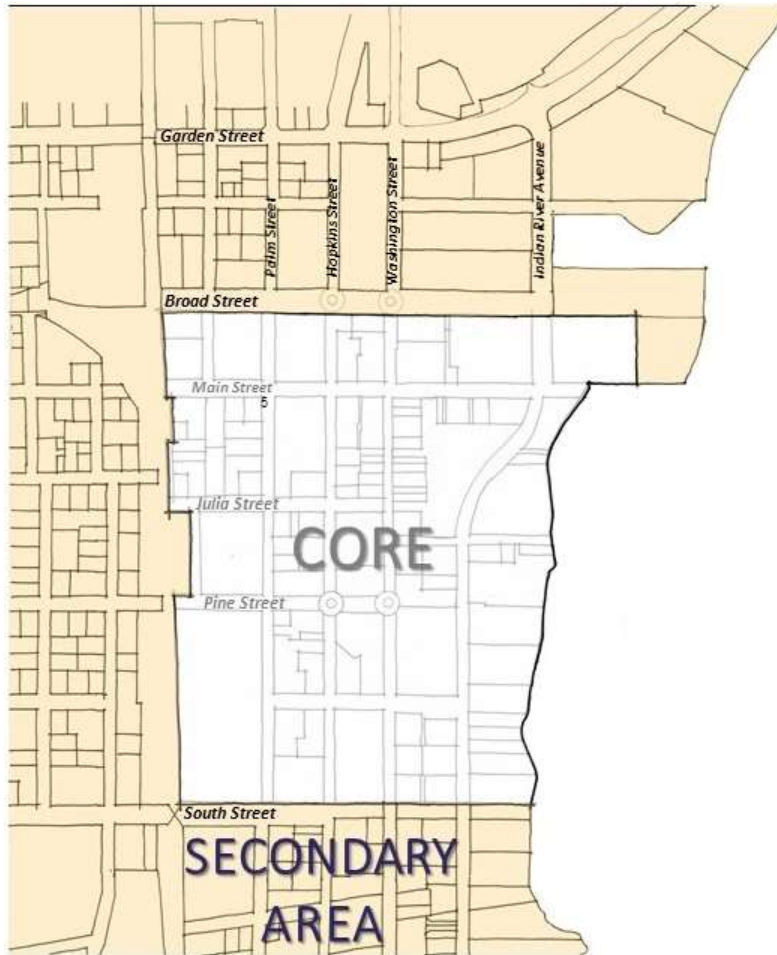
Projects may be determined by either density or Floor Area Ratio (FAR); whichever calculation is more beneficial to the development. If FAR is applied to the residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding built environment, and provide appropriate transitions to adjacent uses.

District-wide Maximum Allowable Percentage of Land Use Acreage:

Residential: 75% in the Core Area, 100% in the Secondary Area (Map 4)

Commercial: 100% in the Core area, 75% in the Secondary Area (Map 4) (including, but not limited to, offices, restaurants, retail, and other non-residential uses)

Industrial: 25% (property should not be developed to solely be used by industrial uses; however, light industrial uses that are conducted solely indoors, can be accommodated in existing buildings or within a unit of a multi-tenant building, and do not create nuisances for surrounding properties may be allowed through the LDRs.)



MAP 5. DOWNTOWN CORE AND SECONDARY AREAS

ALL AREAS WITHIN THE DOWNTOWN PLAN CATEGORY OUTSIDE THE “CORE” ARE CONSIDERED TO BE WITHIN THE “SECONDARY AREA.”

Relationship to Other Areas of Use and the Street System within and adjacent to the Downtown (D) land use plan category:

- a. Downtown (D) plan category should be confined to locations with an existing historic grid street network as illustrated on the 2040 Future Land Use Map.
- b. Downtown (D) plan category shall protect and enhance the City’s historical urban core and the downtown central business district with special emphasis on uniformity and scale of signage, site lighting standards and fixtures, façade treatment, color palette, architectural detail, building placement and orientation, landscaping, pedestrian amenities, and similar detailed design standards.
- c. Diminishing and transitioning residential densities and non-residential intensities at the edges of the Downtown (D) plan category in a manner that complements and compatible with adjacent land uses should be utilized in project design. These transitions create opportunities for adjacent uses to easily access and relate to the area should be included in project design on those properties at the edge of the Downtown (D) plan category.
- d. Development is encouraged to address the street in an urban manner as specified in CD Policy 1.9.5, including building entrances and façades that are pedestrian oriented, provide opportunities for outdoor seating and gathering, and are transparent to create an active pedestrian environment.

- e. Automobile parking should be located to the rear of buildings and consolidated wherever possible. Shared parking is strongly encouraged to maximize parking utilization and reduce land areas dedicated to surface parking lots.
- f. Single-use strip development is strongly discouraged for new development. Proposed commercial development plans for sites abutting an arterial or collector street should include traffic calming measures including provisions of on-street parking, landscape beds adjacent to the street, and enhanced pedestrian amenities at intersections.
- g. Perimeters should feature transitional development, including compatible land uses, special street frontage treatments, open space, landscaping, and/or visual screening when adjacent to other land use plan categories.
- h. Opportunities for pedestrian, bicycle, or similar low-impact access and circulation, should be a priority as part of project design. Design techniques should be included that enhance and support pedestrian and bicycle facilities, and provide for connections to adjacent commercial and residential developments.
- i. Proposed developments should provide retail and service uses at the street level to promote a pedestrian-oriented environment, especially when proposed adjacent to existing commercial uses. Facades are encouraged to be highly transparent at the street level. Drive-through service windows are strongly discouraged, but if present, should be accessed via alleys provided they do not substantially disrupt pedestrian activity or surrounding uses.
- j. Open spaces should be appropriately scaled and located to be activated and accessible by surrounding uses. Open spaces may include hardscape plazas, outdoor seating, and/or pocket parks that provide opportunities for community events and recreation opportunities for residents and visitors.
- k. Industrial uses shall have direct access to major transportation facilities, including state and federal highways and airports. New heavy industrial districts shall be discouraged. Industrial development shall be encouraged to be master planned to share infrastructure.

b. Gateway Corridor (GC)

Description of the Gateway Corridor (GC) category:

This plan category is intended to address the City of Titusville's desire to create aesthetically appealing, mixed-use corridors throughout the City. Development within this land use category should be moderately scaled mixed-use developments meeting generalized form and urban design standards that address building placement, landscaping, parking location, and multimodal transportation facilities. Development within this category should enhance the aesthetics of the City while providing a mix of uses that complement existing development along the corridor, and transition to the surrounding developments. Development within this category should be easily accessible by a variety of transportation options including the automobile, transit, bicyclists, and pedestrians.

Through the [titusville tomorrow](#) visioning exercise, multiple corridors were identified that are vital to the aesthetic appeal and redevelopment efforts within the city. The identified corridors include Washington Avenue (U.S. Highway 1), Garden Street (State Road 406), Cheney Highway (State Road 50), South Street/Columbia Boulevard (State Road 405), and Hopkins Avenue. Descriptions of the corridors and the intricacies of each corridor are described below.

Washington Avenue (U.S. Highway 1)

Washington Avenue is the major north-south corridor through the City. The roadway can generally be broken down into three typologies within the city. The first, titled "North & South" are those portions of Washington Avenue that are north of the Community Redevelopment Agency (CRA) area, and those portions south of Cheney Highway (State Road 50). The second, titled "Downtown" is the portion of U.S. Highway 1 that lies within the CRA. The third, titled "Central" is the portion of Washington Avenue between the southern CRA boundary and Cheney Highway (State Road 50). Each of these typologies are explained below.

North: Parrish Road to the northern Community Redevelopment Agency (CRA) boundary

South: Cheney Highway (SR 50) to Kings Highway

Downtown: Segment within the CRA

Central: CRA southern boundary to Cheney Highway (SR 50)

North & South – Along this portion of Washington Avenue, which are the segments north of the CRA northern boundary, and south of Cheney Highway (SR 50), access management is paramount. Curb-cuts should be consolidated and eliminated where possible. As development occurs proper access management will assist in the continued provision of established level of service standards and promotes quality development. Pedestrian facilities should be buffered from travel lanes, and installed where deficiencies exist as development occurs. Where possible, pedestrian facility improvements should form a network to provide access and ensure safety for pedestrians, bicyclists, and automobiles. Land uses along these portions of the roadway are encouraged to be a mix of commercial and residential uses that enhance the character of, and provide additional amenities to, existing developments within the corridor. Existing industrial uses along these segments of Washington Avenue should be protected, and transitions should be provided and established between varying uses to ensure a harmonious development pattern along the corridor. Single-use strip-development is strongly discouraged.

Downtown – This segment of Washington Avenue is regulated by the Downtown (D) land use plan category. This segment of roadway is located within the CRA boundaries.

Central - The segment of Washington Avenue between the southern CRA boundary and Highway 50 abuts and/or is within close proximity to the Indian River Lagoon in many locations. Consistent with the Waterfront (WFO) overlay, the adopted U.S. 1 Corridor Master Plan, and the adopted Titusville Waterfront Design Master Plan, public access to and protection of the Indian River Lagoon is paramount along this segment of Washington Avenue. To achieve the goals of completing a waterfront trail along the Indian River Lagoon, incentives should be developed for properties providing public access to the waterfront via a pedestrian multi-use pathway. Vertical and horizontal mixed-use is encouraged along this segment of the corridor. Where feasible, development is encouraged to the west of Washington Avenue to further protect the shoreline and eliminate uses that are subject to impacts associated with flooding due to sea level rise. Tools to incentivize the transfer of development from the east side to the west side of Washington Avenue should be explored. These incentives will implement the goal of the protecting the Indian River Shoreline and public improvements within areas subject to impacts associated with flooding due to sea level rise. The continuation of the existing street grid to the west of Washington Avenue is strongly encouraged, where feasible, to enhance the pedestrian and bicycling environment along this segment of the roadway. Additionally, pedestrian access from the established neighborhoods between Washington Avenue and Hopkins Avenue to the waterfront should be enhanced to encourage a natural east-west connection; and access to daily needs of residents and the Indian River Lagoon should be provided. Single-use strip-development is strongly discouraged.

Garden Street (State Road 406)

The segment of Garden Street between Interstate 95 and the base of the A. Max Brewer Bridge is intersected by a regular street grid and a variety of property uses. The continuation of a mix of uses along this corridor is encouraged, and should enhance and further the existing street grid. Buildings should be oriented towards the street by providing pedestrian access directly to adjacent sidewalks, and parking should be located behind buildings. The existing street grid should be enhanced by new development and pedestrian enhancements are encouraged throughout. Pedestrian enhancements, including options to increase bicycle infrastructure along this corridor, should be explored in coordination with the FDOT. Moderately scaled mixed-used developments utilizing the existing street grid are encouraged along this corridor, especially those taking advantage of the proximity to the Coast-to-Coast Trail/St. Johns River to Sea Loop Trail/East Coast Greenway within the corridor. Single-use strip-development is strongly discouraged. To protect existing development patterns to the north and south of the corridor, many of which are established single-family neighborhoods, developments shall transition properly in scale and intensity between frontage along Garden Street and existing development north and south of the corridor.

The segment west of Interstate 95 to the western terminus near Carpenter Road also contains a mix of uses and developments of varying ages. Along this segment of roadway, access management should be priority in design due to the presence of the South Lake Elementary School and Interstate 95 interchange. A continuation of the mix of uses currently present is encouraged, and pedestrian enhancements to provide multimodal access to the school should be included with project design.

Cheney Highway (State Road 50)

The segment of Cheney Highway between the western limits of the City and South Street/Columbia Boulevard is dominated by the Interstate 95 interchange and highway-associated, automobile-oriented commercial uses. Developments along this segment of the corridor are encouraged to provide enhanced landscaping adjacent to the roadway to assist in the creation of a gateway into the City. Access management should be a priority of all new development and redevelopment, and access points should be consolidated where possible. This segment of Cheney Highway also has very poor pedestrian access. The City should coordinate with the FDOT to ensure improvements in the future include pedestrian facilities. Development of existing vacant parcels with complementary uses to existing developments is encouraged. Pedestrian facilities should be enhanced, and gaps in pedestrian facilities should be programmed and installed as new development and redevelopment occurs.

The remainder of the corridor, between South Street and Washington Avenue, is intersected by a semi-regular street grid and commercial uses, with some multifamily and single-family residential uses. The existing street grid, should be enhanced and utilized for access to Cheney Highway as opposed to individual access points for each property. As redevelopment occurs, existing access points directly to Cheney Highway should be consolidated and removed, where feasible. New single-family developments are discouraged along this corridor, unless a commercial component is included that abuts the roadway to further a pedestrian-friendly environment. Moderately-scaled mixed-use development containing commercial and residential uses are strongly encouraged along the corridor. Redevelopment of existing single-use commercial properties are strongly encouraged to incorporate a mix of commercial and multifamily residential uses to increase pedestrian activity along the corridor. In addition, mixed-use projects are strongly encouraged to incorporate a traditional street grid and connect to existing street networks where possible. New development and redevelopment of property should address the street in a pedestrian-friendly manner to promote a vibrant and active street environment.

South Street/Columbia Boulevard (State Road 405)

South Street/Columbia Boulevard is a major corridor through the City that forms a horseshoe shape beginning in downtown and continuing through the City providing access to the Kennedy Space Center/NASA Causeway on the south side of the City. The roadway can generally be broken down into three typologies within the city. The first, titled "Urban" is the segment of South Street that is generally located between U.S. 1 and Angela Lane. The second, titled "Central" is the portion of South Street that lies between Angela Lane and Cheney Highway (SR 50). The third, titled "Columbia Boulevard" is the portion of Columbia Boulevard between Cheney Highway (SR 50) and the NASA Causeway. Each of these typologies are explained below.

South Street Urban Segment – The urban segment of South Street (State Road 405) begins at the one-way pair of Washington Avenue and continues west to the transition of South Street from four lanes into two lanes, near Angela Lane. This segment of the corridor is intersected by a traditional street grid accommodating a variety of non-residential, residential, and governmental uses. Mixed-use development along this segment is strongly encouraged. New development and redevelopment along this segment should prioritize pedestrian amenities and opportunities for outdoor seating. Commercial uses are encouraged along roadway frontages, with multifamily uses developed in concert to create a vibrant mix of residential and non-residential uses. Vehicular access points should be located away from the corridor roadways and should utilize alleyways for vehicular access where possible.

South Street Central Segment – The central segment of South Street (State Road 405), which begins at the transition from four lanes to two lanes and continues to Cheney Highway (State Road 50), is a two-lane roadway accommodating residential, commercial, and industrial. New development along this segment of the corridor is encouraged to continue the separated pedestrian trail on the west side of the roadway and enhance pedestrian amenities accordingly. Many properties on the west side of

South Street, south of Fox Lake Road are within the unincorporated County. As properties are annexed into the City and development occurs, the adopted South Street Area Small Area plan shall be the guide to determining where uses are appropriate. Industrial uses are encouraged to locate in the area west of South Street and south of Fox Lake Road, and to provide appropriate transitions and/or buffers to enhance the aesthetics of the corridor. Residential uses should be protected and enhanced with appropriately scaled commercial uses to serve existing and proposed residential uses and to enhance pedestrian access along the corridor. Where opportunities exist, mixed-use developments are encouraged to provide workforce housing in proximity to employment centers. Properties containing environmentally sensitive areas are strongly encouraged to utilize development options that protect the greatest amount of environmentally sensitive land while maximizing development potential on portions of property with the ability to support development.

Columbia Boulevard – The southern segment of State Road 405 is known as Columbia Boulevard between Cheney Highway (State Road 50) and the NASA Causeway. Development patterns along this segment are suburban in nature and are a mix of uses including residential, commercial, and industrial. Many of the properties along this segment of State Road 405 are located within the unincorporated County. As properties are annexed and developed, existing uses should be protected, and proposed uses should enhance the character and amenities along the corridor. Additional single-family developments are discouraged, with preference being given to multi-family developments that can provide workforce housing in close proximity to the Spaceport Commerce Park and other employers near the intersection of Columbia Boulevard and Grissom Parkway. Access management and the inclusion of pedestrian amenities should be priority during design of projects and use of access roads is preferred over individual access points to the corridor. Additional curb-cuts and/or roadway access points onto Columbia should be minimized and access points should be shared to maintain roadway capacity and increase the safety of pedestrian facilities. Pedestrian facilities should be included as part of new development, and preference shall be given to those uses that provide dedicated separate pedestrian facilities to provide the safest means of pedestrian travel. Additionally, pedestrian connections to the Spaceport Commerce Park are encouraged to provide multiple transportation options for access to the employers in the area.

Hopkins Avenue

Hopkins Avenue is a unique corridor providing access to a variety of uses including commercial, light-industrial, multifamily and single-family residential, and education related uses. Uses along the west side of the corridor are a mix of commercial and light-industrial uses which should be enhanced through the implementation of detailed screening and landscape requirements. While limited light-industrial uses are appropriate along the western section of the corridor, these uses shall be small-scale, and should be confined to indoor areas. Outdoor activities are acceptable, so long as the activities are placed behind buildings to ensure the integrity of the corridor. New residential uses along the western side of Hopkins Avenue are discouraged due to the proximity of the FEC railroad.

Properties adjacent to the east side of Hopkins Avenue are encouraged to be developed and redeveloped with a mix of commercial and multi-family residential uses compatible with the established single-family neighborhoods between Hopkins Avenue and Washington Avenue. New development and redevelopment should transition in scale and intensity between the frontage along Hopkins Avenue and the existing development patterns east of Hopkins Avenue.

In general, new development and redevelopment along the corridor is strongly encouraged to address the street in a pedestrian manner and provide opportunities for outdoor seating and gathering areas. Parking should be provided to the rear of buildings, and pedestrian related improvements such as bicycle parking, wider sidewalks, and landscaping to provide shade, should be provided to foster the creation of an active street environment along the corridor. Access management should be priority, and access from existing streets is preferred over connecting directly to Hopkins Avenue, especially on the east side of the corridor. Reducing access points along the corridor will enhance pedestrian safety, smooth traffic flow, and assist in the creation of an active street environment.

Development on those properties between the FEC railroad, the Indian River Lagoon, Cheney Highway (State Road 50), and Olmstead Avenue shall be subject to the adopted Indian River City Neighborhood

(IRCN) plan. The IRCN plan is further implemented through the IRCN-C and IRCN-R zoning districts as established in the City's LDRs.

Purpose of the Gateway Corridor (GC) Category:

The Gateway Corridor (GC) land use category applies to the major corridors throughout the city, which are identified and described above. The Gateway Corridor (GC) category encourages a complementary mix and range of land uses that foster increased aesthetics, variety of housing choices, and equitable access for all modes of transportation. The Gateway Corridor (GC) category is intended to guide redevelopment and infill through flexible options for land uses and appropriate densities and intensities subject to adherence to design guidelines and requirements. Through the implementation of this land use category, new development will prevent, replace, and eliminate underutilized properties, while enhancing the experience and aesthetics of the corridors throughout the city. The Gateway Corridor (GC) category is further intended to implement the Gateway Corridor (GC) and Citywide Development Strategies (CD) Goals, Objectives and Policies of the Comprehensive Plan along the identified corridors in order to accomplish the City's goal of increasing aesthetics and providing equitable access for all users.

Density/Intensity within the Gateway Corridor (GC) category:

Residential uses are encouraged to be moderate density multi-family, providing access management and cross-access between parcels where feasible. The preferred residential use is multifamily apartments, condominiums, and mixed-use non-residential with multi-family residential, including live-work units, subject to compatibility with, and appropriate transition to, adjacent low-density residential uses. Existing single-family uses should be protected and surrounding or infill development should transition appropriately to preserve the character of existing developments. Corridors identified for industrial uses should be protected and adequate transition and screening requirements should be established to ensure a harmonious environment along corridors with a mix of uses. The district density of the Gateway Corridor shall not exceed 15 DU/Ac and total FAR shall not exceed 2.0.

Relationship to other areas of use and the street system within and adjacent to the Gateway Corridor (GC) land use plan category:

- a. Gateway Corridor (GC) areas should be confined to the arterial/commercial corridors identified through the [titusvilletomorrow](#) vision exercise, and described in the Comprehensive Plan.
- b. Gateway Corridor (GC) areas shall enhance the corridors through infill and redevelopment with special emphasis on uniformity of design for signage, site lighting standards and fixtures, façade treatment, building placement and orientation, landscaping, pedestrian amenities, and similar design standards by appropriately transitioning development at the in a manner that complements and is compatible with adjacent land uses and which creates opportunities for adjacent uses to easily access and relate to the area.
- c. Development is encouraged to address the street in an urban manner including building entrances and façades that are pedestrian oriented, provide opportunities for outdoor seating and gathering, and are transparent to create an active pedestrian environment.
- d. Single-use strip development is strongly discouraged for new development. Proposed commercial development plans for sites abutting an arterial or collector street should include internal vehicle connections from the subject development site to each adjacent site, where feasible.
- e. Perimeters of the plan category should feature transitional development, which may include compatible land uses, special street frontage treatments, open space, landscaping, and/or visual screening. Appropriate transitioning from adjacent single-family shall include visual screening, buffering and building mass and scale.
- f. Opportunities for pedestrian, bicycle, or similar low-impact access and circulation should be included as part of project design. Design techniques should be included that support pedestrian and bicycle facilities, and provide for pedestrian and bicycle connections to adjacent commercial areas and surrounding residential neighborhoods.

- g. Where opportunities exist to provide pedestrian access between mixed-use or commercial development and neighboring residential neighborhoods, improvements should be provided to enhance the connection between residents and daily needs via walking or bicycling.
- h. Open spaces should be appropriately scaled and located to provide equitable access by all modes of transportation and take advantage of proximity to existing and future bike and pedestrian trails. Open spaces may include pocket parks, linear parks, and outdoor seating.
- i. Industrial uses should have direct access to major transportation facilities, including state and federal highways and airports. New heavy [added heavy consistent with GW Policy 1.4.3 and EM Policy 1.1.7] industrial districts shall be discouraged. Industrial development shall be encouraged to be master planned to share infrastructure.

c. Neighborhood Center (NC)

Description of the Neighborhood Center (NC) category:

This plan category is intended to create neighborhood scaled activity centers connected to residents of surrounding neighborhoods via multimodal transportation options. Development should be pedestrian-scaled, mixed-use developments meeting generalized form and urban design standards. The purpose of this category is to foster the creation of activity nodes that enhance pedestrian access by creating additional connection points with surrounding residential developments, and uses that meet the daily needs of residents within walking and/or bicycling distance of established neighborhoods. Development should be designed to create a block structure similar to a typical street grid with defined blocks separated by pedestrian and/or vehicular access points, plazas, or other open space to create a sense of place and promote an active pedestrian environment.

This plan category promotes mixed-use with a minimum of 2 use types – for example, a multi-family residential and a non-residential component that addresses the surrounding street network and promotes pedestrian activity while accommodating the automobile. Horizontal mixed use projects shall incorporate the residential and non-residential components with pedestrian connections, similar urban design standards, and should provide, at a minimum, pedestrian connections to surrounding developments, where feasible.

In order to ensure protection of the city's character, proposed developments within this category shall complement the density of surrounding residential developments, generalized design standards, landscaping/buffering features and a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services). It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development to the greatest extent possible.

Purpose of the Neighborhood Center (NC) Category:

The Neighborhood Center (NC) land use category applies to those areas of the City that are conducive to create pedestrian focused nodes of activity to serve the surrounding neighborhoods. The Neighborhood Center (NC) encourages the redevelopment of underperforming or vacant sites, including single-use commercial strip centers with a mix of residential uses that are developed at a scale to serve the surrounding neighborhoods. The Neighborhood Center (NC) category allows and encourages a complementary mix and range of land uses, primarily focusing on residential land uses with a mix of neighborhood scaled commercial development. The purpose of the Neighborhood Center (NC) category is to better define, and complement the established neighborhoods surrounding the nodes to which the Neighborhood Center land use are applied. The Neighborhood Center (NC) category is intended to foster infill to enhance neighborhoods through increased densities and flexibility of uses and create active pedestrian environments. The Neighborhood Center (NC) category is further intended to implement Goals, Objectives and Policies of this Comprehensive Plan and to enhance and strengthen the City's neighborhoods.

The Neighborhood Center District is appropriate, where opportunities exist, to serve existing residential neighborhoods with small neighborhood centers generally ranging from 1 to 15 acres. Small scale mixed-use or neighborhood serving commercial uses are encouraged to benefit residents by providing

daily needs in close proximity to where they live and provide more accessibility by walking or biking. Neighborhood Centers should generally be located near the intersections of collector streets to provide sufficient access to non-residential uses.

Density/Intensity within the Neighborhood Center (NC) category:

The Neighborhood Centers will permit a variety of residential typologies between 5-15 dwelling units per acre and generally building heights up to 3 stories with a maximum FAR of 1.0. Densities in the Neighborhood Center District shall be calculated on a site-by-site basis. The preferred residential use is medium density multi-family with non-residential uses interspersed throughout the development, subject to compatibility with, and appropriate transition considerations to, adjacent neighborhood residential uses. Existing development typologies in proximity to these centers should be protected and infill development should transition appropriately to create a harmonious built environment. Areas within the NC land use category are encouraged to develop Missing Middle Housing which includes a mix of small-scale multifamily such as townhomes, multi-plexes, and small condominium buildings. High-density detached single-family homes are encouraged around the perimeter of developments within the Neighborhood Center (NC) plan category to serve as transitions to existing development, where appropriate.

Relationship to other areas of use and the street system within and adjacent to the Neighborhood Center (NC) land use plan category:

- a. Neighborhood Centers (NC) should be located to create activity nodes and connect existing neighborhoods by enhancing pedestrian connections, and providing appropriately scaled non-residential uses that are within walking or biking distance of residents in the area.
- b. Neighborhood Center (NC) areas shall enhance the neighborhoods within the City through infill and redevelopment with special emphasis on pedestrian scaled design for signage, site lighting standards and fixtures, façade treatment, color palette, architectural detail, building placement and orientation, landscaping, pedestrian amenities, and similar design standards. Developments should appropriately transition at the edges of the area in a manner that complements, and is compatible with, adjacent neighborhoods and creates opportunities for enhanced pedestrian connections between existing development and new development within the neighborhood center.
- c. Development is encouraged to address the street in an urban manner as specified in Citywide Development Strategies (CD). Building entrances and façades are encouraged to be pedestrian oriented, provide opportunities for outdoor seating and gathering, and be transparent to create an active pedestrian environment.
- d. New Single-use strip development is strongly discouraged. Proposed commercial development plans shall include appropriate access management principles including internal vehicle connections to each adjacent site, where applicable, parking screened and located to the side or rear of buildings.
- e. Perimeters should feature transitional development, which may include compatible land uses, special street frontage treatments, open space, landscaping, and/or visual screening. Appropriate transitioning from adjacent single-family shall include visual screening, buffering and building mass and scale.
- f. Opportunities for pedestrian, bicycle, or similar low impact access and circulation should be priority as part of project design. Design techniques should be included that support pedestrian and bicycle facilities, and provide for connections to adjacent residential neighborhoods.
- g. Where opportunities exist to provide pedestrian access between mixed-use or commercial development and neighboring residential neighborhoods, improvements should be provided to enhance the connection between residents and daily needs via walking or bicycling.
- h. Open spaces should be appropriately scaled and located to provide equitable access by all modes of transportation and enhance the character of the neighborhood center. Open spaces may include neighborhood parks, pocket parks, hardscape plazas, and areas of outdoor seating.

d. Neighborhood (N)

Description of the Neighborhood (N) category:

This plan category is intended to protect and enhance the established neighborhoods within the City. Development should be complementary of, and enhance, existing residential neighborhoods. The purpose of this category is to foster appropriate infill and redevelopment of residential neighborhoods as appropriate. Development should be similar in scale and density to existing neighborhoods. Where appropriate, small-scale multifamily and accessory dwelling units should be incorporated in designs to enhance neighborhood character; allow flexibility in infill development; and provide a variety of housing options. Single-family developments shall be protected while allowing multifamily infill, especially Missing Middle Housing typologies, that is consistent with the density and scale of existing development patterns.

To ensure protection of the character of the City, proposed developments within this category shall complement the density of surrounding residential developments; provide a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and protect existing residential character.

Purpose of the Neighborhood (N) Category:

The Neighborhood (N) land use category applies to those areas of the City that primarily consist of single-family neighborhoods with limited areas of multifamily residential, including Missing Middle Housing typologies, of a similar form and scale. The category encourages the preservation of the residential neighborhoods through appropriate infill and redevelopment that is similar in scale and form to existing development patterns. The Neighborhood (N) category is intended to guide infill development to enhance neighborhoods through appropriate densities, while allowing for a flexibility of housing typologies to enhance the character and pedestrian connectivity between existing neighborhoods. The Neighborhood (N) category is further intended to implement Goals, Objectives and Policies of this Comprehensive Plan and to enhance and strengthen the City's neighborhoods.

The Neighborhood (N) category consists primarily of well-established residential communities. The over-arching planning goal is to protect and enhance these neighborhoods. As some of these areas age, there will be opportunities to enhance the neighborhoods and to create additional residential choices as new residential typologies, especially Missing Middle Housing, and designs are made available.

Density/Intensity within the Neighborhood (N) category:

The Neighborhood (N) plan category will permit residential development at densities compatible with the surrounding development pattern and with typical building heights up to 3 stories. Densities in the Neighborhood (N) plan category shall be calculated on a site-by-site basis consistent with the Future Land Use Map and Allowable Density Map. The preferred residential use within this land use plan category are low to high-density single-family typologies, with secondary preference for low intensity multifamily, subject to compatibility with, and appropriate transition considerations to, adjacent single-family residential uses. Existing development typologies within neighborhoods should be protected and infill development shall enhance the character of present development patterns. Areas within the Neighborhood (N) land use category are encouraged to develop a variety of single-family typologies and Missing Middle Housing, including duplexes, triplexes, and quadraplexes, where appropriate.

Allowable Density Map:

The allowable density of specific properties are limited by the maximum Allowable Density Map. The Neighborhood (N) plan category is further divided into sub-land use categories.

Residential One (RES-1) – Allowing a maximum residential density of 1 dwelling unit per acre.

Residential Two (RES-2) – Allowing a maximum residential density of 2 dwelling units per acre.

Low Density Residential (LDR) – Allowing a maximum residential density of 5 dwelling units per acre.

Medium Density Residential (MDR) – Allowing a maximum residential density of 10 dwelling units per acre.

High Density Residential (HDR) – Allowing a maximum residential density of 15 dwelling units per acre.

Relationship to other areas of use and the street system within and adjacent to the Neighborhood (N) land use plan category:

- a. The Neighborhood (N) land use plan category should be applied to existing neighborhoods and are intended to enhance pedestrian connections between neighborhoods and provide a variety of housing options.
- b. Neighborhood (N) areas should protect development patterns to maintain the established character of the City.
- c. Multifamily development within the Neighborhood (N) land use category shall be limited to those areas adjacent to Neighborhood Centers (NC), Gateway Corridor (GC) and in areas where the existing character of the neighborhood will not be negatively impacted by the introduction of a different development typology.
- d. Multifamily development should be located adjacent to at least a collector street. [Consistent with changes to NH Policies 1.2.9 and 1.2.10]
- e. Consistent with the established character of the area, properties located adjacent to Rock Pit Road from Tropic Street to South Street may be developed as multifamily.
- f. Opportunities for pedestrian, bicycle, or similar low impact access and circulation should be priority as part of project design. Design techniques should support pedestrian and bicycle facilities, and provide for connections to adjacent residential neighborhoods.
- g. Where opportunities exist to provide pedestrian access between mixed-use or commercial development and neighboring residential neighborhoods, improvements should be provided to enhance the connection between residents and daily needs via walking or bicycling.
- h. Open spaces should be appropriately scaled and located to provide equitable access by all residents. Neighborhood parks should include both active and passive recreation opportunities such as recreational courts and open grass areas for gatherings or field games.

e. Research and Manufacturing (RM)

Description of the Research and Manufacturing (RM) category:

The Research and Manufacturing (RM) category designates areas appropriate for large-scale employment uses that may not be compatible with residential uses and can be developed to create critical employment centers within the City.

In order to ensure protection of the character of the City, proposed developments shall prioritize screening and buffering and enhance curb appeal, and a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the integration of the non-residential land uses. It is further envisioned that this category will be implemented by setting stringent screening and aesthetic standards that prioritizes curb appeal and buffering adjacent other uses, rather than providing buffers between similar uses within the land use category, while allowing for flexibility of uses. Pedestrian facilities should be separated facilities, where feasible, and designed to minimize conflicts between traffic associated with research and manufacturing uses and pedestrians and bicyclists. Where possibilities exist, connections for pedestrian access to neighboring uses is encouraged to allow employees multiple options for commuting.

The Research and Manufacturing category is located in the vicinity of the Space Coast Regional Airport. With excellent regional access to I-95, Columbia Boulevard (SR 405), U.S. Highway 1, Challenger

Memorial Parkway (SR 407) and Grissom Parkway, this area is suitable for a variety of nonresidential business uses. It provides high tech space-oriented industries proximity to the Kennedy Space Center and to residential opportunities for employees with access to the waterfront and a dynamic downtown area. This category should also be considered on the west side of South Street (SR 405) in those areas consistent with the adopted South Street Small Area Plan.

Purpose of the Research & Manufacturing (RM) Category:

The Research & Manufacturing (RM) plan category is intended to create centers for economic activity and opportunities for employment. Development should support a healthy mix of employment types, and enhance existing businesses located within the area. Development standards should allow flexibility in design to accommodate a variety of uses and evolving practices for research and manufacturing. The RM category is further intended to implement Goals, Objectives and Policies of this Comprehensive Plan; to capitalize on the proximity and convenient access to the Kennedy Space Center; and to strengthen the City's position as an economic hub on the Space Coast.

Density/Intensity within the Research and Manufacturing (RM) category:

This District may include horizontal and vertical mixed-use development including lodging, office, Research & Development, and commercial support uses. Development within this plan category may utilize a maximum FAR of 5.0 with building height limited by flight pattern restrictions. Additional height and FAR restrictions may be designated in the LDRs. Residential is limited to one unit per development as specified in the Land Development Regulations.

Relationship to other areas of use and the street system within and adjacent to the Research and Manufacturing (RM) land use plan category:

- a. Research and Manufacturing (RM) should be located with convenient access to major transportation facilities including the Space Coast Regional Airport, Interstate-95, and Columbia Boulevard (SR 405). U.S. Highway 1, Grissom Parkway, and Challenger Memorial Parkway (SR 407). Areas west of South Street (State Road 405) may be considered for this plan category consistent with the South Street Small Area Plan.
- b. Buffering and screening should be priority in design of projects to enhance the curb appeal of these areas. Buffering between uses should be minimized, while shifting landscape materials to the front of buildings to enhance aesthetics along the roadways.
- c. Pedestrian facilities should be separated from roadways, where possible, and designed to minimize conflicts between pedestrians and heavier traffic associated with research and manufacturing uses.
- d. Projects incorporating a mix of uses are encouraged to provide internal circulation to minimize traffic impacts on adjacent roadways, and provide cross-connections to adjacent properties where possible.
- e. Perimeters of the land use category should feature transitional development, including compatible land uses; and may include special street frontage treatments, open space, landscaping, and/or visual screening.
- f. Where opportunities exist to provide pedestrian access between office parks within this category, and adjacent developments, improvements should be provided to enhance the connection between uses supporting the research and manufacturing activities via walking or bicycling.
- g. Open spaces, where appropriate, should be provided and should be utilized to protect environmentally sensitive areas and offer opportunities for recreation and alternative commuting options for employees and residents in the vicinity of the employment centers.
- h. Industrial development shall be encouraged to be master planned to share infrastructure.
- i. Commercial districts shall be located with convenient and direct access at arterial intersections. Collector/arterial intersections are acceptable provided minimal access is necessary on the collector street

f. Civic (CV)

Description of the Civic (CV) category:

Uses within the Civic District are limited to public uses including government facilities, public use areas, schools, and sites for public buildings. Civic uses may be located in any future land use district; however, only civic uses are permitted in the Civic District. Public uses in the Civic District should be compatible with surrounding development and any potential nuisance to adjacent properties should be mitigated to the extent feasible while accommodating necessary services to the community at large.

Purpose of the Civic (CV) Category:

The Civic (CV) category is intended for those areas that are of special interest to the City and/or serve a role in the provision of public services and infrastructure. In general, this category is applied to major government facilities, schools, and the Arthur Dunn Airpark, as applicable. It is not the intent of this category to be applied to every property that contains a public or semi/public use or is owned by a public or semi-public agency.

Density/Intensity within the Civic (CV) category:

As the purpose of the Civic (CV) category is to allow the provision of public and semi/public uses, no maximum density or intensity standards are established.

Relationship to other areas of use and the street system within and adjacent to the Civic (CV) land use plan category:

- a. Civic (CV) designations should be used to denote and protect those public uses that may not be appropriate within other land use plan categories established by the Comprehensive Plan.
- b. Buffering and screening should be utilized to minimize the impact of the public uses on surrounding properties and enhance the existing character of the neighborhood to the greatest extent possible.
- c. The Civic (CV) designation should not be applied to every property or use that is operated by a public agency, only those that may not be appropriate within other land use plan categories.

g. Recreation (REC)

Description of the Recreation (REC) category:

The Recreation (REC) land use plan category includes regionally significant active and passive parks, trail facilities, and golf courses. Parks may additionally be located in most future land use districts consistent with the policies in those districts subject to restriction on active uses. Retail concessions or civic uses accessory to recreation activities may be permitted by the City in compatible locations.

Purpose of the Recreation (REC) Category:

The purpose of the Recreation (REC) land use plan category is to denote areas that are used for recreational purposes. These facilities offer recreation opportunities for residents and visitors of the City. Facilities that provide recreational amenities on a regional scale are an asset to the City, and the Recreation (REC) land use category recognizes these facilities. Uses within this category are limited to recreational uses, and limited commercial activities such as retail concessions as allowed by the City's LDRs. While retail concessions may be permitted through the LDRs, it is generally not appropriate to allow the conversion of a recreational amenity to a property intended for commercial uses only.

Density/Intensity within the Recreation (REC) category:

As the purpose of the Recreation (REC) category is to denote those areas used to provide recreational opportunities in a regional context, no maximum density or intensity standards are established.

Relationship to other areas of use and the street system within and adjacent to the Recreation (REC) land use plan category:

- a. Recreation (REC) designations should be used to denote and protect those areas which provide recreational opportunities on a regional basis.
- b. Pedestrian connections to properties within this designation are encouraged and should be enhanced where feasible.
- c. Facilities within this designation are encouraged to take advantage of the expanding trail network within the City and provide connections to enhance this network.
- d. The Recreation (REC) designation should not be applied to every property used as a park or recreational amenity, only those that serve a larger region as compared to a smaller neighborhood serving facility.

h. Conservation (CNS)

Description of the Conservation (CNS) category:

The Conservation (CNS) land use plan category is intended to address the City of Titusville's desire to protect and manage impacts to wetlands within the City. The boundaries of the Conservation (CNS) land use category are generally established utilizing the National Wetlands Inventory (NWI) Map of 1988. The majority of the areas illustrated have not been verified on a site-by-site basis by a qualified professional capable of identifying and mapping wetland areas. Prior to development, a site-specific evaluation, including wetlands delineation, shall be submitted to determine the presence of wetlands within a site. Those areas deemed to be wetlands through a site-specific evaluation shall be protected and conserved as specified in the Environmental (EN) Goals, Objectives, and Policies of this Comprehensive Plan and the City's LDRs.

Purpose of the Conservation (CNS) Category:

The purpose of the Conservation (CNS) category is to protect and preserve those lands determined to be wetlands. Within this land use plan category, development is limited, and any development shall be consistent with the Environmental (EN) goals of this Comprehensive Plan. The development of trails or boardwalks for recreational purposes and enhancement of the City's trail network are encouraged to the extent the function of the wetland area is not negatively impacted.

The Conservation (CNS) plan category allows limited uses of property, and requires wetland areas be verified on a site-by-site basis to properly identify areas that require protection, and those areas where a Future Land Use Map amendment may be requested to allow development on areas without wetlands. On areas verified to be wetlands, the Conservation (CNS) plan category will remain unless otherwise specified in the LDRs; uplands may be changed to a different land use plan category through the appropriate Comprehensive Plan Amendment.

Density/Intensity within the Conservation (CNS) category:

Maximum allowable density within the Conservation (CNS) plan category shall be one (1) dwelling unit per five (5) acres. Non-residential uses are not permissible within the Conservation (CNS) plan category; therefore, a maximum FAR is not established as part of this overlay.

Environmental Impacts: Impacts to areas designated as Conservation (CNS) shall be considered if permitted by the applicable regulatory agencies.

Relationship to Other Areas of Use and the Street System within and adjacent to the Conservation (CNS) land use plan category:

- a. Conservation (CNS) designations should be used to denote and protect those areas verified to be wetlands through a site-specific evaluation as described in Environmental (EN) Goal 2.
- b. Pedestrian connections to properties within this designation are encouraged, if the property can be used in a manner to protect the function of the wetlands, and should be enhanced consistent with the governing restrictive covenant.
- c. The City encourages the use of conservation easements rather than the Conservation (CNS) land use plan category; however, the Comprehensive Plan may be amended to reflect the accurate

boundaries of wetlands if the property owner chooses to amend the Comprehensive Plan rather than dedicate a conservation easement to the appropriate permitting agency.

j. Waterfront Overlay (WFO)

Description of the Waterfront Overlay (WFO) plan category:

This plan overlay category is intended to address the City of Titusville's desire to create a healthy and active shoreline along the Indian River Lagoon. Development should generally be moderately-scaled, mixed-use developments meeting generalized form and urban design standards that maximize public access to the waterfront and preserve the health and functionality of the shoreline. Development should enhance recreational opportunities to residents and visitors while improving the health of the Indian River Lagoon Shoreline, where possible, in order to promote an active environment.

This plan category promotes mixed-use with a minimum of 2 use types – for example, a multi-family residential and a non-residential component. Proposed developments should also protect the shoreline while providing enhanced public recreational amenities.

Developments within the WFO overlay should prioritize the inclusion of pedestrian amenities including multiuse pathways, bicycle parking areas, and landscape designs that provide shade and are compatible with proximity to the Indian River Lagoon. Additionally, all development and redevelopment shall consider the impacts of flooding due to sea-level rise, and adhere to the Goals, Objectives, and Policies established in the Waterfront (WFO) and Coastal Management (CM) sections of this Comprehensive Plan. All developments within the Waterfront (WFO) are encouraged to be mixed-use and all development shall only utilize those areas of a property suitable for development and require minimal modifications to the Indian River Lagoon shoreline as may be approved by the appropriate permitting agencies. Higher densities and intensities are encouraged, subject to compatibility and appropriate transition considerations to adjacent uses. The scale and intensity of existing development shall be recognized by new development and appropriate transitions and scale shall be applied to preserve the character along the shoreline.

In order to ensure the integrity of the Indian River Lagoon, proposed developments within this category shall meet development standards relating to the shoreline, urban design standards, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the integration of non-residential land uses with the residential uses as appropriate. It is envisioned that this category will encourage an active shoreline with active and passive recreation opportunities that are easily accessible and linked to all development, both new and existing, within the Waterfront (WFO) plan category.

Purpose of the Waterfront Overlay (WFO) Category:

The Waterfront Overlay (WFO) category applies to the entirety of the Indian River Lagoon shoreline within the City. The Waterfront (WFO) encourages a complementary mix and range of land uses, focusing on enhancing recreational amenities and public access to the shoreline of the Indian River Lagoon. New developments and redevelopment should prioritize the development of, and connection to, a multiuse pathway along the shoreline as appropriate. The Waterfront (WFO) category is intended to foster the creation of a shoreline providing abundant recreational opportunities for residents and visitors, while protecting and improving the health of the Indian River Lagoon. The Waterfront (WFO) category is further intended to implement the redevelopment Goals, Objectives, and Policies of the Future Land Use Section, especially those within the Waterfront (WFO) section.

Density/Intensity within the Waterfront (WFO) Overlay:

Allowable densities and intensities are established by the underlying Future Land Use category. The City should explore options to establish a program to allow and incentivize density/intensity transfers to those properties inland from the shoreline. These transfer incentives will allow for the development of an equitably accessible shoreline with recreational opportunities while also maximizing appropriate development within the City.

This district is intended to encourage mixed-use development, either both vertically and horizontally. Development densities, intensities, and heights shall be determined by the underlying Future Land Use

District except that building heights shall not exceed 4 stories except in the Downtown (D) land use plan category.

District-wide Maximum Allowable Percentages of Land Use Acreage within the Waterfront Overlay (WFO) Area:

Residential: 90%

Commercial: 75%

Industrial: 0%

Recreational: 100%

IV. Housing (HS)

The City continues to address affordable housing issues using federal grants such as HUD's Neighborhood Stabilization Program to assist low income residents. In December 2016, the City Council adopted a revised Local Housing Assistance Plan, Home Funds and CDBG Program. That plan is required in order for the City to remain eligible for SHIP funds. According to that report, the "Affordable Housing Advisory Committee is responsible for reviewing policies, LDRs, the Comprehensive Plan Policy, and other aspects of the City's policies and procedures that affect the cost of housing." Several policies were identified for additional review and consideration by the committee, including the following:

| Proposed Affordable Housing Policy | Policy Status |
|--|---|
| Expedited Permitting | The City currently expedites the review of affordable housing |
| Impact fee waivers | This is currently in review |
| Increased densities | The current densities are acceptable for affordable housing |
| Reserved infrastructure capacity | The City reserves capacity as projects are reviewed |
| Adopt an accessory dwelling unit policy | This policy was implemented through the City's LDRs |
| Identify City owned property suitable for affordable housing | The City maintains a list of City-owned properties |

Housing Goals, Objectives and Policies

HS GOAL 1: The City, through the Comprehensive Plan, LDRs, and housing programs, shall encourage and increase adequate and affordable housing that meet the physical and social needs of the current and future residents of the City.

HS Objective 1.1: The City shall provide a regulatory environment that provides, encourages, and promotes a variety of housing typologies and price levels for current and future residents of the City.

HS Policy 1.1.1: The City shall support a suitable mix of housing by coordinating the residential growth with the Land Use Plan and respective zoning.

HS Policy 1.1.2: The City shall enact development standards that provide for a mix of housing types and sizes within a development.

HS Objective 1.2: The City should act to make affordable housing available through housing implementation programs, especially to meet the needs of very low-income and extremely low-income households.

HS Policy 1.2.1: The City utilizes the HUD definition of affordable housing which means housing affordable to those with incomes at or below 80%, (low income), 50% (very low income), and 30% (extremely low income) of the median income of the metropolitan area who pay no more than 30% of their gross income for housing.

HS Policy 1.2.2: The City should investigate the provision of an education program, such as homebuyer education and counseling, to prepare low-income families for homeownership. Financial and technical assistance shall be provided to low income homebuyers whenever economically feasible.

HS Policy 1.2.3: The City shall continue to use the CDBG Program and other programs to construct and/or rehabilitate housing units that will increase the availability of affordable housing for very low-income and extremely low-income households and other groups with special needs.

HS Objective 1.3: The City shall encourage the equitable distribution of affordable housing throughout its jurisdiction.

HS Policy 1.3.1: The City shall support fair housing practices.

HS Policy 1.3.2: The City shall further fair housing goals so that a variety of housing choices are available to households without regard to religion, handicap, age, race, national origin, or marital status.

HS Policy 1.3.3: The City shall continue to allow housing for those persons desiring adult living communities and retirement communities through the implementation of the City's LDRs.**HS Objective 1.4:** The City will coordinate between the public, non-profit and private sectors involved in the provision of housing, community development and redevelopment activities where feasible.

HS Policy 1.4.1: The City shall strengthen communication among the various organizations comprising the affordable housing market (i.e., public assistance agencies, financial institutions and realtors) through workshops and participation in regional housing organizations.

HS Policy 1.4.2: The City shall provide funding assistance through the use of CDBG, HOME, SHIP and other funding programs.

HS Policy 1.4.3: The City shall evaluate and amend, as necessary, the existing policies, and LDRs which hinders new development or reconstruction of single family affordable housing on non-conforming residentially zoned lots or parcels that are located in developed neighborhoods with public infrastructure.

HS Policy 1.4.4: The City will encourage voluntary citizen community services to improve the target revitalization areas.

HS Objective 1.5: The City shall make adequate provision to appropriately integrate care facilities, group homes, child/adolescent care facilities and retirement homes into residential areas, neighborhood centers, and mixed-use areas.

HS Policy 1.5.1: The LDRs shall continue to allow the development of these facilities and establish additional regulations, as necessary, to ensure these facilities complement and enhance the character of the neighborhood.

HS Policy 1.5.2: The City shall identify public or private vacant lands or structures that may be suitable as sites for affordable housing, including for those residents with special needs; and will identify possible funding sources for the acquisition and development of these properties.

HS Policy 1.5.3: The City shall encourage and assist human service agencies and other community groups in developing special living facilities to provide housing opportunities for people with special needs, transitional housing for women or homeless people as appropriate to City of Titusville population needs.

HS Objective 1.6: The City shall identify and reduce the amount of substandard housing and improve the structural and aesthetic conditions of existing housing.

HS Policy 1.6.1: The City shall complete an inventory of the condition of the housing stock within boundaries of the City's Target areas, at a minimum, for rehabilitation and reduction and update the inventory periodically to ensure substandard housing is continually identified. This inventory shall include those housing units suitable for rehabilitation and for demolition, defined as follows:

- A. Housing units suitable for rehabilitation would be those which possess significant structural damage but the cost for rehabilitation does not exceed the market value of the unit.
- B. The demolition of housing units would be those dilapidated units with major structural damage which endanger the public health, safety, and welfare, and where the cost of rehabilitation exceeds the market value of the units

HS Policy 1.6.2: The City shall participate in various federal, state, and financial assistance programs to improve housing by applying for grants to rehabilitate substandard housing units, and encouraging assistance programs through the Florida Housing Finance Corporation.

HS Policy 1.6.3: The City shall continue to monitor and evaluate factors which contribute to neighborhood stability and adopt strategies for neighborhood preservation.

HS Objective 1.7: Substandard structures deemed unfeasible for rehabilitation should be eliminated with assurance given of fair and adequate compensation and/or relocation assistance to displaced persons and families.

HS Policy 1.7.1: The City shall consider conducting inspections for residential rental properties which receive public subsidies to protect the health, safety, and welfare of the tenants.

HS Policy 1.7.2: The City shall continue to use CDBG, HOME, SHIP and other housing funding programs to rehabilitate or demolish residential structures that cannot be economically preserved.

HS Policy 1.7.3: The City shall facilitate relocation assistance and counseling, as needed, to effect the clearance of dangerously deteriorated houses.

HS Policy 1.7.4: Utilize Crime Prevention through Environmental Design (CPTED) principles in order to increase the safety of housing developments. CPTED is a branch of situational crime prevention, which has as its basic premise that the physical environment can be changed or managed to produce behavioral effects that will reduce the incidence and fear of crime, thereby improving the quality of life, and enhancing profitability for business.

HS Policy 1.7.5: The Code Enforcement department will coordinate with the building division to update the housing conditions database and conduct the necessary code enforcement inspections to keep the number of substandard and deteriorated units to a minimum.

HS Policy 1.7.6: Continue enforcing the International Property Management Code to address substandard and deteriorated housing conditions.

HS Policy 1.7.7: Develop neighborhood plans, and implement programs, which strive to reduce or eliminate destabilizing neighborhood conditions, and include in such plans and programs activities which include, but are not limited to, greater levels of code enforcement, implementing neighborhood watch programs, "Safe Neighborhoods" programs, and Community Development Block Grant programs.

HS Objective 1.8: As a result of public action, such as the construction of roads or utilities, any occupant of a housing unit displaced shall be equitably relocated.

HS Policy 1.8.1: The relocation of housing should be comparable to the existing dwelling as much as possible, with emphasis on the number of rooms, size of living space, location to commercial and public facilities and place of employment and shall be within the financial means of the displaced household. Relocation housing shall be a safe, sound, and sanitary dwelling unit meeting all locally adopted minimum housing codes.

HS Policy 1.8.2: The City shall ensure that relocation housing or equitable compensation shall be provided prior to the time displacement occurs, when displacement is due to City action.

HS Policy 1.8.3: Prior to the City's approval for any change of land use or demolition of housing occupied by extremely low, very low, or moderate income families, the City shall adhere to a Relocation and Displacement Plan in accordance with the Uniform Relocation Act, as amended.

HS Objective 1.9: The City shall promote the preservation of historically significant housing and encourage its utility as a viable affordable housing option.

HS Policy 1.9.1: The City shall continue to identify, evaluate, protect and preserve housing which is historically significant. Historically significant housing would include those houses listed on the National Register of Historic Places, the Florida Master Site File, and the City Historic Register, and provide assistance where appropriate.

Housing (HS) Strategies

HS Strategy 1: Develop standards to allow the housing typologies established in Housing (HS) Table 1, below.

Housing (HS) Table

| <i>Housing Typology</i> | <i>Description</i> |
|-----------------------------------|---|
| Accessory Dwelling Units (ADU) | A dwelling unit that is subsidiary to the primary use of the property. Also referred to as granny flat, mother-in-law suite, security dwelling unit, or carriage house. ADU's are used to allow extended family to reside on the same lot as a single-family home, or to generate revenue, thus increasing affordability, of a single-family home. The units may be attached to or a part of the principal structure, or may be detached elsewhere on the lot. Units used for security are often associated with uses that operate twenty-four hours per day or that have enhanced security requirements. |
| Single-Family Dwelling (Detached) | A single-family dwelling (detached) is a detached structure on an individual lot that incorporates one unit. Structure and lot sizes vary and encompass a range of styles of development from large estates in rural areas to cottage-style units on small lots in urban areas. |
| Duplex | A duplex is a structure containing two side-by-side or stacked dwelling units, both facing the street within a single building massing. These units may also be arranged with one unit adjacent to the street and the other unit attached, but to the rear of the front unit. Many times these units appear as a large single-family home and are easily scaled to be compatible within a single-family neighborhood. Duplexes offer opportunities to introduce higher densities within existing single-family neighborhood, especially as a transition between lower densities and higher densities or larger building typologies. |
| Townhome | A townhome, also known as a rowhouse, is configured in a group of at least three and typically up to a maximum of eight units placed side-by-side. Each unit has an individual entrance, often including a covered stoop and dormers or other architectural features to add architectural interest and aesthetic appeal to the overall structure. Each unit is designed as a one-family dwelling and no unit is located above or below another unit. Townhomes are excellent housing typologies to transition from a primarily single-family neighborhood into a neighborhood main street. |

| <i>Housing Typology</i> | <i>Description</i> |
|-------------------------|---|
| Multi-plex | A multi-plex is structure that typically consists of three to eighteen units arranged in a side-by-side and/or stacked configuration, typically with one shared entry into the building. This housing typology enables higher densities at appropriate scale when in proximity to other higher density development typologies. |
| Courtyard Apartment | A courtyard apartment, also known as stacked flats, consists of multiple side-by-side and/or stacked dwelling units accessed from a courtyard or series of courtyards. Each unit may have an individual entrance, or several units may share a common entry. This housing typology enables higher densities at appropriate scale when in proximity to other higher density development typologies. |
| Live / Work | A live/work unit consists of an attached or detached structure that consists of a dwelling unit above and/or behind a flexible ground-floor space that can be used retail, office, or restaurant uses. Both the residential and non-residential units are owned by one entity. This housing typology is typically located within medium to high density neighborhoods, or along a neighborhood main street. |

HS Strategy 2: Amend the LDRs to include new housing typologies for development in appropriate areas of the City.

HS Strategy 3: The City shall support fair housing practices by:

- A. Implementation of the Fair Housing Act Chapter 760.20, F.S., in all housing, development and planning activities.
- B. Providing information, technical assistance and developing incentives programs to meet the affordable housing needs.
- C. Cooperating with developers who build HUD subsidized projects.

HS Strategy 4: Develop an inventory of housing stock per Housing (HS) Policy 1.6.1.

HS Strategy 5: Coordinate with the Titusville Housing Authority on HUD related grants to redevelop the affordable housing stock maintained by the Authority and revitalize the surrounding neighborhoods.

HS Strategy 6: Consider submitting a HUD Choice Neighborhoods Planning or Implementation Grant to implement and further the Goals, Objectives, and Policies of this Comprehensive Plan.

HS Strategy 7: Maintain a database of residential units that may be in need of rehabilitation or demolition.

HS Strategy 8: Develop policies for tiny homes as an affordable housing option.

V. Natural Resources

Managing and protecting the environment and natural resources requires the collective effort of all people who call Titusville “home.” Through the [titusville tomorrow](#) vision exercises, it is clear that residents are concerned about, and want to conserve and preserve, our open space and natural resources to ensure these areas will be appreciated for future generations. To achieve these goals, energy should be focused to define what will be a lasting legacy – maintaining the city’s status as the “Gateway to Nature and Space.” Those who are vested in Titusville care about the stewardship of the City’s natural resources. It is important to maintain this unique environmental diversity, while being the economic generator in the Space Coast.

This Comprehensive Plan serves as a tool to evaluate new development requests; direct capital improvement expenditures; preserve and conserve natural habitat and environmental resources; and provide guidance in government organization in a way that ensures that Titusville maintains the environment and sense of place that its citizens desire.

In the Natural Resources portion of the Comprehensive Plan, the framework for park development and environmental protection will be established in the Goals, Objectives, Policies (GOPs) and strategies that will create the “Natural Spaces” in which Titusville can thrive and continue to grow as the center of Florida’s Space Coast. The Open Space GOPs identify appropriate parks and recreational opportunities and level of service standards for park access as growth occurs are based on proximity to residential development.

A. Open Space (OS)

OS Goal 1: To provide open space and recreation as an essential element to enhance quality of life for residents and visitors of the City. The City shall plan for public use development projects when applicable (i.e., small parks, nature walks, passive recreation, etc.) and explore the funding alternatives to acquire such tracts for open space through practical means.

OS Objective 1.1: The City shall ensure that the public has reasonable access to water bodies, multi-use trail systems and recreational opportunities. Existing Parks are illustrated on Map 9 within this section.

OS Policy 1.1.1: The City should coordinate with Brevard County to enhance and improve the accessibility of parks and recreational facilities while protecting their quality, and identify opportunities to make public facilities, including parks, more accessible to individuals of various ages and abilities.

OS Policy 1.1.2: The City shall preserve existing public access to waterbodies, such as the Indian River Lagoon, Fox Lake and South Lake, and view corridors through development controls and acquisitions.

OS Policy 1.1.3: The City should develop, where economically feasible, greenways and trails, and connect them to regional trails as identified in cooperation with federal, state and regional partners.

OS Objective 1.2: The City shall ensure that newly developed or renovation of open spaces consider universal design, whether the open space is intended to be public or part of a private development.

Policy 1.2.1: Encourage the development of an “ALL CHILDREN’S PLAYGROUND” (designed for children with and without disabilities).

Policy 1.2.2: New open spaces should be accessible by all users and provide a variety of recreation options.

OS Objective 1.3: The City shall ensure that current and new open space uses are compatible with the physical characteristics of the area and adjacent land uses and features of the area.

OS Policy 1.3.1: Parks should be designed to be compatible with the surrounding natural and built environment.

OS Policy 1.3.2: Parks shall be designed so one use does not destroy the value of the site for other intended purposes.

OS Policy 1.3.3: The City shall give consideration to the impacts of new park sites (transportation, character of adjacent property, noise activity level, etc.) on surrounding areas.

OS GOAL 2: To acquire and preserve, within budgetary limits, any and all areas identified within this plan to be natural open space for recreational purposes.

OS Objective 2.1: To preserve areas with open space and recreation potential for the current and future needs of the City.

OS Policy 2.1.1: The City should establish selection criteria in order to set priorities for acquisition/preservation of recreation and open space lands. These criteria shall contain, as a minimum, the following:

- A. Maximum Utility – a measure of the number of recreational activities for which natural features of the site are suitable, the more possible uses of the site, the greater its suitability for park purposes.
- B. Aesthetic Quality – a measure of amenity values due to the existence of topography, forests, water, historic association, or other identified feature.
- C. Cost – a measure of land value.
- D. Supply and demand a measure of the ratio between the supply of available parks and the measure of demand for recreation taken from a survey and estimated for each of a number of subareas of the city; areas of high demand relative to supply are given higher priority
- E. Other Facilities – a measure as proximity to major existing City, County, State or Federal recreation facilities; the higher the proximity to such existing facilities, the lower the priority for a City park at the location, unless the property provided greenway and trail connectivity.
- F. Accessibility a measure of proximity to people and transportation facilities; the better the accessibility, the higher the suitability of a site for a City park.
- G. Threat of loss a measure of potential for urban development; the greater the development pressure, the higher the priority to acquire the site for parkland/open space.
- H. Open Space properties which have a diversity of natural resources.
- I. Properties that are of ecological, historical or archaeological value.

OS Policy 2.1.2: The City shall study the feasibility of converting publicly owned surplus properties into park and open space before attempting to sell currently owned parcels

OS Policy 2.1.3: Open spaces, defined as any land or water that affords unobstructed physical movement and is relatively free of defacing man-made structural mass, and shall be provided within urbanized areas for the aesthetic, health, environmental and economic benefits. Open Space shall be provided through the utilization of acquisitions, conservation easements, donations, and incentives through private development.

OS Policy 2.1.4: The City shall evaluate establishing a level of service standard for trails, bicycles and greenways as part of a Parks and Greenways Plan or Multimodal Transportation Master Plan.

OS Policy 2.1.5: The City should coordinate with Brevard County to ensure citizen participation opportunities in all recreational planning activities in order to assess perceived needs.

OS Objective 2.2: The City shall encourage the provision of open space by public and private enterprise.

OS Policy 2.2.1: The City shall examine all possible private and public resources to enhance its current and future recreation/open space areas and programs including:

- A. Land acquisition
- B. Development of areas and facilities

- C. Technical and advisory services
- D. Consumer education
- E. Research and planning
- F. Donations and incentives

OS Policy 2.2.2: Ensure public access to water bodies, trails systems, and recreational opportunities through access acquisition and/or requirements for access.

OS Policy 2.2.3: Adopt incentives for private landowners to donate or set aside land for recreational and cultural purposes, visual corridors, and open space.

OS Policy 2.2.4: Cooperate with private developers, who are attempting to provide recreational opportunities not available within the City, to encourage its provision and to open the facility to the general public.

OS Policy 2.2.5: The City will incentivize the preservation of open space as a component of private development to ensure that it contributes to the quality of life for residents, and as a functional space for the planting of trees that can grow to their mature size in order to increase the overall tree canopy coverage for the City.

OS Objective 2.3: The City shall participate in the coordination with Brevard County and other involved governmental agencies with respect to providing open space and recreational facilities and activities.

OS Policy 2.3.1: Recreational programs and recreational facility development shall be coordinated to provide the most cost effective services to the public.

OS Policy 2.3.2: Consider all funding mechanisms, such as public referendum, grants and donations, to acquire waterfront property for public use and enjoyment.

OS Policy 2.3.3: Evaluate the need for additional boat access adjacent to waterfront parks to meet the current and future demands of the public. The City shall evaluate acquiring and developing additional boat ramp facilities within the City.

OS Objective 2.4: The City shall coordinate with Brevard County to ensure well-managed recreational/open space area.

OS Policy 2.4.1: As funds become available, the City will continue to implement the goals, objectives and strategies of the Waterfront Design Master Plan.

OS Policy 2.4.2: The City shall evaluate implement a city-wide greenways network. It shall be the intent of the greenways network to provide for integrated natural resources management and protection, resource-based recreation, educational and historical interpretive opportunities, and increased opportunities for alternative modes of transportation with an emphasis on connectivity among these resources.

OS Policy 2.4.3: Periodically review interlocal agreements that have been established for the provision of parks and recreational facilities and programs.

OS Policy 2.4.4: Ensure that local planning of park and recreational facilities is coordinated with the Brevard County School Board and Brevard County.

OS Objective: 2.5: The City shall develop a basis for a sustainable tourism economy based on the City's natural, ecological, cultural and scientific resources.

OS Policy 2.5.1: The City shall promote and encourage the development of an ecotourism based recreation industry through the continuous protection of the quality of the City's resources to enhance visitors' experience.

OS Policy 2.5.2: The City shall coordinate with Brevard, Seminole, Volusia and Orange counties, SJRWMD, National Park Service, FFWCC, and NASA to locate regional base ecotourism facilities and enhance the City's position as gateway to the Canaveral National Seashore and Merritt Island National Wildlife Refuge, the Indian River Lagoon, and the St. Johns River.

OS GOAL 3: Ensure access to appropriately scaled opportunities for recreation and park amenities within the downtown, along the waterfront and gateway corridors, and within neighborhoods. These facilities should be easily accessible, designed, and located to facilitate maximum utilization by residents and visitors.

OS Objective 3.1: Provide high quality urban open spaces that contribute to downtown as a vibrant, attractive, and welcoming destination for residents, employees and visitors.

OS Policy 3.1.1: Existing publicly owned land should be leveraged to create high value open spaces that provide great gathering places for residents and be used as a tool incentivize private sector redevelopment.

OS Policy 3.1.2: Open spaces within downtown should include pocket parks to serve daily needs as well as larger / regional / significant open space to accommodate community gatherings.

OS Policy 3.1.3: The City, where feasible, shall connect neighborhoods to each other and to commercial, educational, and recreational destinations and regional trails through the development of local greenway and trail networks.

OS Objective 3.2: As development occurs, the City shall ensure that the Gateways Corridors have appropriate open spaces to provide aesthetic value for the city and recreational opportunities for those who live and work along the corridors.

OS Policy 3.2.1: Usable open spaces should be included in large-scale development along the corridors for the use of residents, employees, and visitors.

OS Policy 3.2.2: As redevelopment occurs, the City may coordinate with Brevard County to ensure recreation opportunities are provided as necessary.

OS Objective 3.3: The City shall encourage the provision of open spaces near major employment areas for the use of employees during business hours.

OS Policy 3.3.1: Usable open spaces such as plazas and pocket parks should be included in large employment-based developments to provide areas for relaxation or exercise outside during lunch and break times.

OS Policy 3.3.2: Major employment areas should be considered in the planning of park locations and public recreation facilities to provide areas for employee recreation and to utilize opportunities for shared parking.

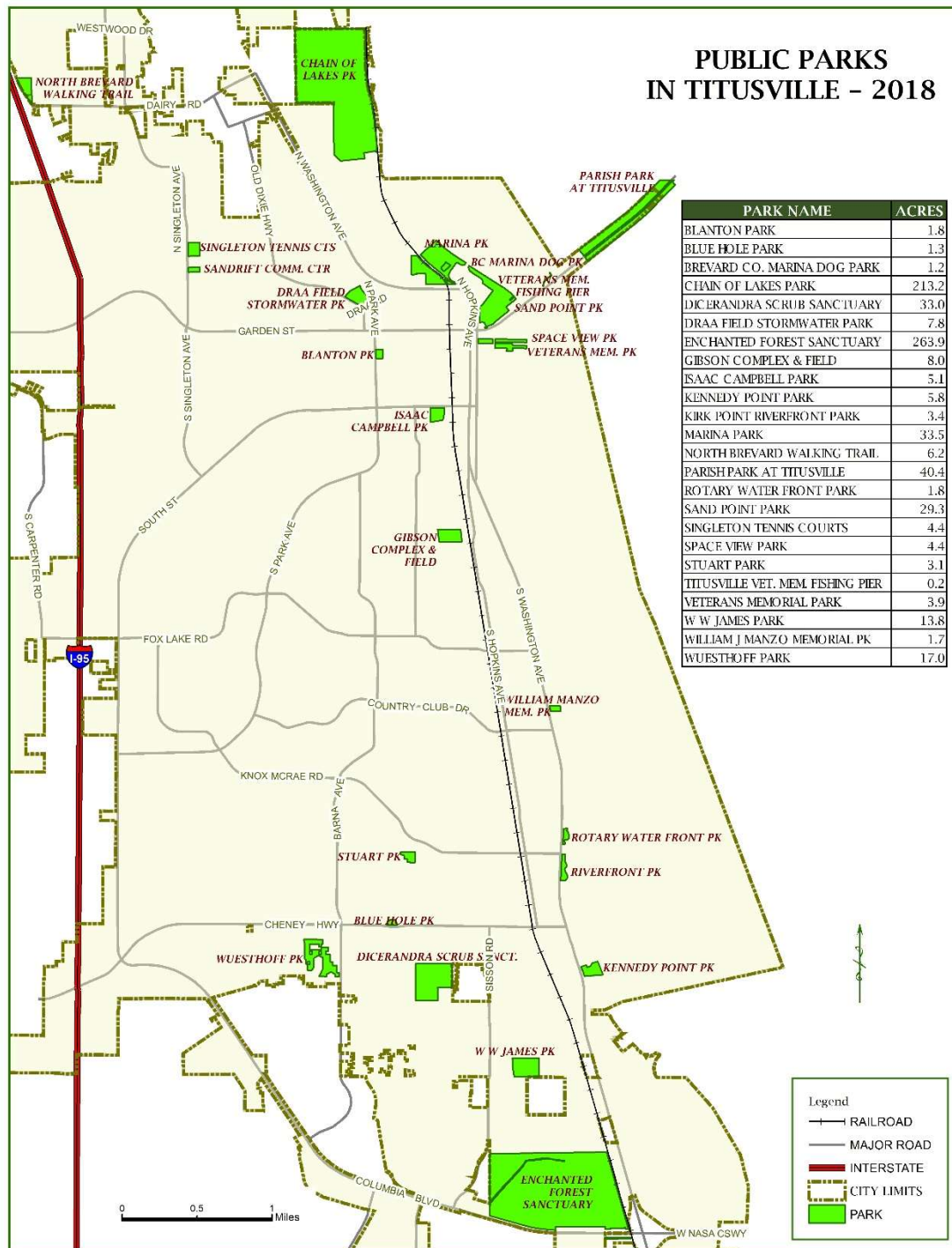
Open Space (OS) Strategies

OS Strategy 1: Develop and maintain a Recreation and Open Space Master Plan that:

- A. Promotes the management, maintenance, and improvement of publicly owned recreational assets.
- B. Identifies land for potential acquisition or dedications for parks, recreation, conservation and/or open space including:
 1. Preservation that would conserve or preserve certain natural, geologic, or historic resource elements; maintain natural processes; restore or enhance degraded natural areas; protect environmentally sensitive areas; or protect endangered or threatened species.
 2. Preservation in areas that are currently deficient in recreational facilities.
 3. Preservation that would provide an optimal location based on recreational needs of anticipated future development.
 4. Prioritizing potential recreational areas most vulnerable to immediate development for acquisition.
 5. Prioritizing conservation of wildlife corridors and critical habitats identified by the East Central Florida Regional Planning Council (ECFRPC).

- 6. Identifies recreation and open space provided by other government agencies.
- C. Creates a city-wide network of open spaces that serve a variety of purposes.
- D. Identifies funding mechanisms for potential acquisition and investment.
- E. Opportunities for greenway links throughout the City.
- F. Include upland areas.

MAP 6. PARKS



B. Environmental (EN)

EN GOAL 1: To preserve and enhance the quality of the natural environment through preservation, conservation, and appropriate management of vital natural resources, including air, water (both potable and non-potable), and factors that affect energy conservation.

EN Objective 1.1: The City shall preserve and protect trees and native vegetation.

EN Policy 1.1.1: The conservation of trees and native vegetation, shall be accomplished by continued City tree maintenance on City properties and through the plan review process for new development.

EN Policy 1.1.2: The City will continue to discourage clear cutting of land by incentivizing new developments to integrate existing healthy, native vegetation into landscape plans. Assure the maintenance and conservation of trees and native vegetation within the City, through the continued maintenance of trees within City properties and through the site plan review process for new development.

EN Policy 1.1.3 The City will prevent clear cutting of land by requiring new developments to integrate existing healthy non-exotic vegetation into landscape plans. The City will not allow the total removal of vegetation during land development. New development applications and landscape plans shall emphasize the maintenance of indigenous vegetation, rather than clearing and replanting.

EN Policy 1.1.4: Landscape plans and plant materials required of new development shall continue to promote the use of native plant species and avoid the planting of invasive exotic plants.

EN Policy 1.1.5: The City recognizes the value of trees as an important resource. The City shall implement the LDRs related to tree preservation through the permitting process and the City tree ordinance to afford trees adequate protection during development through best management practices. These regulations at a minimum shall include:

- A. Allowing developers the latitude in some cases to devise alternative strategies to save and preserve trees during development;
- B. Levy of fines for the unlawful removal or damage to trees as provided by the LDRs; and
- C. Protection zone requirements to protect preserved trees before during and after construction.

EN Policy 1.1.6: Exotics and nuisance species listed as either Type I or Type II invasive exotics as determined by the Florida Exotic Pest Plant Council (FEPPC) or the University of Florida's Institute of Food and Agricultural Sciences (UF/IFAS) shall be removed from development sites prior to final acceptance of the permitted improvements.

EN Policy 1.1.7: The City shall ensure the protection and preservation of high quality native ecosystems through acquisition whenever it is economically feasible. The City shall also support cooperative land acquisition efforts for protection of the environment.

EN Policy 1.1.8: The City shall incentivize the preservation of tree canopy coverage with land development regulations and a tree planting program.

EN Policy 1.1.9: Consider the community's street trees infrastructure and all efforts will be made to preserve and protect these trees as a community and private property asset.

EN Policy 1.1.10: Natural vegetated buffers should be retained around wetlands in order to protect the functional value of the wetlands.

EN Objective 1.2: To prevent adverse effects by resource extraction within the City.

EN Policy 1.2.1: Commercial mining shall not be allowed in the City of Titusville.

EN Objective 1.3: To reduce potential harm to the environment by strict control and regulation of the emission, storage and movement of hazardous waste and substances.

EN Policy 1.3.1: The City, through coordination with Brevard County, shall ensure safe and cost effective alternatives to improper waste management and disposal shall be provided through increased availability and access to hazardous waste storage/transfer facilities.

EN Policy 1.3.2: Any storage of hazardous material within the Areas of Critical Concern shall be regulated according to the City's adopted "Aquifer Protection Ordinance".

EN Policy 1.3.3: The City shall, in cooperation with Brevard County, distribute materials to educate the small-scale generators of hazardous waste/materials (i.e., dry cleaners, automotive repair, and single-family residence) about proper use, storage and disposal of these materials.

EN Objective 1.4: To minimize the adverse effects of non-point source emission of pollution by maintaining an effective transportation network.

EN Policy 1.4.1: Adopted level of service on all facility types throughout the network should be maintained to reduce unnecessary vehicle idling emissions.

EN Policy 1.4.2: A comprehensive bicycle and pedestrian plan should be developed to encourage utilization of non-emission forms of transportation.

EN Objective 1.5: To minimize the adverse effects of point source emission of pollution through the land development and regulatory process.

EN Policy 1.5.1: The inter-mixing of land uses to minimize vehicular trips for work, shopping and other trips is encouraged.

EN Objective 1.6: To protect streams, lakes, rivers, estuaries, wetlands and the shoreline from environmentally destructive alterations, both qualitative and quantitative, and to further the preservation of aquatic life, particularly state and federal listed wildlife species and their habitat.

EN Policy 1.6.1: The City should support programs to protect or restore littoral vegetation in and adjacent to a waterbody in order to prevent shoreline erosion, filter out nutrients and provide wildlife habitat. The removal of native emergent, submerged or floating vegetation in the littoral zone of a waterbody shall be limited to that necessary to provide reasonable access, or which is part of a government sanctioned aquatic plant control program.

- A. "Littoral zone" includes the area between the ordinary high water line and the most waterward extent of native emergent, submerged or floating non-algae vegetation.
- B. "Waterbody" includes all water of the State and all lakes or ponds greater than one (1) acre in size.
- C. "Reasonable access" includes clearing of vegetation for purposes of health or safety, to provide river access for private recreation (not to exceed 20 linear feet of shoreline cleared per parcel of waterfront property), or as necessary for government approved public or private water dependent projects.

EN Policy 1.6.2: Erosion and sedimentation control practices shall be employed for all urban development and agricultural activities where needed to protect natural waterbodies, water courses, and wetlands from siltation. The following minimum criteria shall apply:

- A. Adequate erosion and sedimentation control practices are those recommended by the U.S. Department of Agriculture's Natural Resource Conservation Service (NRCS) and which are designed to substantially reduce or eliminate soil loss into waterbodies and wetlands.
- B. Clearing of specific building sites shall not commence until the developer is permitted for construction on that site. Clearing shall be limited to that area to be covered by construction and necessary drive and walkways. In all other areas the native vegetation should remain undisturbed where possible.
- C. Approved techniques to control wind erosion shall be used during clearing and site preparation for development or agricultural activities.

- D. Seeding and mulching, or other stabilizing actions of disturbed areas shall be undertaken within 7 days to completion of clearing work on a development site.
- E. Waterfront construction shall be required to use appropriate erosion and siltation control practices during and after construction to prevent siltation of the adjacent waterbody.
- F. Stormwater management systems shall be designed to ensure that water velocities remain below those which would cause scour and/or erosion.

EN Policy 1.6.3: Marinas which service boats with on-board facilities, shall be required to provide sewage pump out and appropriate disposal of effluent.

EN Policy 1.6.4: Alternatives to copper-based or other metal-based anti-fouling bottom paint used on boats shall be encouraged in order to reduce the harmful effects of heavy metal bioaccumulation.

EN Policy 1.6.5: Marinas shall be located in areas where maximum physical advantage exists; where the least dredging and maintenance are required; and where aquatic resources will not be adversely affected.

EN Objective 1.7: To ensure the education of the City's residents, visitors, and water consumers of the need to conserve and protect all water sources and other natural resources and to promote the efficient use of all water through a public outreach program.

EN Policy 1.7.1: The City shall continue to maintain a vigorous water conservation education program that includes promoting the value of all water sources and resources.

EN Policy 1.7.2: The City shall continue to promote the use of water efficient devices and educate the public as to the types of devices available and their use, and provide such devices and/or provide programs to reduce the financial impact of the purchase of such devices.

EN Policy 1.7.3: The City shall use various forms of media to ensure its conservation message reaches the greatest possible number of residents, visitors, and water consumers.

EN Policy 1.7.4: The City shall continue to support ongoing educational programs promoting Florida-Friendly landscaping techniques and the use of Florida native plants, as well as the need to reduce, increase the efficiency thereof, and/or eliminate outside irrigation.

EN Policy 1.7.5: The City shall continue to educate its residents as to outside irrigation restrictions as set by code and the SJRWMD's amended landscape irrigation rule, 40-C-2.042 Florida Administrative Code (FAC).

EN Policy 1.7.6: The City shall continue to increase the penetration level of its conservation public education and outreach program by partnering with other agencies and groups.

EN Policy 1.7.7: The City shall continue its public education and outreach in regards to stormwater management and nutrient reduction strategies.

EN Policy 1.7.8: The City shall support ongoing education programs about native plant and listed animal species and the diversity of natural communities.

EN Objective 1.8: To ensure the preservation of wildlife, particularly threatened and endangered species and the protection of their habitat; identify and conserve important natural resources and critical habitat where economically and environmentally feasible; and to prevent adverse alterations to these areas.

EN Policy 1.8.3: The City shall cooperate with the State in acquiring and conserving environmentally endangered lands to be preserved through acquisition and/or regulations.

EN Policy 1.8.4: The City shall maintain, to the best of its abilities, the populations of wildlife species which are state and federal listed and their habitat, and shall restrict activities within these areas known to adversely affect the survival of these species per regulations by permitting agencies.

EN Policy 1.8.5: The owner/developer of property in the City, which requires site plan approval, shall be required to perform an environmental study, as appropriate. Any stipulations and/or management plans required by the applicable regulatory agency or agencies will be included in the required plan approval.

EN Policy 1.8.6: The City shall purchase, if economically feasible, properties identified as critical habitat by the USFWS, NMFS, FDEP, FFWCC, and FDACS. The selection criteria to be used in determining these properties shall place greater weight on the selection of lands, which appear on inventories of endangered or threatened species, even though public use and recreation may not be appropriate. The following criteria shall be adhered to in the implementation of this policy: The protection of critical habitat can be accomplished through acquisition, easements, Transfer Development Rights, Purchase Development Right and other best management practices. Furthermore, acquired land should be selected based on the need to prioritize all current fiscal obligations of the City's resources, and priority shall be given to the protection or acquisition of land which are identified as environmentally endangered lands and to those areas known to be important as "habitat corridors" in the movement of wildlife.

EN Policy 1.8.8: Where acquisition of identified wildlife habitat is not fiscally possible, any public or private use of land shall be designed to minimize harm to the state and federal listed wildlife species and its habitat. In enforcing this policy, the City shall recognize the species as "listed" by the USFWS, NMFS, FDEP, FFWCC, and FDACS.

EN Policy 1.8.9: The City shall work cooperatively with the FWS and the FFWCC to protect and promote the recovery of species designated by these agencies as listed wildlife species.

- A. The City shall require applicants of a development order to provide determination of these agencies when development proposals are received for sites documented as having historic and/or current occurrences of state or federal listed wildlife species;
- B. The City shall consult with these agencies for technical assistance consultation; or
- C. The City shall cooperate with these agencies in locating potential introduction sites for designated species on existing conservation lands.

EN Policy 1.8.10: Mitigation of environmentally damaged areas shall occur as per State and Federal regulations. If within a reasonable time, for the particular species, mitigation has not been successful, the responsible party shall replant or act to "mitigate" the problem.

EN Policy 1.8.11: When one or more individuals of state or federal listed wildlife species are found on a site undergoing development activities for which no management plan has been adopted, said activities shall cease until a management plan has been prepared and found to be acceptable by the City.

EN Objective 1.9: To preserve and enhance the quality of the natural environment and human health through sustainable practices, preservation, conservation, and appropriate management of natural resources.

EN Policy 1.9.1: Environmentally sensitive natural resources, including water bodies, wetlands, native vegetation, and wildlife habitats, should be protected and enhanced through preservation and conservation best practices and by encouraging Florida friendly landscape design in developed areas.

EN Policy 1.9.2: Water and energy-saving features in new development and public investments is encouraged, including requirements for Florida-friendly landscape design and requiring reclaimed water system or dry lines in appropriate locations.

EN Policy 1.9.3: Development and management techniques that maintain water quality including implementation of the City's aquifer protection ordinance and best management techniques for agricultural operations shall be encouraged. Innovative techniques that improve water quality are encouraged.

EN Policy 1.9.4: Energy-efficient non-motorized and public transit options and reduction in vehicles miles traveled through infrastructure planning, land use regulation, and investment of fees, as may be allowed, to reduce energy usage and non-point source air pollution is encouraged.

EN Policy 1.9.5: Standards in the LDRs that eliminate the negative impacts of point source air and water pollution, including hazardous waste and substances, shall be developed and implemented.

EN Policy 1.9.6: Education of the City's residents, business owners, and visitors about sustainable practices for water, energy, and natural resource conservation shall be explored and provided.

EN Policy 1.9.7: The City shall coordinate with Brevard County and encourage recycling and resource recovery efforts in the City.

EN Policy 1.9.8: All development shall comply with Federal, State, and County criteria for environmental protection where applicable, through review by agencies which may include the U.S. Army Corp of Engineers, St. Johns River Water Management District, Florida Department of Historic Resources and Brevard County.

EN Objective 1.10: To encourage the preservation/protection of wetlands according to their function by implementing programs locally and in conjunction with other governmental entities.

EN Policy 1.10.1: The development of wetlands shall be addressed in the LDRs according to the following criteria:

- A. The protection of the wetlands shall be determined by the functional value of the wetland.
- B. The development of land under all land use categories shall take into consideration natural constraints such as flood hazard, wetlands, soil suitability and aquifer recharge potential.

EN Policy 1.10.2: Proposed land uses, which are compatible with the function of wetlands, shall be identified within a conservation land use designation on the Future Land Use Map and further addressed in the LDRs.

EN Policy 1.10.3: Wetlands shall be defined consistent with existing state and federal regulatory agencies.

EN Policy 1.10.4: Land development impacts on designated wetlands shall be assessed based upon the functional value of wetlands. The functional value assessment criteria for wetlands shall include, at a minimum, consideration of:

- A. Size;
- B. Capacity for flood storage or flow regulation;
- C. Potential as wildlife and/or fisheries habitat; including listed species
- D. Rarity as a vegetative community type;
- E. Degree of prior adverse impacts which would limit the future viability of wetland (e.g., invasion by upland or exotic species, fire, permanent alteration of drainage patterns); and
- F. Potential for recreational use.

EN Policy 1.10.5: Activities whose impacts are assessed to be minimal, or offset by mitigation measures, shall be addressed in the LDRs and shall utilize the following criteria:

- A. The activity is necessary to prevent or eliminate a public hazard;
- B. The activity would provide direct public benefits which would exceed those lost to the public as a result of the degradation or destruction of wetlands (e.g., right-of-way for public roads or utilities). and
- C. The activity is proposed for wetlands whose functional values are so limited that their loss does not significantly affect the public interest (i.e., inherent in this statement is that this land can be utilized as recreational, conservation, open space or low density residential areas).

EN Policy 1.10.6: Mitigation for unavoidable impacts to wetlands, which possess significant functional value as determined by a functional assessment, shall be addressed in the LDRs.

EN Policy 1.10.7: Monitoring shall be required to ensure that all mitigation or compensation efforts are successful.

EN Objective 1.11: To consider soil as a non-renewable resource and to promote and encourage the protection and management of this resource to ensure its longevity by controlling the encroachment of urbanization on soil types poorly suited for development.

EN Policy 1.11.1: During land clearing and site preparation, wetting operations or other soil treatment techniques appropriate for controlling dust and silt (including seeding and mulching of disturbed areas) shall be undertaken and implemented by the developer.

EN Policy 1.11.2: Development of land shall take into consideration natural constraints such as flood hazard, wetlands, soil suitability and aquifer recharge potential, and shall be restricted depending upon the severity of those constraints.

EN GOAL 2: To identify and protect wetland areas within the City as illustrated within the Conservation (CNS) plan category which is based on 1988 National Wetlands Inventory (NWI) data.

EN Objective 2.1: To identify wetland areas on a site-by-site basis as properties are developed, or Comprehensive Plan Amendments are requested.

EN Policy 2.1.1: Prior to development of property that lies partially or wholly within the Conservation (CNS) plan category, the owner/developer shall engage a qualified professional to conduct a site-specific evaluation and report on wetland areas on the subject property.

EN Policy 2.1.2: Those areas determined to be wetlands shall be protected and/or mitigated to meet the City's goal of no net loss of wetlands.

EN Policy 2.1.3: Those areas determined not to be wetlands may be removed from the Conservation (CNS) plan category so long as wetland areas remain within the CNS category or are protected through a conservation easement or other legal instrument acceptable by the City.

EN Objective 2.2: To protect those areas determined to be wetlands through a site-specific evaluation and report and achieve no net loss of wetlands.

EN Policy 2.2.1: Areas deemed wetlands shall remain in the Conservation (CNS) plan category unless protected by a conservation easement or other legal instrument acceptable by the City.

EN Policy 2.2.2: At a minimum, wetlands areas five (5) acres or more in size shall be dedicated to the SJRWMD or other agency with a conservation easement, or designated with the Conservation (CNS) plan category.

EN Policy 2.2.3: Wetland areas less than five (5) acres shall be protected through creative site design and clustering of development to avoid impacts to these areas and achieve the goal of no net loss of wetlands. Wetland areas less five (5) acres may also be placed within the Conservation (CNS) plan category upon request of the property owner.

EN Policy 2.2.4: In addition to the allowable uses consistent with the Conservation (CNS) plan category, the City may choose to specify conditional uses in the LDRs, with criteria based upon the mitigation policies of the U.S. Fish and Wildlife Service. At a minimum, the criteria to be considered for approval of a conditional use shall include:

- A. The use is ecologically sound;
- B. The use is water dependent or water related and there is a documented public need;
- C. The use is the least environmentally damaging alternative;
- D. There is no practical alternative to ensure reasonable use of the applicant's property; and

- E. Any unavoidable damage or loss of wetland shall be mitigated to ensure no net loss of wetlands and no loss of functional value as required by Federal, State, and/or St. John's River Water Management District.

Environmental (EN) Strategies

EN Strategy 1: Evaluate shoreline regulations on a regular basis and consider amendments based on Best Management Practices as necessary.

EN Strategy 2: Develop a procedure to identify environmentally sensitive lands. Review and evaluation shall include at a minimum the following:

- A. State and federal listed wildlife and estuary life species habitats.
- B. Wetlands, natural lakes, lagoon and rivers.
- C. Upland native vegetation that are rare and depleting in the City/County
- D. Undisturbed and undeveloped 100-year flood plains.
- E. Wellhead protection area and Areas of Critical Concern.
- F. Critical habitats identified by the ECFRPC.
- G. Habitat Corridors.

EN Strategy 3: Evaluate the feasibility of amending the Conservation (CNS) plan category requirement specified in Environmental (EN) Objective 2.2 to include wetland buffers and ground truth procedures.

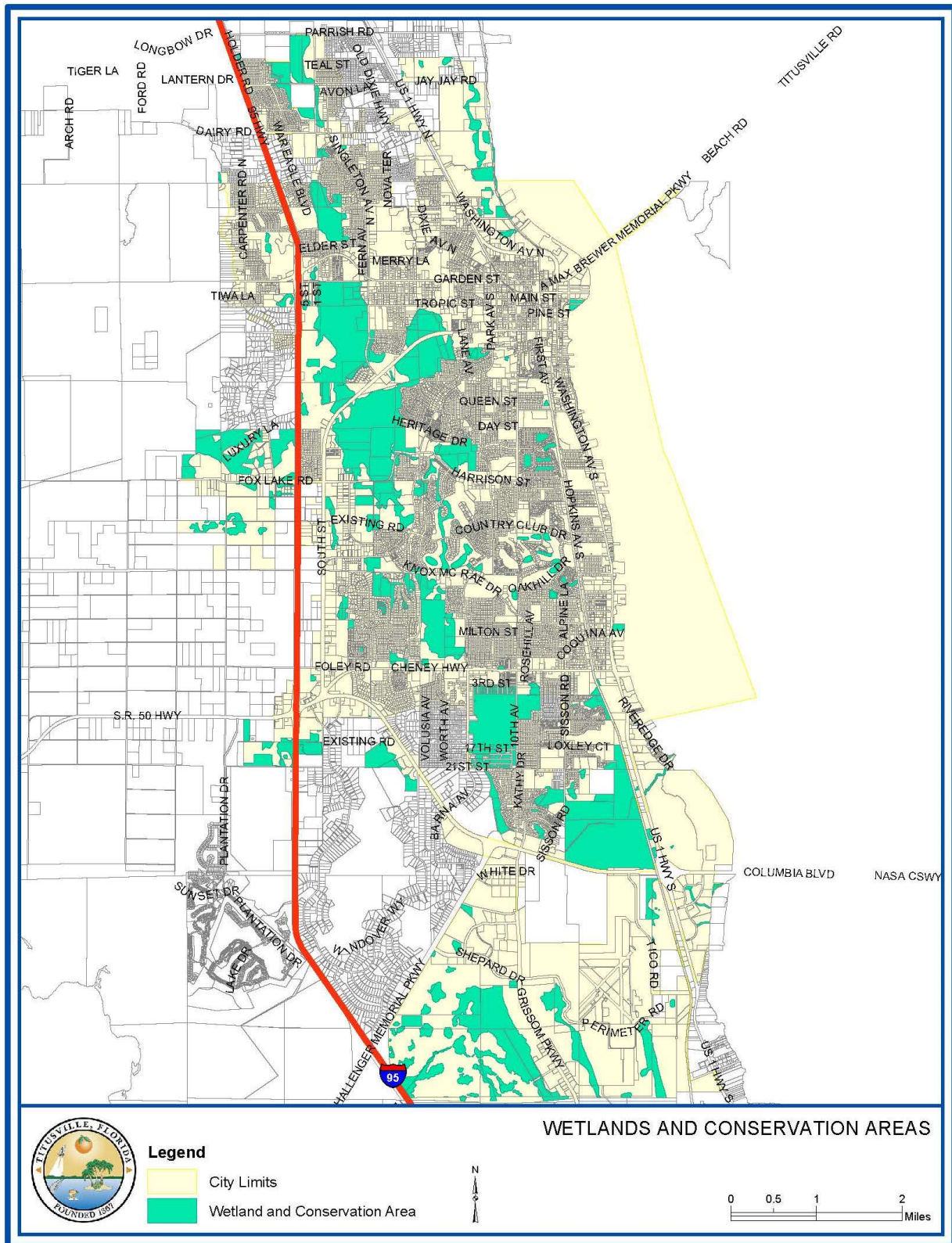
EN Strategy 4: Analyze the City's tree canopy coverage and establish a minimum tree canopy coverage goal.

EN Strategy 5: Review and evaluate wellhead protection in the ACC. Consider the following regulatory tools by amending the Code.

- A. Necessary surface grading and vegetation clearing shall be minimal and occur only in vehicular access ways and utility rights of way, retention areas, or as authorized by Council.
- B. Require future development of 5 acres or more within the ACC to utilize conservation subdivision design process with 50% or more open space with emphasis on maintaining natural topography and native vegetation. Adjustment of lot sizes would be authorized by the LDRs.
- C. Require the City to evaluate a program to extend/expand the reclaimed water system to the Northern and Southern ACC and create an action to implement such plan.
- D. Require new subdivisions to install wet or dry reclaimed water systems in the ACC and to connect when available.
- E. The City within 2 years evaluate restricting within the ACC landscaping to xeriscape, native plants and vegetation and restricting lawn grasses to drought tolerant grasses.
- F. The City will evaluate restricting deep wells within the zones surrounding municipal wells.

EN Strategy 6: The City will develop a standard for the preservation of natural vegetated buffers to be retained around wetlands in order to protect the functional value of the wetlands. The City will evaluate the feasibility of an average minimum (e.g. 15 feet) to be maintained around the wetland or such additional width as may be established by the LDRs. If existing vegetation buffers do not exist, then they may be established.

MAP 7. WETLANDS AND CONSERVATION



VI. Public Facilities

Priorities and Needs

The City maintains several utilities to serve the public. These include water and sewer, solid waste and stormwater. In addition, the City maintains roads and other public facilities that support the operations of the administration of the City. The information below provides a summary of these facilities as they relate to the provision of services and concurrency related level of service standards.

The Florida Department of Transportation maintains several state highways in the City. These include SR 50, SR 405, SR 406 and US-1. The Space Coast Transportation Planning Organization's Long Range Transportation Plan (LRTP) includes widening SR 405 (South Street) to four lanes within the planning horizon of this plan. Some road segments appear to be nearing maximum capacity at the end of the 20 year planning horizon [City of Titusville Community Development Department 2018 Evaluation and Appraisal Report (EAR) Concurrency Analysis report]. The City will continue to maintain concurrency and amend the 5-Year Schedule of Capital Improvements to address this issue. The City is also investigating the feasibility of completing a multimodal master plan to potentially replace transportation concurrency.

The following may be used to help implement the multimodal and complete streets policies. The use of bulb outs, medians, street trees and landscaping, limited curb cuts, buffered bicycle lanes, wider sidewalks, and roundabouts are ways intended to provide a safe and comfortable pedestrian environment. In selected areas, they may be a tool to slow down traffic and work to facilitate bicycle and pedestrian travel by making cars more aware of major pedestrian crossings. Other ways to create safer pedestrian crossings at key locations could also include warning signage. Other elements could include shared right-of-way provisions, enhanced bike lanes, ADA ramps at corners, and color enhanced sidewalks.

City maintained infrastructure includes 356 miles of potable water mains, 47 miles of reclaimed water mains, 209 miles of sewer gravity mains, 77 miles of pressurized sewer mains and 99 public lift stations. The utility service area is located between the Indian River Lagoon to the east, the St. Johns River to the west and from Parrish Road in the north to Kings Highway in the south as shown on the Utility Service map [See the Public Utilities Map series in the Potable Water and Sewer section]. The City continues to plan for the estimated demand on water and sewer services in the Utility Service Area as annexation occurs.

Potable water and wastewater is available for development throughout the City and reclaimed lines are located in limited areas. Sewer lines may need to be extended to connect or upgrades may be required for water and sewer to accommodate new or expanded development, especially in the Antigua Bay and Willow Creek development areas. The extension of reclaimed lines may be utilized if feasible and capacity is available to alleviate the water demand for landscaping or commercial uses as development occurs.

Recharge areas for potable water are identified as the Areas of Critical Concerns (ACC) [See the Public Utilities Map series in the Potable Water and Sewer section]. The City LDRs establish impervious surface, topography alteration and other development standards to protect the City's water supply. Industrial uses and hazardous materials are also controlled by the City's LDRs and are primarily prohibited in the ACC.

10-Year Horizon – The Water Resources Department indicates that there is adequate water (0.962 million gallons per day MGD) and sewer (3.062 MGD) capacity to accommodate the amount of growth projected across the 10-year EAR planning horizon. An estimate of the demand on water services can be generated by utilizing the Floor Area Ratios (FAR) and residential densities for each adopted future land use and factoring in the City's rates from the Land Development Regulations. The equivalent residential unit (ERU) is the City's measure of water consumption that is used for planning purposes and concurrency review. By factoring in typical uses in each land use plan category, the estimated water demand at build-out, based on the land use plan categories, is approximately 5.466 MGD.

20-Year Horizon – To estimate future population and development potential, the City utilizes a 1.57% growth rate as illustrated in the Population Estimates to 2040 Table, and projects new non-residential development across the planning horizon to 2040 of one-million square feet.

Yr2018-2040 population increase 11,936/2.3 household size = 5,190 estimated new residential units
(Includes Antigua Bay 2,404; Willow Creek 1,277; and Other developments 894) x ERU factor of 1

(single-family rate) = Water demand of 1.557 MGD, which exceeds the current 0.962 MGD available water capacity.

Assuming the non-residential growth will not exceed one million square feet x ERU factor of 0.334 for typical commercial and industrial uses = Water demand of 0.084 MGD.

The design capacities of the water and wastewater plants are not adequate to accommodate the build-out scenario of vacant land; however, based on the historical rate of growth and development design and wetland preservation regulations (approximately 25% of the 4,810 vacant acres are possible wetlands) it is unlikely the City will reach this full potential. Capital improvements still may be necessary to increase transmission capabilities and treatment plant expansion as development occurs. This may include constructing additional wells permitted as part of the City's approved Consumptive Use Permit.

The most recent EAR estimated the current design capacities of the water and wastewater plants are adequate to accommodate a 10-year build-out scenario; however, by the next EAR, additional capacity improvements or programming may need to be planned to accommodate the 2040 estimated growth. The rate of water consumption relative to new growth has declined in the past few decades. This can be attributed to better cooling methods that cut water use for thermoelectric power, and water use efficiencies, improved standards for many appliances and fixtures and laws requiring low-flow fixtures. The City runs a toilet and low flow showerhead rebate program; instituted a city-wide digital meter readout system, and provides reclaimed water to commercial development in key areas. These efficiencies could significantly reduce the need for additional water and wastewater capacity by the end of the planning horizon. Capital improvements still may be necessary to increase transmission capabilities with some treatment plant expansion as development occurs. This may include constructing additional wells permitted as part of the City's approved Consumptive Use Permit and master utility planning for the Antigua Bay and Willow Creek developments and other areas.

Public Facilities Goals, Objectives and Policies

A. Mobility (MT)

MT GOAL 1: A safe, convenient, and energy efficient multimodal transportation system within the City that serves the needs of all residents and visitors. The system shall accommodate all modes of transportation including pedestrians, bicyclists, transit, water transport and automobiles to encourage interconnectedness and an improved quality of life.

MT Objective 1.1: The City shall improve and maintain safety, convenience, connectivity, and energy efficiency within the transportation system.

MT Policy 1.1.1: The City shall use the LOS standards established in CIE Policy 1.5.1 - CIE TABLE 1.

MT Policy 1.1.2: The City shall require transportation connectivity between land uses and development sites in the LDRs to provide for multiple access points for emergency management and to facilitate multiple modes of transportation.

MT Policy 1.1.3: Parking facilities shall be convenient to major trip generators, attractors, and intermodal terminals within the City, and provisions for appropriate parking based on development typology shall be included in the City's LDRs.

MT 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 strategies as a means to preserve capacity of existing transportation systems; reduce peak hour travel demand and the number of vehicle miles traveled; and establish a transportation performance monitoring system.

MT Policy 1.1.5: The City shall evaluate, and whenever feasible, support transportation systems management activities that will reduce travel demands, and multimodal transportation to conserve energy, reduce greenhouse gases, reduce noise, water and air pollution and discourage urban sprawl.

MT Objective 1.2: The City's transportation policies and standards within the LDRs and Capital Improvement Program shall be consistent with the various elements of the City's adopted Comprehensive Plan.

MT Policy 1.2.1: The City shall coordinate with local, regional and state transportation agencies to ensure that transportation planning supports land use objectives.

MT Policy 1.2.2: Expansion of transportation related facilities within the City shall be realized consistent with the goals and policies of this Comprehensive Plan and the LDRs.

MT Objective 1.3: The City shall strive to provide multimodal transportation options to promote alternative, non-auto dependent modes of transportation. The City shall provide bicycle and pedestrian ways through development of bicycle and pedestrian master plans, LDRs, and development controls.

MT Policy 1.3.1: The City shall evaluate the implementation of Complete Streets Policies to design, build, and maintain transportation facilities in a manner that accommodates not only automobiles, but transit vehicles, golf cart crossings and non-motorized modes of travel such as pedestrian ways and bicycle paths, and also accommodates the disabled. Complete Streets shall seek to be aesthetically pleasing and provide for a tree shaded and comfortable environment for all users. The City shall continually pursue funding to beautify streets.

MT Policy 1.3.2: The City shall continue to strengthen its identity as a Trail Town by enhancing the bicycling and pedestrian network through the construction of bicycle and pedestrian infrastructure, amenities, and by seeking to provide wider sidewalks (above the five (5) foot standard), where feasible. In new development or redevelopment, walking and bicycling shall be promoted by establishing pedestrian-friendly streets with sidewalks and/or bike paths.

MT Policy 1.3.3: Missing links in the bicycle and pedestrian network shall be identified and eliminated where feasible through the development and capital improvement process. Missing links may include locations between cul-de-sacs, through walls or fences, mid-block where block length exceeds 660 feet, or where bicycle pedestrian routes would otherwise be "excessively" circuitous.

MT Policy 1.3.4: Highest priority for improvements shall be given to locations with high concentrations of pedestrian activity and where connections are needed to ensure easy access between transportation modes, with particular attention to bicycle and pedestrian access to schools, transit stops, and regional greenway or trail systems.

MT Policy 1.3.5: The City should explore options to reduce parking numbers in activity centers such as downtown and neighborhood nodes if pick-up and drop-off zones are provided to encourage ride-sharing and accommodate autonomous vehicles.

MT Objective 1.4: The City shall coordinate with surrounding governmental entities to ensure that the most efficient and cost effective course of action is followed to implement transportation system plans and that the area-wide coordination necessary to implement all provisions of this mobility element occurs.

MT Policy 1.4.1: The City shall identify the transportation needs and issues of the City that shall be addressed through coordination with local, SCTPO, regional and state plans, and the FDOT Adopted Work Program.

MT Policy 1.4.2: The City shall participate in the development of a system-wide multimodal transportation network master plan that includes a bicycle and pedestrian component.

MT Objective 1.5: The City shall support comprehensive multimodal transportation planning to examine public transit service needs based on existing and proposed major trip generators and attractors, and growth trends shall be addressed.

MT 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.

MT Policy 1.5.2: The City shall continue to explore the option of increasing transit routes and frequencies.

MT Policy 1.5.3: The City shall support and participate in the efforts to establish passenger rail service along Florida's East Coast railway and establishing a service station in the City.

MT Policy 1.5.4: The City shall coordinate with Space Coast Area Transit in the provision of bus shelters along transit routes, particularly in areas of frequent use; the provision of benches, signage, lights, and covered or enclosed waiting areas; and, the provision of bicycle parking at transit stops and bicycle racks on buses in order to interface bicycle travel with public transit.

MT Objective 1.6: The City shall ensure new development does not compromise the ability of the City to accommodate complete streets, and multiple forms of transportation.

MT Policy 1.6.1: Management of Rights-of-way shall be implemented through standards within the LDRs, and by ensuring right-of-way is secured as infrastructure and/or master plans are implemented to minimize costs and facilitate planning and design activities.

MT Policy 1.6.2: The City may consider vacating street rights-of-way only if the vacation does not prevent reasonable connection for existing and future public transit, pedestrian, non-motorized and motorized vehicle trips, and the provision of public utilities and is consistent with Citywide Development Strategies (CD) Policy 1.3.7.

MT Objective 1.7: The City shall promote access to transportation related facilities and ensure that they are coordinated with the transportation systems maps adopted as part of this Comprehensive Plan.

MT Policy 1.7.1: Convenient movement and access between the various transportation facilities within the City shall be facilitated to the greatest extent possible and in coordination with federal, state, county or private entities where feasible.

MT Objective 1.8: The City shall coordinate the operation of, and improvements to, the transportation system with the plans and programs of the various entities responsible for providing transportation related facilities.

MT Policy 1.8.1: To protect the interregional and intrastate functions of the Strategic Intermodal System (SIS), signal synchronization, intersection improvements, and other congestion management techniques to reduce travel delay and encourage local alternatives to the SIS should be explored in coordination with the FDOT.

MT GOAL 2: To provide streets that are accessible and safe for all users and multiple modes of transportation in order to provide connections between residents and daily needs.

MT Objective 2.1: To accommodate all forms of transportation on all roadways that provide facilities at acceptable Levels of Service within the City.

MT Policy 2.1.1: The City shall consider, where feasible, implementation of complete streets when improvements are programed to roadways within the City.

MT Policy 2.1.2: When new roadways are proposed, complete streets characteristics shall be included to facilitate mobility for all transportation options, based on roadway classification.

MT Policy 2.1.3: Improvements on complete streets should include facilities for pedestrians, bicyclists, public transportation, automobiles, and for all users.

MT Objective 2.2: Reduce vehicle trip demand, increase access and safety for cyclists and pedestrian, and preserve the integrity of the transportation system with effective connectivity and access management programs.

MT Policy 2.2.1: Adopt and maintain access management ordinances and supporting design standards to control the location, spacing, operation, and design of access connections and median openings. Development access shall be designed to protect the maximum service volume, safety, and operating characteristics of transportation facilities, considering impacts to all modes and users.

MT Policy 2.2.2: Properties under the same ownership, consolidated for development, or part of phased development plans shall be considered one property for the purposes of access

management. Access points to such developments shall be the minimum necessary to provide reasonable access, rather than the maximum available for that property frontage.

MT Policy 2.2.3: Maintain the trail network by minimizing vehicular cross access over regional and local trails.

Mobility (MT) Strategies:

MT Strategy 1: Develop a system-wide multimodal transportation network master plan and encourage multimodal mobility through design strategies and connectivity. The plan may include a long-term schedule of capital improvements.

A. Routinely update and implement the City's Multimodal Master Plan of trail, bicycle and pedestrian improvements.

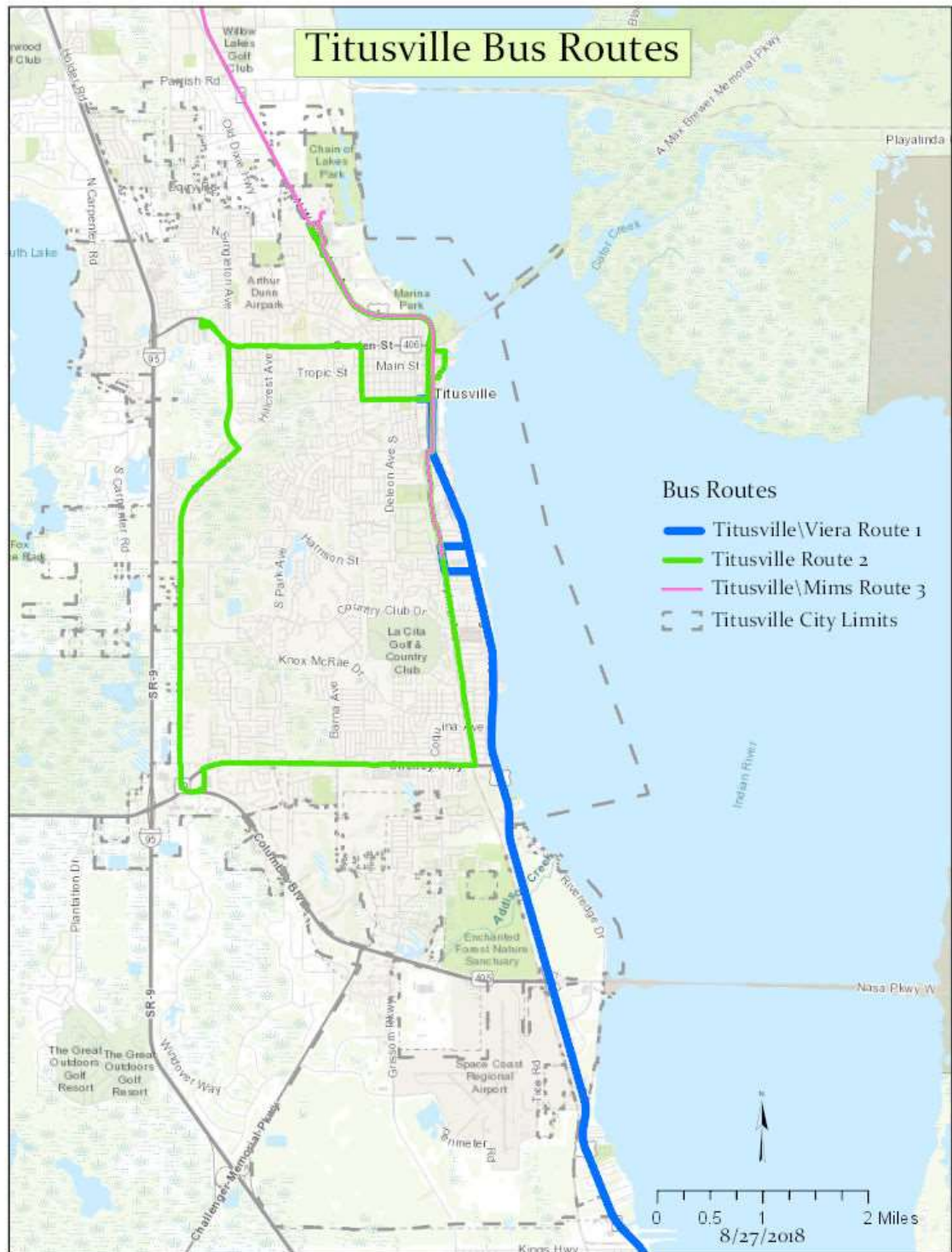
MT Strategy 2: Evaluate the feasibility of implementing the FDOT Corridor Planning Studies for U.S. Highway 1 and State Road 406, coordinate with the FDOT to develop additional Studies of other state managed roads, and consider the local analysis of City maintained Arterial and Collector roadways.

MT Strategy 3: Complete a walkability audit. The audit will inform the City to make strategic decisions to improve safe environments for walkability.

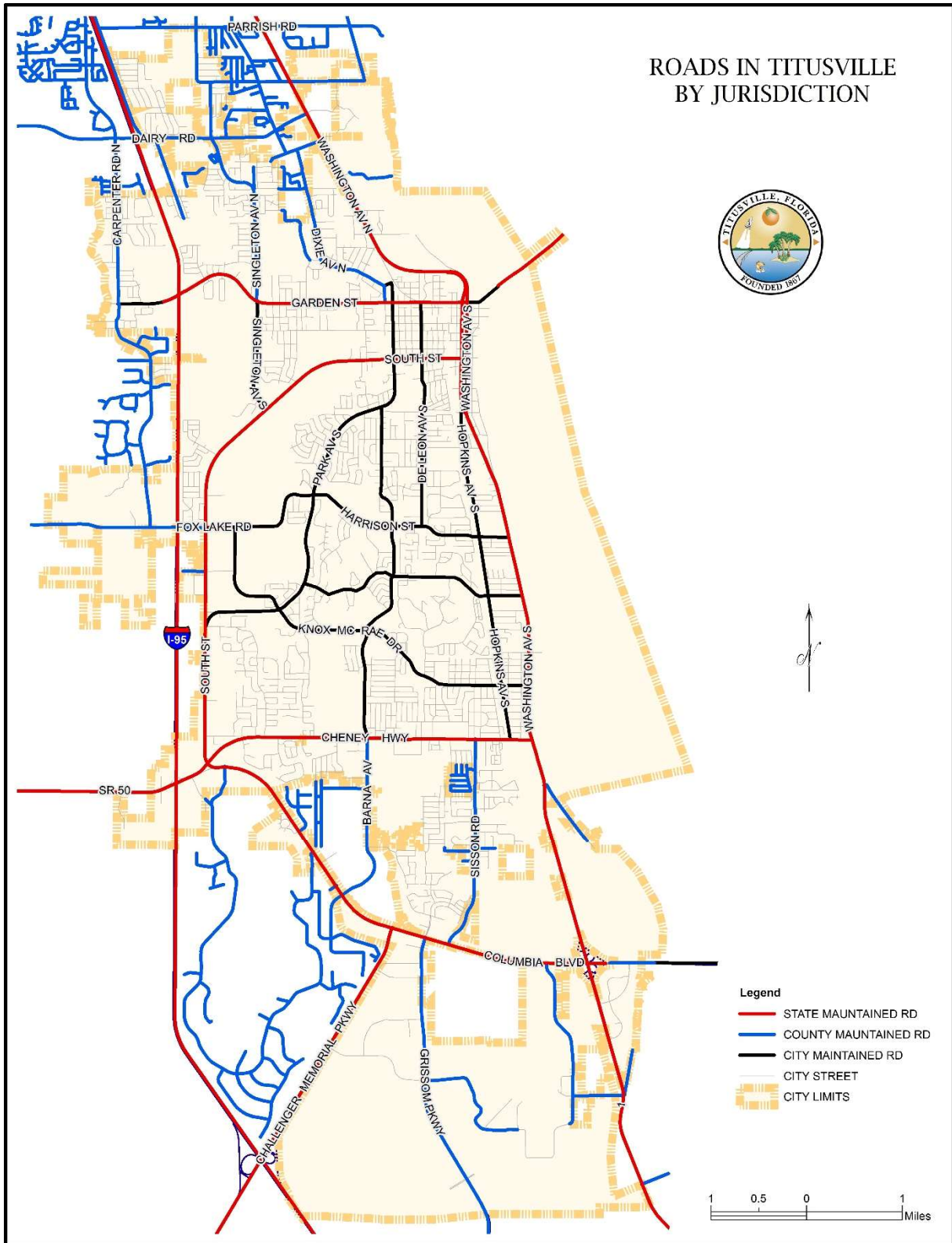
MT Strategy 4: Develop a strategy to install electric vehicle charging stations for specific types of development by ordinance or programming.

MT Strategy 5: Evaluate and adopt access management solutions including reducing minimum right-of-way and lane width requirements, number and location of access points and conflicts with regional and local trail networks,

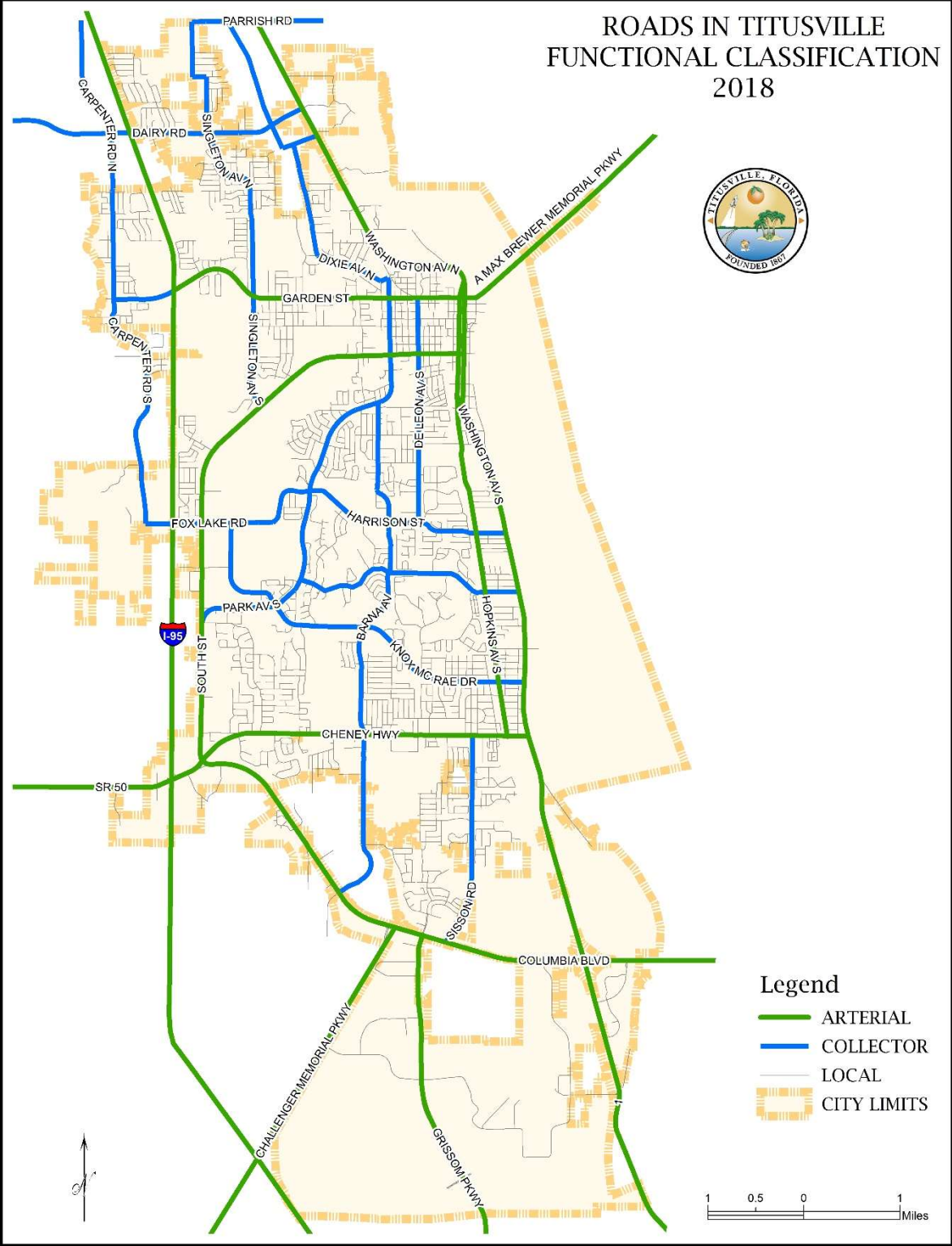
MAP 8. TRANSPORTATION MAPS



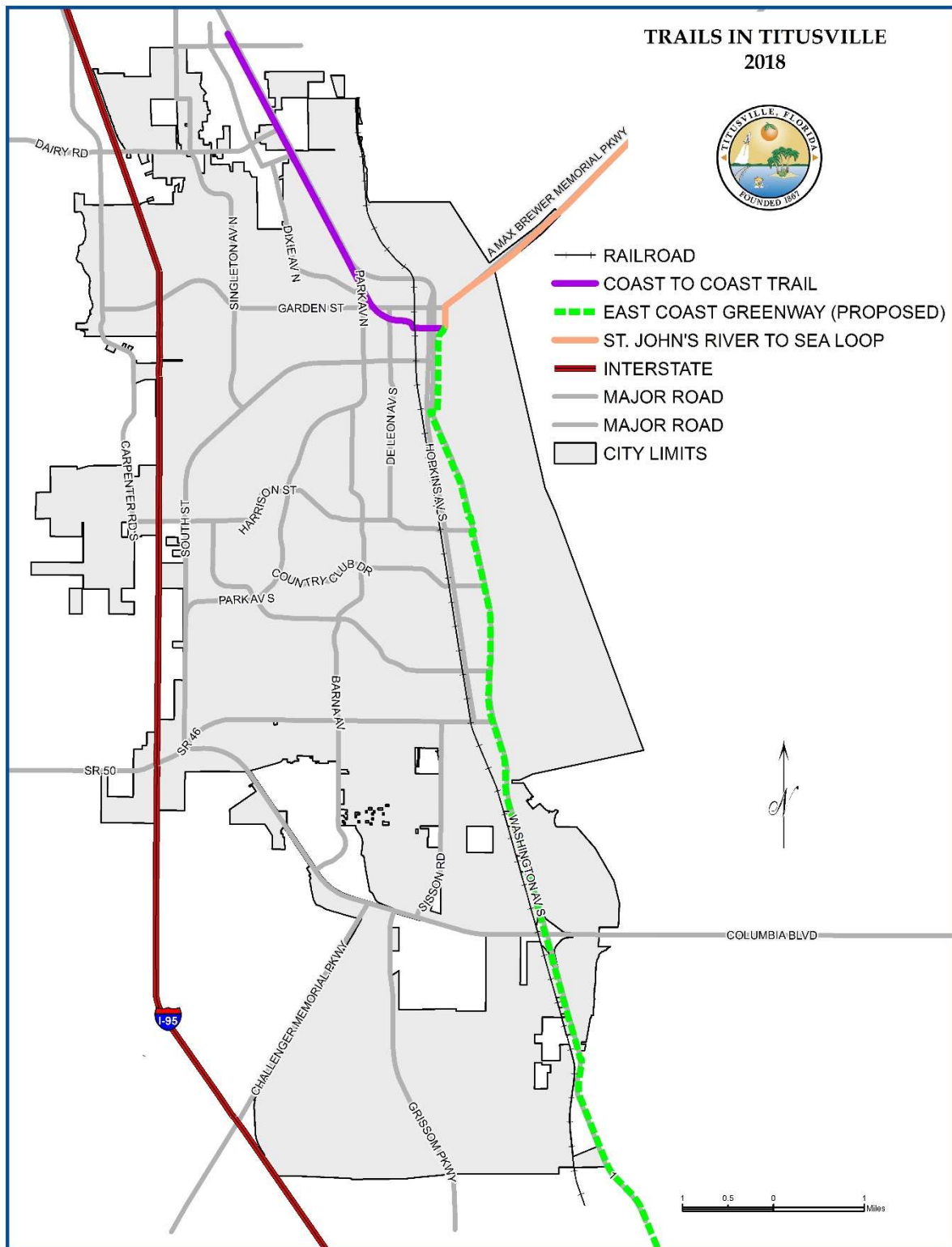
ROADS IN TITUSVILLE BY JURISDICTION



ROADS IN TITUSVILLE
FUNCTIONAL CLASSIFICATION
2018



- Legend
- ARTERIAL
 - COLLECTOR
 - LOCAL
 - CITY LIMITS



B. Potable Water and Sewer (PW)

PW GOAL 1: The functions of natural groundwater aquifer recharge areas within the City will be protected and maintained through the implementation of the City's LDRs.

PW Objective 1.1: The City shall provide for maintenance of aquifer recharge area functions through the standards established in the LDRs for the ACC.

PW Policy 1.1.1: Land within the ACC, as designated by the City, shall be developed such that it is consistent with the LDRs which limits the amount of impervious surface; retains the natural topography to best extent possible; and provides for additional design regulation of the stormwater management systems.

PW Policy 1.1.2: The City will coordinate with local, State and Federal agencies to achieve regional aquifer recharge protection objectives.

PW Policy 1.1.3: The City, as economically viable, shall pursue acquisition of property to further protect the City's aquifer recharge areas.

PW Policy 1.1.4: The following uses are not compatible in the immediate vicinity of municipal potable water wells:

- A. Gasoline and/or hazardous material storage tanks;
- B. Industrial land uses; or
- C. Commercial agricultural activities.

PW GOAL 2: The City shall establish and implement potable water protection/conservation strategies and techniques and reduce wastewater effluent discharge.

PW Objective 2.1: The City will continue to explore sustainable alternative water supply resources in cooperation with State, regional and local agencies and other local governments. City water supply planning will be coordinated with the St. Johns River Water Management District's Regional Water Supply Plan. Additional water supply sources may need to be identified and developed to supplement existing sources. The City's Water Supply Facilities Work Plan, adopted 2007, is hereby adopted into the Comprehensive Plan by reference. The work plan shall be updated, at a minimum, every 5 years within 18 months after the St. Johns River Water Management district approves an updated regional water supply plan.

PW Policy 2.1.1: The City shall participate in the water supply planning process in conjunction with the SJRWMD and other pertinent entities, with the objective to develop a regional water supply plan that will reasonably ensure adequate quantity and quality of potable water resources needed to meet future demands without creating water use conflicts or unacceptable impacts to natural resources.

PW Policy 2.1.2: The City shall continue to monitor the resource availability of its existing well-fields to determine their health, viability and the need to supplement this supply with other water supply sources such as potable water purchased from the City of Cocoa and other identified water supply sources.

PW Policy 2.1.3: New developments shall be provided an opportunity to obtain a water supply capacity allocation permit to reserve water supply capacity sufficient to meets the water supply needs of the development prior to obtaining a Certificate of Occupancy, as long as the permit request is consistent with the City's Water Supply Plan.

PW Policy 2.1.4: The City shall implement the water supply projects listed in the Water Supply Facilities Work Plan.

PW Objective 2.2: The City shall continue to implement a water conservation plan to enhance and protect the City's water supply.

PW Policy 2.2.1: The City's LDRs may provide incentives to developers to compost and mulch as a method of water conservation and which will also reduce solid waste disposal costs.

PW Policy 2.2.2: The City shall maintain a water conservation rate structure to encourage conservation of potable water.

PW Policy 2.2.3: All new developments located in the ACC will be required to connect to the reclaimed water system prior to occupancy or provide dry lines for future connection in accordance with the provisions of the Code of Ordinances. [This policy was written to be consistent with Comprehensive Plan Amendment (CPA) 3-2019 Transmittal amendment.]

PW Policy 2.2.4: The City shall maintain a leak detection protection program in order to discover and eliminate wasteful losses of potable water from the City's community water supply and distribution system.

PW Policy 2.2.5: The City shall maintain its water conservation plan. Implementation of this policy:

- A. Shall apply to all users of water,
- B. Shall be consistent with the emergency water shortage contingency plans developed by the SJRWMD, and
- C. Funding shall be made available for the implementation of the proposals as set forth in the water conservation plan.

PW Policy 2.2.6: The City shall continue operation of a water reuse system and expand this system as appropriate.

PW Policy 2.2.7: The City shall encourage the use of reused water and stormwater for irrigation and the use of native vegetation, including low water use sod and groundcover.

PW Policy 2.2.8: The City shall meet water use demands by using water of the lowest quality acceptable for the intended application. Reused water shall be used in lieu of groundwater or surface water withdrawn for all water use applications that do not require potable water wherever and whenever, such water is reasonably available.

PW Policy 2.2.9: The City shall ensure its future water supplies through the implementation of comprehensive wellfield protection programs, which limit activities that might degrade the quality or quantity of water from public wellfields.

PW Policy 2.2.10: The City shall utilize the emergency conservation techniques in accordance with the regional water management district in times of a "declared" severe water shortage.

PW Policy 2.2.11: The City shall encourage water conservation through the use of Green building construction and site design techniques.

PW Policy 2.2.12: The City shall encourage the use of rain sensors and soil moisture sensors in the education portion of the Conservation Program.

PW Policy 2.2.13: The City shall ensure that all potable water service connections are metered in accordance with Code of Ordinances.

PW Policy 2.2.14: The City shall provide a meter replacement and calibration program.

PW Policy 2.2.15: The City shall continue to promote conservation programs through education and different information tools consistent with the Water Supply Plan.

PW Objective 2.3: To ensure the protection of the City's potable water source and to safeguard public health through the enforcement of adopted aquifer protection measures.

PW Policy 2.3.1: The City shall require applicable best management practices for the use, handling, storage or disposal of regulated substances so as to prevent ground water contamination.

PW Policy 2.3.2: The City shall continue to protect groundwater quality and quantity by regulating impervious surface coverage in its prime recharge area, which is the ACC.

PW Policy 2.3.3: The City shall encourage applicable regulatory agencies to pursue additional groundwater monitoring studies on the quality of the surficial aquifer water resources within the City.

PW Policy 2.3.4: The City shall make all reasonable efforts to coordinate with Brevard County and other municipalities supplying potable water to facilitate measures to protect groundwater quality and groundwater resources capacity.

PW Policy 2.3.5: The City shall encourage non-regulatory groundwater and wellhead protection programs that may include, but are not limited to: land acquisition, land donations, purchase of development rights, and conservation easements.

PW Policy 2.3.6: The City shall adhere to the FEDP wellhead protection standards as found in Rule 62-521, F.A.C.

PW Objective 2.4: The City shall continue to provide and maintain sanitary sewer facilities and expand these facilities when feasible.

PW Policy 2.4.1: The City shall continue to require new subdivisions and significant water users to connect to the sanitary sewer system.

PW Policy 2.4.2: Maintenance, inspections, and repairs of the sanitary sewer system shall be conducted on a regular basis.

PW Objective 2.5: The City shall continue to upgrade and operate sanitary sewer facilities so they produce effluent and reclaimed water that complies with Florida Statutes and DEP permits, and are consistent with the public health and quality of life objectives of the City.

PW Policy 2.5.1: The City shall participate in available, publicly funded programs to reduce nutrient loadings from sanitary sewer facilities, where participation is consistent with City objectives, permits and capital improvement planning.

PW Policy 2.5.2: The City shall minimize odor impacts from sanitary sewer facilities to enhance quality of life initiatives and develop as a trail town and maximize the positive outdoor experiences for residents and visitors, especially in the Downtown (D), Waterfront (WFO) and Gateway Corridor (GC).

PW Policy 2.5.3: The City shall develop a plan to prevent overwatering with reclaimed water in an effort to protect groundwater quality and limit the transport of nutrients to the Indian River Lagoon through groundwater and expand the reclaimed system in the ACC to protect the City's water supply.

PW Objective 2.6: Wastewater collection and transportation facilities should be relocated away from the Indian River Lagoon to the maximum extent feasible

PW Policy 2.6.1: The City shall develop a plan to relocate existing lift stations and forcemains that are located along the banks of Indian River Lagoon.

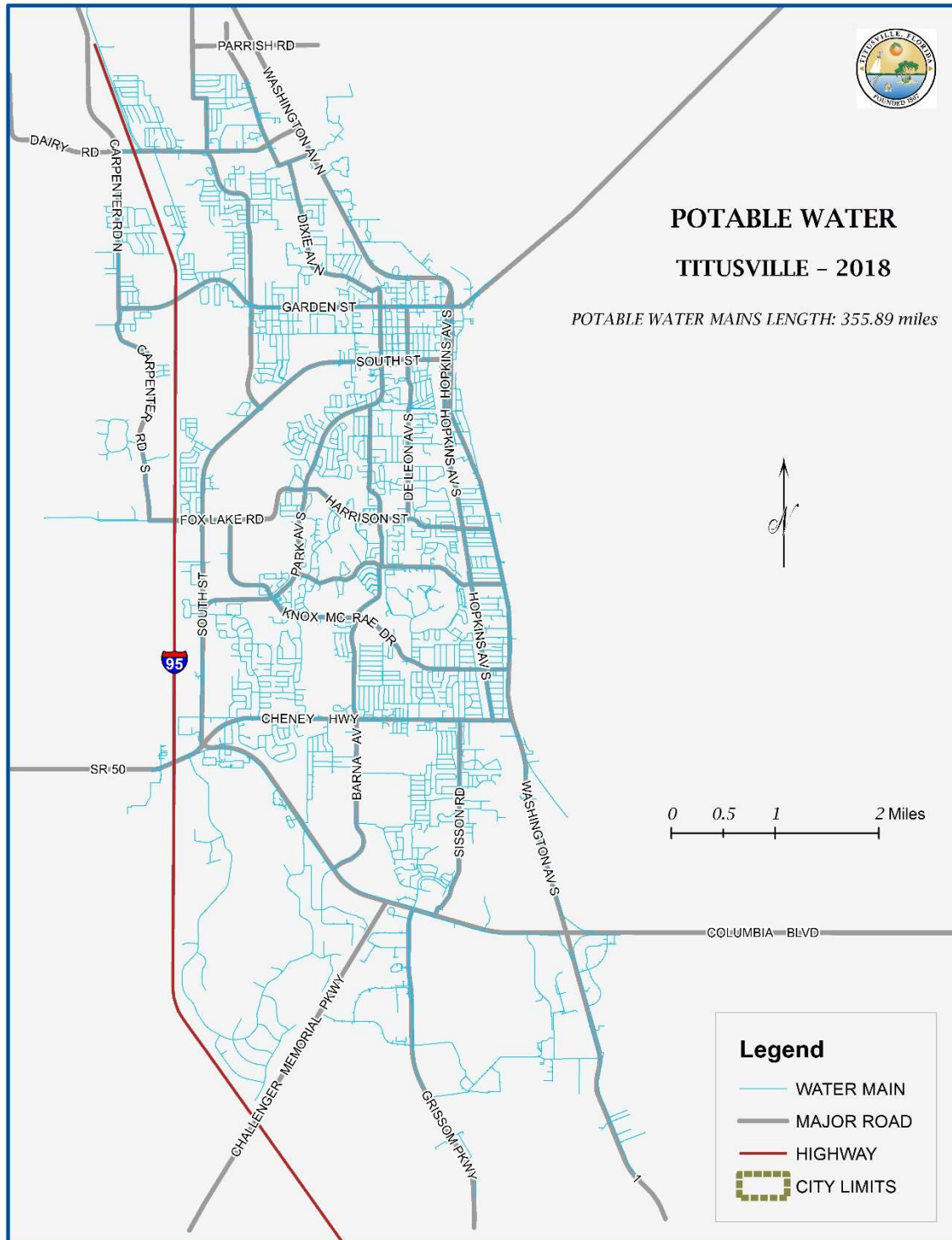
Potable Water and Sewer (PW) Strategies:

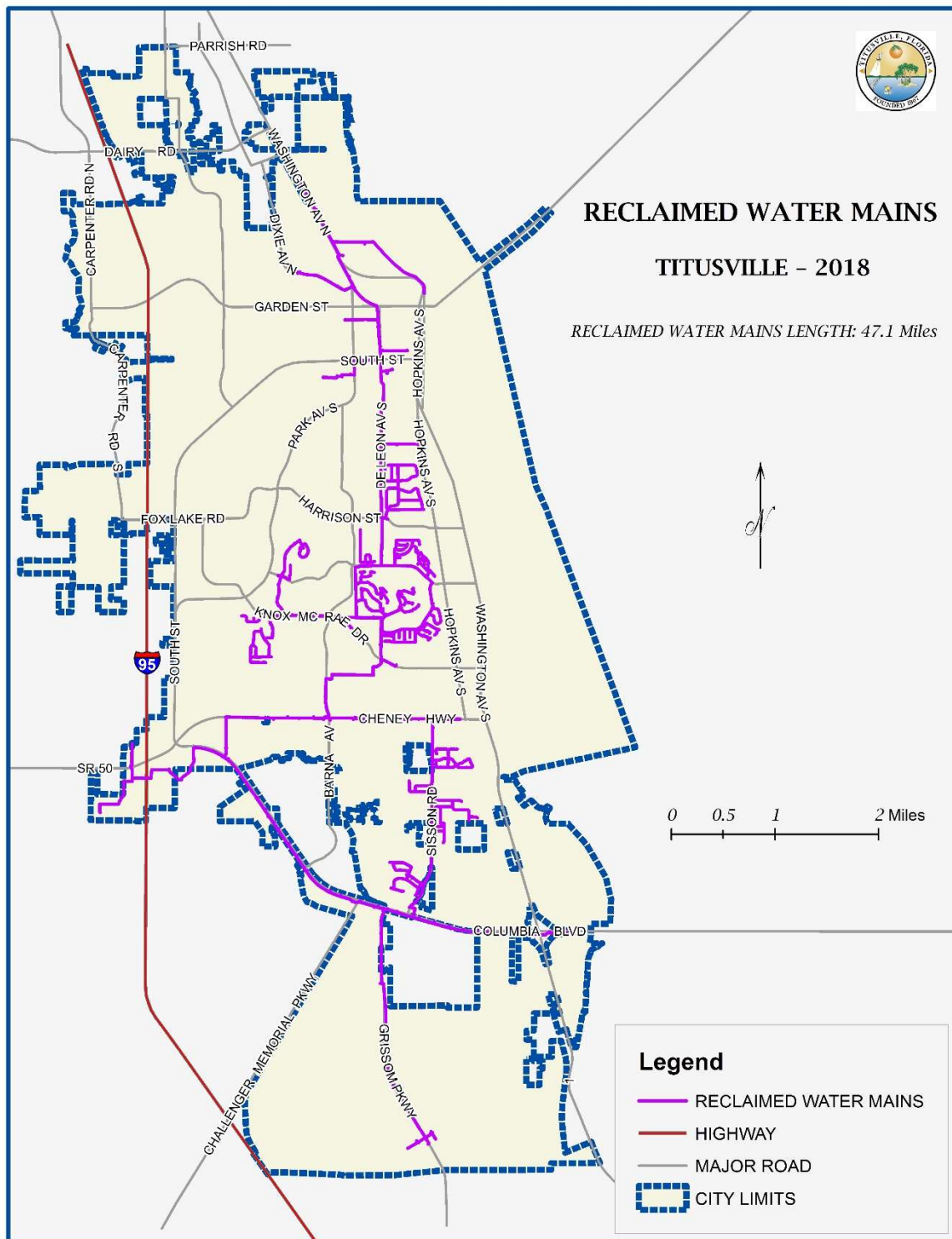
PW Strategy 1: Potable Water and Sewer projects:

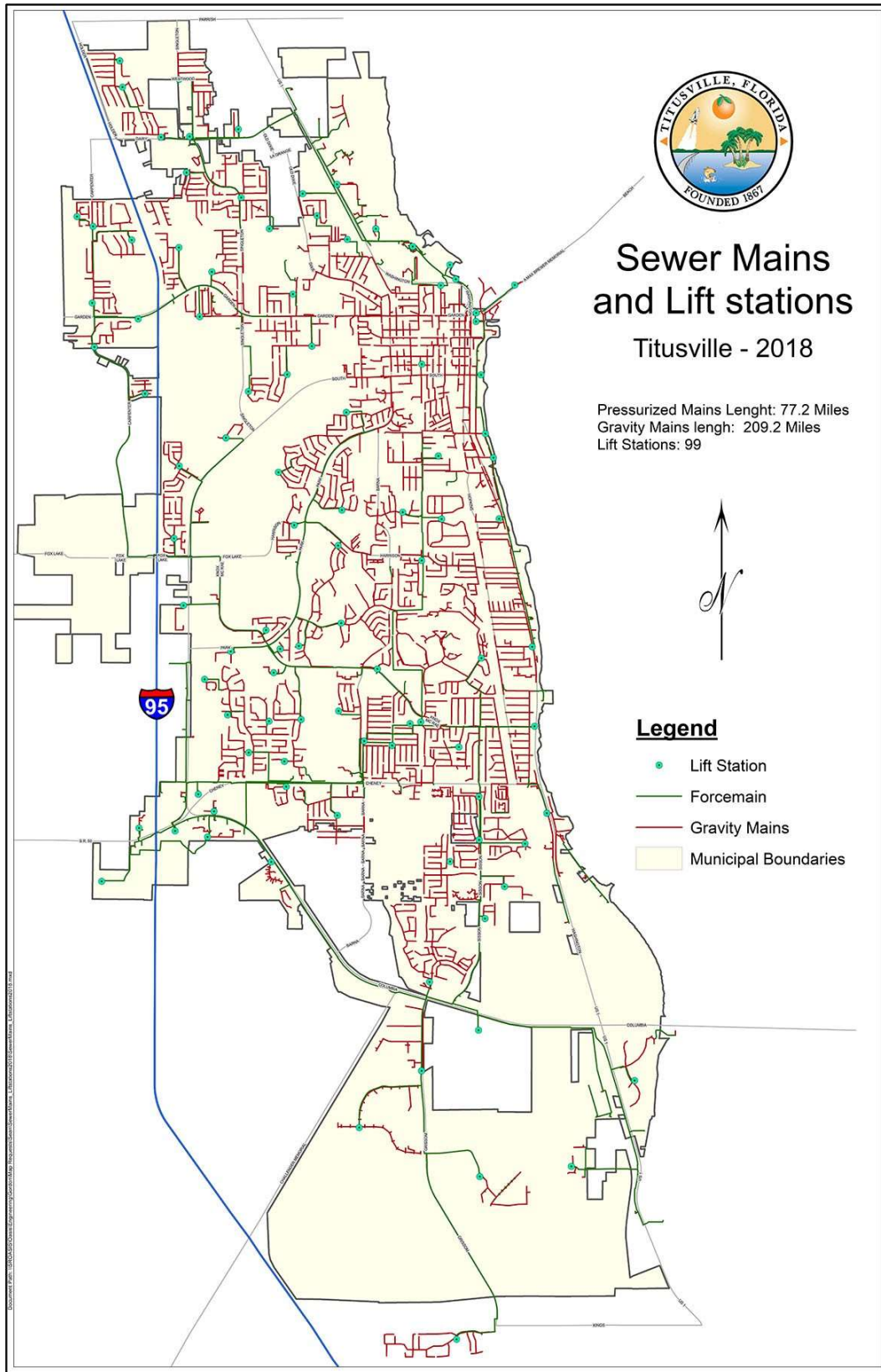
- A. Maintain the Water Supply Facilities Work Plan.
- B. Implement the water and sewer capital improvements as identified in the Capital Improvements Element.
- C. Evaluate opportunities to upgrade and operate the sanitary sewer facilities to minimize odor impacts.
- D. Upgrade the treatment process at the Osprey Water Reclamation Facility to reduce nutrients in the reclaimed water.
- E. Develop a plan to relocate existing lift stations and forcemains that are located along the banks of Indian River Lagoon.

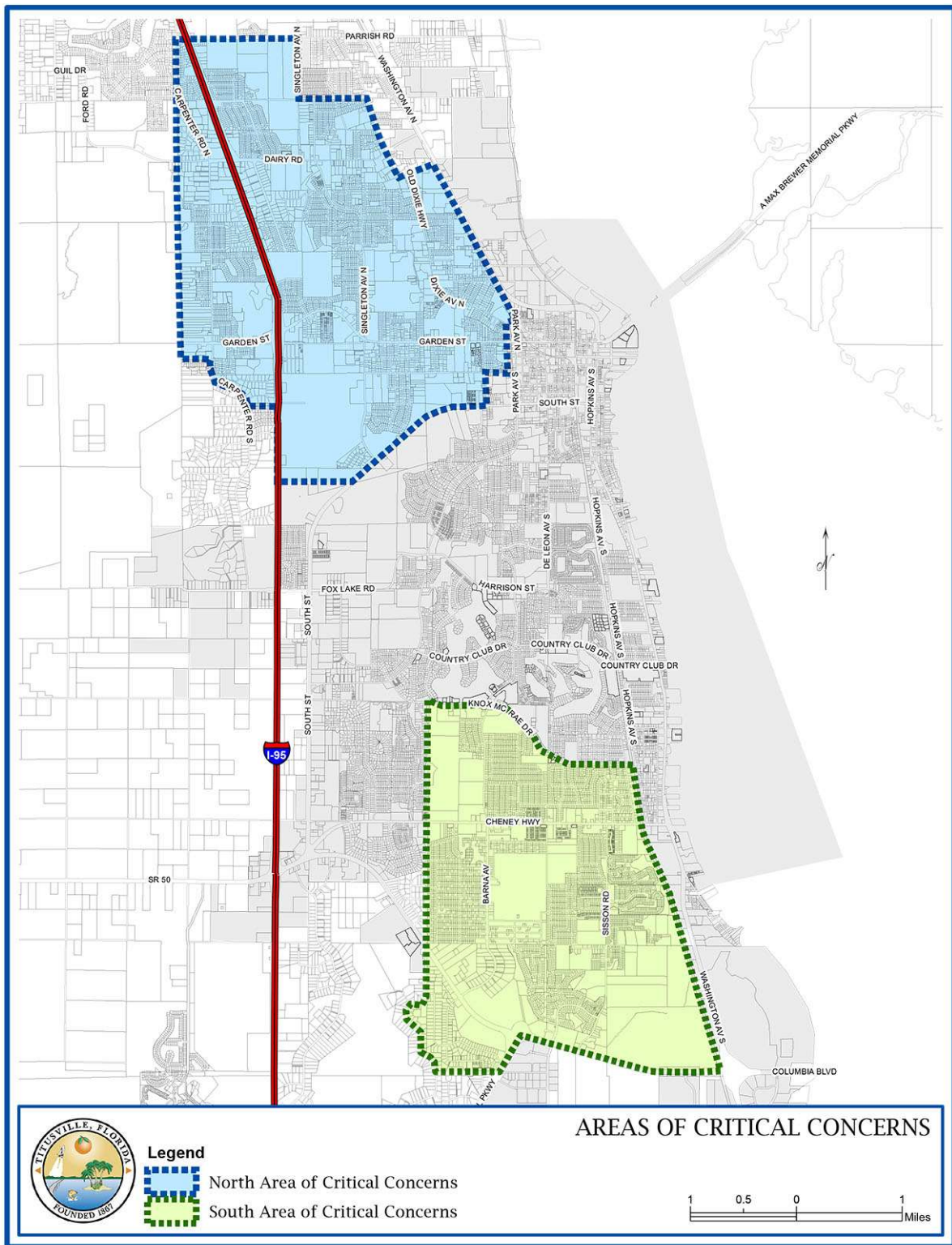
- F. Develop a reclaimed water master plan to guide the City in storing, distributing and maximizing the use of reclaimed water to meet the needs of existing and projected users over the next 20 years.

MAP 9. PUBLIC UTILITIES MAPS



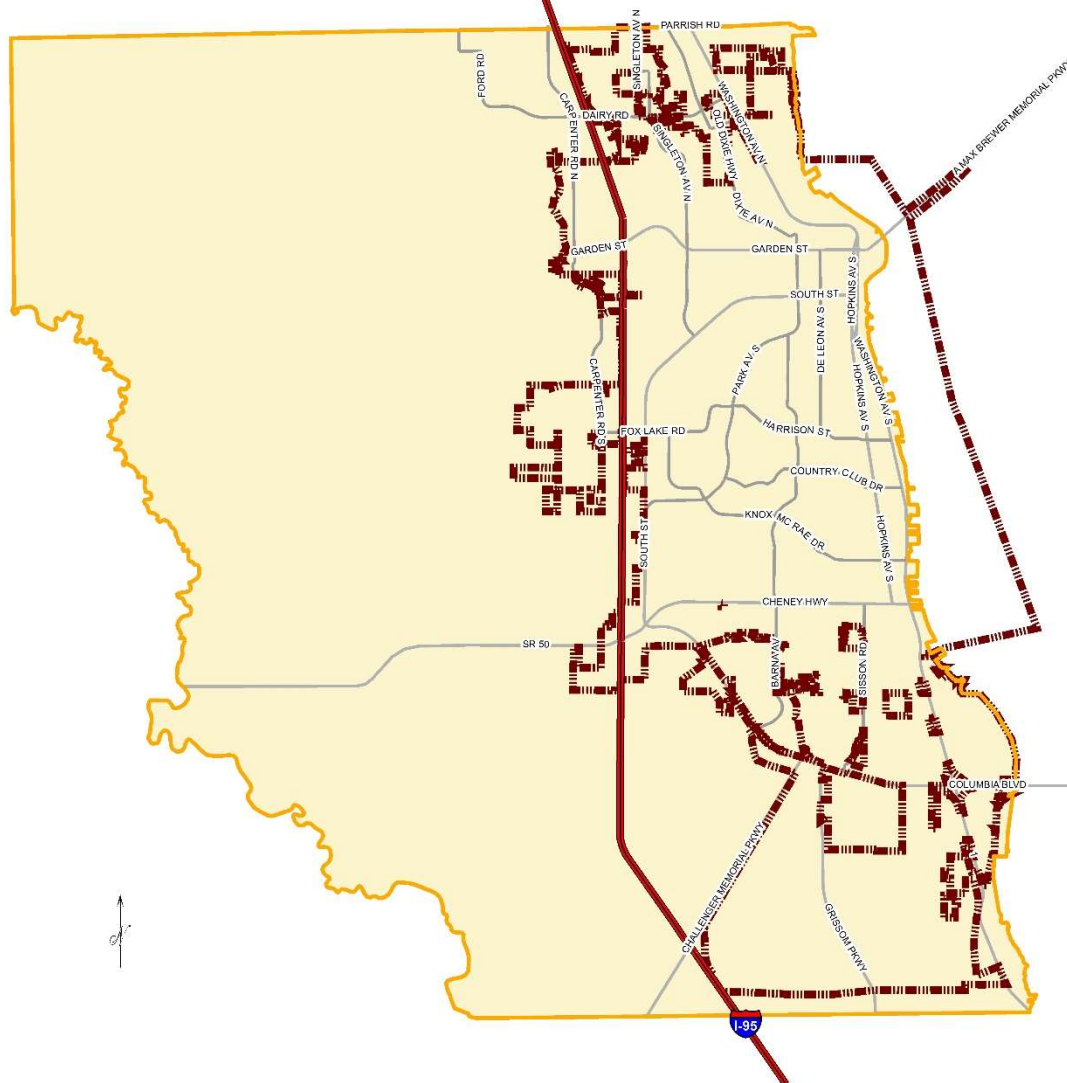






UTILITY SERVICE AREA

TITUSVILLE - 2018



Legend

- MAJOR ROAD
- CITY LIMITS
- UTILITY SERVICE AREA BOUNDARY

1 0.5 0 1 2 3 Miles

C. Stormwater (SW)

SW GOAL 1: Adequate stormwater management will be provided to afford reasonable protection from flooding and prevent degradation of quality of receiving waters.

SW Objective 1.1: The stormwater drainage regulations contained in the City's LDRs will provide for protection of natural drainage features.

SW Policy 1.1.1: The City will ensure that amendments to the stormwater drainage provision of the City's development regulations will address:

- A. New developments are required to treat runoff from the 25-year frequency, 24-hour duration design storm event on-site so that post-development runoff rates do not exceed pre-development conditions;
- B. Stormwater engineering, design and construction standards for on-site systems are provided.
- C. Best management erosion and sediment controls are used during development; and
- D. Periodic inspection and maintenance of on-site systems and ensured as a condition of system permitting.

SW Policy 1.1.2: The City will maintain a stormwater utility fee to:

- A. Acquire required drainage easements;
- B. Support revenue bonds for required drainage improvements within each basin; and
- C. Fund operation and maintenance operations.

SW Policy 1.1.3: The City will continue the maintenance program to ensure that major drainage systems are inspected and receive required maintenance on at least an annual basis to ensure the proper functioning and expected pollutant removal efficiency of stormwater management systems.

SW Objective 1.2: To encourage the preservation/protection of the floodplains and their functions by implementing programs, both locally and in conjunction with other governmental and non-governmental entities, toward this effort.

SW Policy 1.2.1: The City shall identify lands within the City that are available for stormwater treatment opportunities.

SW Policy 1.2.2: The City shall evaluate and, if appropriate, adopt low impact development practices in the LDRs to conserve natural resources.

SW Policy 1.2.3: Flood control for new development shall be accomplished through the limitation of fill in the 100-year flood plain as defined by FEMA. Where no practical alternative to fill in the 100-year flood plain exists, compensatory storage for such fill shall be required.

SW Objective 1.3: Retrofit existing stormwater drainage systems, redirect outfalls from environmentally sensitive areas, and enhance environmentally sensitive areas through man-made wetlands, which provide both nourishment of the wetlands system and wildlife habitat.

SW Policy 1.3.1: The City shall promote the conservation of natural vegetation in flood plain areas for the purpose of storing stormwater run-off by establishing an incentive allowing the developer to credit "undisturbed areas" as part of the development required open space.

SW Policy 1.3.2: Flood hazard areas shown on the Federal Flood Insurance Rate Maps (FIRM) shall be developed at a density no greater than one unit per acre.

SW Objective 1.4: Best Management Practices will be utilized in the protection of waterbodies from nutrient pollution.

SW Policy 1.4.1: Comply with the Basin Management Action Plan (BMAP) for the North Indian River Lagoon.

SW Policy 1.4.2: The negative impact of nutrient pollution on surface water quality shall be minimized by encouraging the use of appropriate water quality management techniques.

Stormwater (SW) Strategies

SW Strategy 1: Develop Low Impact Development standards, including set aside incentives with new developments.

D. Solid Waste (SO)

SO Goal 1: To provide clean, efficient, economical, and environmentally sound management of solid waste resources in Titusville.

SO Objective 1.1: The City will coordinate with the County in the transfer and disposal of solid waste and in the development of resource recovery programs.

SO Policy 1.1.1: The City will coordinate with the County in analyzing current and projected solid waste demand and facility needs for the five and ten year planned periods.

SO Policy 1.1.2: The general performance of the solid waste facility, adequacy of existing level of service, and impacts upon adjacent natural resources shall be analyzed in coordination with the County.

Solid Waste (SO) Strategies

SO Strategy 1: To maintain level of service standards, the City shall conduct the following:

- A. Maintenance, repair and replacement of rolling stock for collection purposes; and
- B. Coordination and participation with Brevard County, to the greatest extent possible in the disposal of solid waste and recyclable materials.

E. Schools (PS)

PS GOAL 1: To coordinate with Brevard County Public Schools in their efforts to provide a public school system that offers a high quality educational environment, provides accessibility for all of its students, and ensures adequate school capacity to accommodate enrollment demand through the implementation of the *Interlocal Agreement for Public School Facility Planning and School Concurrency*.

PS Objective 1.1: Maintain and implement the Interlocal Agreement for Public School Facility Planning and School Concurrency. This agreement, as may be amended, was adopted in June of 2014, by the Brevard County Board of County Commissioners, School Board of Brevard County, and the Cities or Towns within the County.

PS Policy 1.1.1: If the Interlocal Agreement is terminated for any reason, the City, in coordination with Brevard County Public Schools, will adopt policies cooperate with Brevard County Public Schools in their continued efforts to provide educational facilities within the City at acceptable Levels of Service as determined by the City and Brevard County Public Schools.

PS Policy 1.1.2: The City shall adopt, by reference, the Five Year District Facilities Work Program as part of the annual update to the Capital Improvements Program of the Capital Improvements Element.

PS Objective 1.2: All new public schools built within the City will be coordinated with Brevard County Public Schools to be consistent with the City's Future Land Element and Future Land Use Map designation to ensure facilities are proximate to appropriate existing and future land uses, serve as community focal points, are co-located with other appropriate public facilities, discourage urban sprawl, and will have needed supporting infrastructure.

PS Policy 1.2.1: The City, in conjunction with Brevard County Public Schools, shall jointly determine the need for, and timing of, on-site and off-site improvements necessary to support a new school.

PS Policy 1.2.2: The City shall coordinate with Brevard County Public Schools to facilitate the location of new schools which are proximate and convenient to existing residential areas, areas of projected residential growth, and require minimal additional public infrastructure.

PS Policy 1.2.3: The City shall encourage the location of schools near residential areas by:

- A. Assisting Brevard County Public Schools in the identification of funding and/or construction opportunities (including public/private partnerships) for sidewalks, traffic signalization, access, water, sewer, drainage and other infrastructure improvements.
- B. Reviewing and providing comments on all new school sites including the compatibility and integration of new schools with surrounding land uses.
- C. New Elementary, middle and high schools shall be allowed in all Land use designations except the Research & Manufacturing and Conservation land use designations. Existing elementary, middle and high schools shall be considered as permitted with their respective land use designation and future elementary, middle and high schools shall be required to comply with this policy. The City of Titusville will ensure the availability of lands within these land use designations to site future public schools.

PS Policy 1.2.4: The City, in conjunction with Brevard County Public Schools, shall seek opportunities to co-locate schools with public facilities, such as parks, libraries, and community centers, as the need for these facilities is identified. The City shall select the future location of public facilities, to the greatest extent possible, to achieve collocation with an existing public school, or so that the facility can be retrofitted to achieve collocation, if appropriate.

PS Policy 1.2.5: The City shall enhance community design and quality of life through effective school facility siting standards. The City shall encourage the siting of schools so they serve as community focal points and are compatible with surrounding land uses.

PS Policy 1.2.6: The City, in conjunction with Brevard County Public Schools, shall coordinate the long-range public school facilities map to ensure the Future Land Use designations established by the Comprehensive Plan allow adequate land area and locations for future school facilities.

Schools (PS) Strategies.

PS Strategy 1: Develop and maintain an annual report of new and planned residential construction in coordination with the Brevard Public School District and other local agencies. The report should inform decisions on interconnectivity between schools and residential land use planning, parks and multimodal transportation network, and related master plan strategies.

F. Capital Improvements Element (CIE)

CIE GOAL 1: The City shall provide for needed public facilities for existing and future residents through the use of sound fiscal policies by protecting investments in existing facilities, maximizing the use of existing facilities and promoting orderly compact urban growth.

CIE Objective 1.1: Capital Improvements shall be programmed to meet existing deficiencies; to accommodate desired future growth; and to replace worn out or obsolete facilities, as indicated in the five-year schedule of improvements.

CIE Policy 1.1.1: The City shall include all projects identified in the other elements of this plan and determined to be of relatively large scale and high cost (\$20,000 or greater), as capital improvements projects for inclusion within the five-year Schedule of Improvements of this element.

CIE Policy 1.1.2: The City shall, after identification and prioritization of fiscal resources, schedule and allocate funds for needed capital improvement projects in the five-year Schedule of Improvements which are designed to correct existing and future deficiencies listed in this Element.

CIE Policy 1.1.3: Proposed capital improvements projects shall be evaluated and ranked in order of priority with projects meeting the following guidelines receiving the highest priority.

- A. Whether the project is needed to protect public health and safety; to fulfill the City's legal commitment to provide facilities and services; to preserve or achieve full or designed use of existing facilities; to replace or renew existing capital facilities; or to maintain the level of service standards established in this element.
- B. Whether the project increases efficiency of use of existing facilities; prevents or reduces future improvement cost or operational and maintenance needs; provides service to developed areas lacking full service; or promotes in-fill development; and
- C. Whether the project is consistent with the Future Land Use GOPs and Categories of this comprehensive plan and represents a logical extension of facilities and services within a designated service area.

CIE Objective 1.2: Public expenditures that subsidize development in high hazard coastal areas will be limited to those improvements consistent with the goals and policies of the Coastal Management (CM) section.

CIE Policy 1.2.1: The City shall only expend funds in high hazard coastal areas for the replacement and renewal of existing public facilities except for increased public access to coastal resources through the provision of riverfront parks; to reduce hazards; or to correct existing issues.

CIE Policy 1.2.2: The City shall continue to expend funds to maintain existing facilities and services at their existing capacity, or where consistent with capital improvement planning associated with the public facilities.

CIE Objective 1.3: Future development will bear a proportionate share of facility improvements necessitated by the development in order to maintain adopted level of service (LOS) standards

CIE Policy 1.3.1: Impact fees shall be utilized to ensure that development bears only the cost of capital facilities necessary to accommodate the proposed development.

CIE Policy 1.3.2: The City may enter into interlocal agreements with Brevard County, the State, and the Federal Government to ensure that the funds are expended consistent with this Comprehensive Plan.

CIE Objective 1.4: The City will manage its fiscal resources to ensure the provision of needed capital improvements for previously issued development orders and for future development and redevelopment.

CIE Policy 1.4.1: The City shall require that all facilities needed to serve development for which development orders were previously issued are available concurrent with the impacts of said development.

CIE Policy 1.4.2: The City shall continue to adopt a five year capital improvement program including an annual capital budget as part of its budgeting process.

CIE Policy 1.4.3: Efforts shall be made to secure grants or incentives for private funds to finance the provision of capital improvements and needed services.

CIE Policy 1.4.4: The City shall establish and implement strategies for the management of debt which, at a minimum, shall include the following.

- A. Revenue bonds shall be limited to the specific revenue source capability for the type of bonds issued. This limitation requires an independent analysis of each issue to ensure adequate fiscal resources for debt service as well as operation and maintenance needs.
- B. General obligation bonds shall be limited to 30% of the ad valorem tax base pursuant to Section 128 of the City Charter.
- C. Total debt service shall be analyzed as stated in (a) and (b) above as part of each annual capital improvement program update.

CIE Objective 1.5: Decisions regarding the issuance of development orders and permits will be based upon coordination of the development requirements included in this plan, the LDRs, and the availability of

necessary public facilities needed to support such development at the time needed as outlined in the following policies:

CIE Policy 1.5.1: The City shall use the LOS standards established in CIE TABLE 1 for reviewing the impacts of new development and redevelopment upon public facilities and as a basis for development of LDRs by which development orders will be either approved or denied:

| <u>CIE ACCEPTABLE LEVEL OF SERVICE</u> | <u>STANDARDS</u> |
|---|--|
| <u>POTABLE WATER</u> *Titusville Service Area (Includes area outside City limits, which have service agreements with the City.) | <u>Average Water Consumption Rate</u> 90 gallons/capita/day Softening & filtration: 16 MGD Pumping capacity: 16 MGD Storage capacity: 3.9 MGD |
| <u>STORMWATER MANAGEMENT</u> City-wide | <u>Design Storm</u> For site over ½ acre – 25-year frequency, 24-hour duration. For sites under ½ acre – minimum retention of one inch over entire site or as above. |
| <u>SANITARY SEWER</u> | 80 gallons/capita/day |
| <u>TRANSPORTATION</u> | Arterials and Collectors (except SIS) a. Motor Vehicle LOS E b. Bicycle facilities on roadway or on a parallel roadway within ¼ mile for non-limited access facilities Arterials (on SIS) c. Motor Vehicle LOS C Additional standards are specified in the Downtown (DT) and Gateway (GW) Future Land Use Goals, Objectives and Policies and the Mobility (MT) Element of this comprehensive plan |
| <u>SOLID WASTE</u> Collection | 8.32 lbs/capita/day |
| <u>PARKS AND OPEN SPACE</u> Distance from park space Citywide upland open space | <u>Acceptable Level of Service</u> 80% of residents are within 10-minute walk (1/2 mile) of a park* 50% of residents within a 5-minute walk (1/4 mile) of a park* 15% of developed land (excluding single family lots greater than 1 acre and the airport) *As city density increases this level of service should increase. Residences further than 5 minutes from a park should typically be large lot, lower density development (e.g. lot sizes greater than 1/3 acres). 8 acres of park land per 1,000 residents within the city limits. |
| <u>PUBLIC SCHOOLS</u> | The City shall maintain the Brevard County Interlocal Agreement for Public School Facility Planning and School Concurrency to establish and |

| CIE ACCEPTABLE LEVEL OF SERVICE | STANDARDS |
|---------------------------------|--|
| | evaluate the Level of Service standards to determine school concurrency. |

CIE Policy 1.5.2: Proposed plan amendments or requests for new development or redevelopment shall be evaluated according to the following guidelines and for preservation of the internal consistency of this Comprehensive Plan, through specific findings that the proposal will not:

- A. Contribute to a condition of public hazard as described in the Potable Water, Sanitary Sewer, Solid Waste, Stormwater Management, Coastal Management goals and policies;
- B. Exacerbate any existing condition of public facility capacity deficits, as described in the Comprehensive Plan;
- C. Generate public facility demands that may not be accommodated by capacity increases planned in the five-year Schedule of Improvements;
- D. Be incompatible with future land uses as shown on the Future Land Use Map, and utility service areas as described in the Public Facilities section of the Comprehensive Plan;
- E. If public facilities are developer provided, generate additional public facility demands based upon adopted LOS standards;
- F. If public facilities are provided, in part or whole, by the demonstrated financial feasibility, subject to this element; and
- G. Affect state agencies' and water management districts' facilities plans.

CIE GOAL 2: The City will implement a concurrency management system to evaluate the impact of the development on the level of services of the public facilities.

CIE Objective 2.1: The City will ensure that the issuance of a development order or development permit is conditioned upon the availability of public facilities and services necessary to serve new development through the establishment of a concurrency management system which is consistent the following policy. The City will not issue a Certificate of Occupancy for a development if required public facilities are not available.

CIE Policy 2.1.1: The City of Titusville shall ensure that development is permitted in a manner that will not result in a reduction in the level of service below, the adopted level of service standards for the affected facility, through the establishment of a concurrency management meeting the following requirements:

- A. The City of Titusville shall maintain adopted level of service standards;
- B. The City of Titusville shall include in the Capital Improvement Element, a plan demonstrating that adopted level of service standards will be maintained across the planning horizon of this plan;
- C. The City of Titusville shall enforce the provisions of the adopted LDRs which specify and implement provisions of the concurrency management system.

CIE Policy 2.1.2: Prior to the approval of an application for a development order or functional equivalent which contains a specific plan for development a test for concurrency applying adopted level of service standards will be conducted. The following standards are hereby established to meet the City's concurrency requirements;

- A. For sanitary sewer, solid waste, drainage, and potable water supply and facilities:
 - 1. Prior to the issuance of a building permit or its functional equivalent the City of Titusville shall consult with the applicable water supplier to determine whether adequate water supplies will be available. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or functional

equivalent, the necessary facilities and services are in place and available to serve the development; or

2. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place and available to service development at the time of the issuance of a certificate of occupancy or functional equivalent

B. For parks and recreation facilities:

1. At the time the development order or permit is issued, the necessary facilities and services are in place or under construction; or
2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or functional equivalent, the acreage for the necessary facilities and services to serve the development is dedicated or acquired by the City, or funds in the amount of the developer's share are collected; and
 - (a) A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the development are scheduled to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or functional equivalent as provided in the City's adopted 5-year schedule of capital improvements; or
 - (b) At the time of the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which required the necessary facilities and services to serve the development to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or functional equivalent; or
 - (c) At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or functional equivalent.

C. For transportation facilities designated in the City's adopted comprehensive plan:

1. At the time a development order or permit is issued, the necessary facilities and services are in place or under construction; or
2. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the City's adopted five-year schedule of capital improvements. The schedule of capital improvements may recognize and include transportation projects included in the first three years of the applicable, adopted Florida Department of Transportation five year work program. The Capital Improvements Element must include the following policies:
 - (a) The estimated date of commencement of actual construction and the estimated date of project completion.
 - (b) A provision that a plan amendment is required to eliminate, defer, or delay construction of any road or mass transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the five-year schedule of capital improvements; or
3. At the time a development order or permit is issued, the necessary facilities and service are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction

no more than three years after the issuance of a certificate of occupancy or functional equivalent; or

4. At the time a development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or functional equivalent.
5. For the purpose of issuing a development order or permit, a purposed urban redevelopment project located within a defined and mapped Utility Service Area as established in the local government comprehensive plan pursuant to Section 163.3164(50), F.S., shall not be subject to the concurrency requirements of this chapter for up to 110 percent of the transportation impact generated by the previously existing development. For the purposes of this provision, a previously existing development is the actual previous built use which was occupied and active within a time period established in the local government comprehensive plan.
6. For the purpose of issuing a development order or permit, a proposed development may be deemed to have a de minimis impact and may not be subject to concurrency requirements, only if all of the conditions specified in subsection 163.3180(5), F.S., are met.

CIE Objective 2.2: The City shall pursue adequate funding for the construction of capital projects identified in the Capital Improvements Schedule.

CIE Policy 2.2.1: The following procedures shall be used to pursue adequate funding for potable water capital projects:

- A. Maintain a reserve account restricted for potable water related capital projects.
- B. A portion of funds collected from the Water Resources Enterprise Fund shall be reserved to complete potable water capital projects.
- C. The City may use long term capital lease payments on lease purchases for capital projects identified within this Element, provided adequate debt service requirements are provided.
- D. Tap-on fees may be used to fund eligible growth-related water capital projects.

CIE Objective 2.3: The City shall implement procedures to ensure that at the time a development permit is issued, adequate facility capacity is available or will be available when needed to serve the development/accommodate the needs of new growth.

CIE Policy 2.3.1: In order to ensure the established level of service standards are maintained, a Concurrency Management System will be used to determine the available capacity and demand and these procedures shall incorporate appropriate peak demand coefficients for each facility and for the type of development proposed.

CIE Policy 2.3.2: All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted level of service standards for the facilities.

CIE Objective 2.4: Existing deficiencies in the provision of public infrastructure as identified in the elements of the comprehensive plan shall be eliminated through the schedule of improvements contained in the capital improvements element.

CIE Policy 2.4.1: The level of service standards established in the Comprehensive Plan shall be used to determine existing deficiencies.

CIE Policy 2.4.2: Projects shall be undertaken in accordance with the schedule of improvements provided in the Capital Improvements Element of this Comprehensive Plan.

CIE Objective 2.5: The City shall maintain a five-year schedule of capital improvements needs for public facilities, to be updated annually in conformance with the review process for the capital improvements element of this plan.

CIE Policy 2.5.1: Proposed capital improvement projects will be evaluated and ranked according to the following priority level guidelines:

Level One: Whether the project is needed to protect public health and safety; to fulfill the City's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities and correct existing deficiencies;

Level Two: Whether the project increases efficiency of use of existing facilities; prevents or reduces future improvement costs; provides service to development areas lacking full service or promotes in-fill development; and

Level Three: Whether the project represents a logical extension of facilities and services within a designated service area.

CIE Policy 2.5.2: The annual work program of the Water Resources Department and Public works/Engineering Department shall be reviewed to ensure that projects are scheduled to minimize disruption of services and duplication of labor and to maintain service levels for all facilities.

CIE Policy 2.5.3: Provision of centralized sanitary sewer and potable water service shall be consistent with the City's growth policies stated in this Comprehensive Plan, the Future Land Use Map, and to areas where the City has legal commitments to provide facilities and services as of the date of adoption of this plan.

CIE Policy 2.5.4: The use of common corridors for utilities shall be encouraged.

Objective 2.6: To ensure public utilities are available at the established level of service standards, the City shall monitor capacities and identify any deficiencies.

CIE Policy 2.6.1: The annual summaries of facility capacity and demand information prepared by the City shall be used to evaluate the need for the timing and location of projects to extend or increase the capacity of existing facilities.

CIE Policy 2.6.2: All projects required to meet projected demands shall be scheduled in the Capital Improvements Element of this plan in accordance with the requirements of Section 163.3177(3)(a), F.S.

Capital Improvement Element (CIE) Strategies

CIE Strategy 1: Maintain a five-year schedule of capital improvements needs for public facilities, to be updated annually in conformance with the review process for the capital improvements element of this plan.

CIE Strategy 2: Continue to pursue available grants and programs to support needed capital investment to support growth.

CIE Strategy 3: The City develop procedures to update facility demand and capacity information as development orders or permits are issued.

CIE Strategy 4: Prior to approval of new development orders the City of Titusville will evaluate the availability of water supply and wastewater treatment capacity.

1. CIE 5-Year Schedule of Capital Improvements

| Table A.1 Potable Water | | | | | | | | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|----------------|-------------------------------|
| Project | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | Total Cost | Funding Source | Growth/ Maintain Existing LOS |
| Meter Replacements | \$420,375 | \$358,447 | \$399,600 | \$399,600 | \$399,600 | \$1,977,622 | Rates/Taps | G |
| Telemetry Upgrades | \$99,000 | \$247,000 | \$85,000 | \$50,000 | \$50,000 | \$531,000 | Rates | M |
| Water System Improvements | \$300,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$2,300,000 | Rates/Taps | G |
| Water Meter/Line Ext Charges | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 | Rates/Taps | G |
| Repair Drink Water Storage | \$250,000 | - | - | - | - | \$250,000 | Rates | M |
| Distribution System Improvements | | \$260,000 | \$271,000 | \$282,000 | \$293,000 | \$1,106,000 | Rates/Taps | G |
| Cross Connection Control | \$273,290 | \$263,000 | \$192,470 | \$192,470 | \$192,470 | \$1,113,700 | Rates/Taps | G |
| Enhanced Water Treatment | \$200,000 | - | - | - | - | | Rates | M |
| Utility Master Planning | \$200,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$400,000 | Rates/Taps | G |
| Total | \$1,767,665 | \$1,767,665 | \$1,703,447 | \$1,523,070 | \$1,499,070 | \$7,803,322 | | |
| Rates = Revenue from water supply rates; Taps = Fees collected for connection to the water system | | | | | | | | |

Growth = G

Maintain LOS = M

| Table A.2 Sanitary Sewer | | | | | | | | |
|--|--------------------|--------------------|--------------------|------------------|------------------|--------------------|----------------|-------------------------------|
| Project | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | Total Cost | Funding Source | Growth/ Maintain Existing LOS |
| Sewer System Improvements | \$500,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$3,300,000 | Rates | M |
| Equipment Replacement Program | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$250,000 | Rates | M |
| Marina Lift Station Upgrade | \$310,000 | - | - | - | - | \$310,000 | Rates/Taps | M |
| Causeway L.S. Upgrade | \$620,000 | - | - | - | - | \$620,000 | Rates | M |
| Lift Station Generator Installs | \$138,189 | \$298,370 | \$322,962 | - | - | \$759,521 | Rates/Taps | M |
| Septic to Sewer | \$150,000 | \$750,000 | - | - | - | \$900,000 | Rates | G |
| Indian River Force Main Upgrade | \$200,000 | \$750,000 | - | - | - | \$950,000 | Rates | M |
| Blue Heron Clarifier Trough Replacement | \$373,000 | - | - | - | - | \$373,000 | Rates | M |
| Total | \$2,341,189 | \$2,548,370 | \$1,072,962 | \$750,000 | \$750,000 | \$7,462,521 | | |
| Rates = Revenue from sanitary sewer supply rates; Taps = Fees collected for connection to the sewer system | | | | | | | | |

Growth = G

Maintain LOS = M

Table A.3 Public Parks and Open Space

| Project | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | Total Cost | Funding Source | Growth/ Maintain Existing LOS |
|---|--------------------|--------------|--------------|--------------|--------------|--------------------|--|--|
| Kennedy Point Park Repair | \$611,865 | - | - | - | - | \$611,865 | FEMA, Insurance proceeds, Temporary Loan | M |
| Rotary Park Repair | \$1,429,006 | - | - | - | - | \$1,429,006 | FEMA, Insurance proceeds, Temporary Loan | M |
| Space View Park Repair | \$2,816,281 | - | - | - | - | \$2,816,281 | FEMA, Insurance proceeds, Temporary Loan | M |
| Tom Statham Park Repair | \$900,000 | - | - | - | - | \$900,000 | FEMA, Insurance proceeds, Temporary Loan | M |
| Fox Lake Park Road Resurfacing | \$350,041 | - | - | - | - | \$350,041 | County | M |
| Isaac Campbell Park Improvements | \$180,000 | - | - | - | - | \$180,000 | County | M |
| Chain of Lakes ADA trail connector | \$60,000 | - | - | - | - | \$60,000 | County | M |
| Parrish Park Trailhead | \$250,000 | - | - | - | - | \$250,000 | County | G |
| Total | \$5,985,328 | \$0 | \$0 | \$0 | \$0 | \$5,985,328 | | |

City parks are maintained by the Brevard County Parks Department. The proposed Brevard County Capital Improvements Program includes several concurrency related maintenance improvements to parks within the City of Titusville for FY 2019 through FY 2023.

Table A.4 Roads, Streets, and Sidewalks

| Project | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | Total Cost | Funding Source | Growth/ Maintain Existing LOS |
|---|--------------|--------------|--------------|--------------|--------------|-------------------|------------------------------|--------------------------------------|
| Road Resurfacing (4.72 mi) | \$710,466 | \$1,022,708 | \$1,053,389 | \$1,084,990 | \$1,117,540 | \$4,989,093 | General Fund | M |
| Sidewalk Infill - Collectors | \$303,000 | \$235,000 | \$100,000 | \$103,000 | \$106,090 | \$847,090 | Impact Fees | G |
| Sidewalk Repair | | \$100,000 | \$103,000 | \$106,090 | \$109,273 | \$418,363 | General Fund | M |
| Sidewalk Infill | | \$100,000 | \$103,000 | \$106,090 | \$109,273 | \$418,363 | 50% Funded by RS/Impact Fees | G |
| Whiteway Lighting Improvements | | \$1,472,900 | \$988,800 | \$257,500 | \$257,500 | \$2,976,700 | General Fund | G |
| Traffic Signal Improvements | | \$315,000 | \$324,450 | \$334,184 | \$344,209 | \$1,317,843 | General Fund | G |
| Intersection Improvements | | \$15,000 | \$15,450 | \$15,914 | \$16,391 | \$62,755 | General Fund | G |
| Marina Park Trail Connection | | \$29,000 | \$61,480 | \$307,400 | - | \$397,880 | General Fund/Grants | G |
| Barna Avenue Trail | | \$102,000 | \$205,224 | \$1,026,120 | - | \$1,333,344 | General Fund/Grants | G |
| US1 Gateway | | - | \$1,297,800 | - | - | \$1,297,800 | General Fund | M |
| Bike Lane Improvements | | - | \$354,732 | \$713,721 | \$3,568,604 | \$4,637,057 | General Funds/Impact Fees | G |
| Enchanted Forest Trail Connection | | - | \$54,590 | \$109,835 | \$549,175 | \$713,600 | General Fund/Grants | G |
| Concrete Street Repairs | | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$150,000 | CRA | M |
| Road Resurfacing (.71 mi) | \$106,150 | - | - | - | - | \$106,150 | CRA | M |
| Sidewalk Infill (CRA) | \$50,000 | - | - | - | - | \$50,000 | CRA | G |
| Roadway improvement and resurfacing (NRSA) | | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$600,000 | CDBG | M |
| MOA Titusville | \$62,300 | \$62,300 | \$62,300 | \$62,300 | \$62,300 | \$311,500 | State | M |

| | | | | | | | | |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|---|
| SR 405 at Sisson Rd Spaceport Connector SIS Intersection Improvements (.36 mi) | \$1,886,576 | - | - | - | - | \$1,886,576 | Federal/State | G |
| SR 405 Spaceport Connector SIS Intersection Improvements (3.02 mi) | \$4,437,520 | - | - | - | - | \$4,437,520 | Federal/State | G |
| SR 406 From West of Forrell Ave North to Washington Ave (SR 5 North) (.94 mi) | \$36,901 | - | - | - | - | \$36,901 | Federal/State | M |
| SR 406/Max Brewer Memorial Pkwy-FWCC Driveway to Merritt Island Refuge (.52 mi) | \$5,801 | - | - | - | - | \$5,801 | State | M |
| US 1 from LaGrange Rd to Just South of Minnie Ln | \$45,974 | - | - | - | - | \$45,974 | State | M |
| FL Coast to Coast Parrish Park Trailhead (.47 mi) | \$2,000 | \$2,020,000 | - | - | - | \$2,022,000 | Federal | M |
| Space Coast Trail From Indian River Ave to W of Max Brewer Bridge | \$869,958 | - | - | - | - | \$869,958 | State | M |
| Total | \$8,516,646 | \$8,516,646 | \$5,673,908 | \$4,924,215 | \$4,427,144 | \$29,932,268 | | |
| General Fund= City of Titusville General Fund | | | | | | | | |

Growth = G

Maintain LOS = M

| Table A.5 Stormwater | | | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|--------------------|----------------|-------------------------------------|
| Project | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | Total Cost | Funding Source | Growth/ Maintain Existing LOS |
| Drainage Improvements | \$150,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$550,000 | SW Utility | M |
| Cure in Place Pipe Liner | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$500,000 | SW Utility | M |
| Water Quality Improvements | \$250,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,050,000 | SW Utility | M |
| Total | \$500,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$2,100,000 | | |
| SW Utility= City of Titusville revenue from the stormwater utility | | | | | | | | |

Growth = G

Maintain LOS = M

| Table A.6 Solid Waste | | | | | | | | |
|---|------------------|------------|------------|------------|------------|------------------|----------------|-------------------------------|
| Project | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | Total Cost | Funding Source | Growth/ Maintain Existing LOS |
| Dumpster Truck | \$160,000 | - | - | - | - | \$160,000 | Solid Waste | M |
| Graple Truck | \$160,000 | - | - | - | - | \$160,000 | Solid Waste | M |
| Automated Sideloaders | \$305,000 | - | - | - | - | \$305,000 | Solid Waste | M |
| Total | \$625,000 | \$0 | \$0 | \$0 | \$0 | \$625,000 | | |
| General Fund= City of Titusville General Fund | | | | | | | | |

Growth = G

Maintain LOS = M

2. Ten Year Work Plan of Water Supply Capital Improvements

| TEN YEAR WORK PLAN OF WATER SUPPLY CAPITAL IMPROVEMENTS | | | | | | | | | | | | | |
|---|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|----------------|-------------------------------------|
| Project | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | Total Cost | Funding Source | Growth/ Maintain Existing LOS |
| Meter Replacements | \$401,031 | \$382,122 | \$382,122 | \$358,447 | \$399,126 | \$399,126 | \$399,126 | \$399,126 | \$399,126 | \$399,126 | \$3,918,478 | Rates/Taps | G |
| Telemetry Upgrades | \$65,000 | \$65,000 | \$65,000 | \$65,000 | \$65,000 | \$65,000 | \$65,000 | \$65,000 | \$65,000 | \$65,000 | \$650,000 | Rates | M |
| Water Plant Pump & Motors | \$50,000 | \$40,000 | - | - | - | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$340,000 | Rates | M |
| Well Field Upgrades | \$48,000 | \$28,000 | \$28,000 | \$28,000 | \$28,000 | \$28,000 | \$28,000 | \$28,000 | \$28,000 | \$28,000 | \$300,000 | Rates | G |
| Lime Solids Handling Improvements | \$3,000,000 | - | - | - | - | \$50,000 | - | \$50,000 | - | \$50,000 | \$3,150,000 | Rates/Taps | G |
| Total | \$3,564,031 | \$515,122 | \$475,122 | \$451,447 | \$492,126 | \$592,126 | \$542,126 | \$592,126 | \$542,126 | \$592,126 | \$8,358,478 | | |
| Rates = Revenue from water supply rates; Taps = Fees collected for connection to the water system | | | | | | | | | | | | | |

Growth = G

Maintain LOS = M

VII. Intergovernmental Coordination (IC)

IC Goal 1: Coordinated and cooperative comprehensive planning, land development regulation, and service provision with agencies and governmental units affecting the City.

IC Objective 1.1: To ensure that the plans, processes and procedures of the City are consistent and coordinated with all effective governmental agencies, which provide service in and around the corporate city limits.

IC Policy 1.1.1: The East Central Florida Regional Planning Council's dispute resolution process will be relied upon to resolve conflicts with affected agencies.

IC Objective 1.2: The City shall coordinate with federal, state and regional agencies to meet the objectives of this plan.

IC Objective 1.3: To ensure efficient and productive use of land, the City shall enter into agreements as necessary to accomplish the goals of this Comprehensive Plan.

IC Policy 1.3.1: Through cooperative effort with Brevard County, mechanisms shall be established so as to ensure that the City remains as the center of government and the County Seat for the County.

IC Policy 1.3.2: The City shall work with Brevard County and SJRWMD such that development regulations regarding stormwater management and flood control are compatible and effective for each jurisdiction. The City's regulations may be more stringent where needed.

IC Policy 1.3.3: Through a cooperative agreement with various jurisdictions, the City shall coordinate permitting and inspecting of projects of overlapping jurisdiction.

A. The City shall cooperate with the SJRWMD and Brevard County for the permitting and inspection of stormwater projects of overlapping jurisdiction.

B. The City shall cooperate with the FAA regarding the permitting of projects within their jurisdiction.

IC Objective 1.4: To ensure efficient and safe methods of travel for all users, the City shall enter into agreements as necessary to accomplish the goals of this Comprehensive Plan and related mobility goals and policies.

IC Policy 1.4.1: The City shall actively participate in the Space Coast Transportation Planning Organization such that an adequate, safe, and efficient transportation network is maintained.

IC Policy 1.4.2: The City, through cooperative agreement with NASA, Space Coast Area Transit and major space center contractors/employers, shall encourage car-pooling and flexible hours of employment so as to reduce the peak hour effect on major roadway systems.

IC Policy 1.4.3: In cooperation with the Space Center Regional Airport authority and the FAA, the City shall ensure the Space Coast Regional Airport is utilized to its maximum capacity prior to another facility being constructed.

IC Policy 1.4.4: The City shall develop a regional bicycle and pedestrian pathway plan through a cooperative effort with the Space Coast TPO, FDOT, and Brevard County. The purpose of which is intended to provide pedestrian pathways from schools, residential, shopping and recreational areas.

IC Objective 1.5: To ensure provision of public services and utilities, the City shall enter into agreements as necessary to accomplish the goals of this Comprehensive Plan and related public infrastructure goals and policies.

IC Policy 1.5.1: To ensure wastewater treatment plans, municipal wellfield and drainage improvement projects are accomplished as efficiently and expeditiously as possible, the City shall coordinate cooperative agreements, where necessary, with such agencies as Brevard County, SJRWMD and the FDEP.

IC Policy 1.5.2: The City shall coordinate with Brevard County to ensure that storage and transfer of solid waste complies with Chapter 403 Part IV, specifically Sec. 403.7265, Fla. Stat. Local hazardous waste collection programs.

IC Policy 1.5.3: To ensure that projected demand for wastewater treatment is met, the City will continue to operate its water reclamation facilities in accordance with all applicable state and federal rules and regulations.

IC Policy 1.5.4: The City shall cooperate with Brevard County and the Florida Department of Health such that issuance of permits for all new on-site wastewater disposal is regulated and further that expansion and/or replacement of such systems will ensure compliance with appropriate regulatory requirements and water quality standards.

IC Policy 1.5.5: In cooperation with Brevard County, the City shall ensure that all development to property within the identified ACC shall include provision for open space preservation requirements and stormwater regulations which maximize groundwater recharge.

IC Policy 1.5.6: The City shall participate in the water supply planning process in conjunction with the SJRWMD and other pertinent entities, with the objective to develop a regional water supply plan that will reasonably ensure adequate quantity and quality of potable water resources needed to meet future needs without creating water use conflicts or unacceptable impacts to natural resources.

IC Policy 1.5.7: The City shall coordinate with other agencies as necessary to evaluate alternative water supply projects to ensure future water supply capacities to maintain Level of Service standards for the provision of potable water.

IC Policy 1.5.8: The City shall cooperate with the SJRWMD to ensure that all abandoned free-flowing artesian wells are properly documented, closed and plugged. It is not the intent of this policy to affect agricultural production or agricultural processing on properties annexed into the City.

IC Policy 1.5.9: The City shall coordinate with the SJRWMD in regard to protection of recharge areas surrounding the surficial aquifer and shall develop intergovernmental agreements as necessary regarding aquifer protection.

IC Policy 1.5.10: The City shall coordinate with other governmental entities, regarding groundwater pollution, through the establishment or continuation of programs, provision of technical assistance and information, and attendance at appropriate meetings and hearings.

IC Policy 1.5.11: The City shall continue to cooperate with Brevard County through interlocal agreements and utility service areas to provide efficient services to the public.

IC Policy 1.5.12: The City shall maintain a water supply facilities work plan that is coordinated with SJRWMD's District Water Supply Plan by updating the work plan within 18 months of an update to the SJRWMD District Water Supply Plan that affects the City.

IC Policy 1.5.13: The City shall participate in water supply development-related initiatives facilitated by the SJRWMD that affect the City.

IC Objective 1.6: The City shall ensure that, when implementing the various elements of the comprehensive plan, impacts are coordinated with all affected jurisdictions.

IC Policy 1.6.1: The City shall coordinate with the County to adopt a Joint Planning Area to ensure that the respective land use plans are compatible for areas within the Joint Planning Area.

IC Policy 1.6.2: The City shall continue the emergency connection with Brevard County to ensure adequate potable water supply is available during emergency conditions.

IC Policy 1.6.3: The City shall cooperate with the County to ensure the adequate facilities are provided for solid waste disposal.

IC Policy 1.6.4: The City shall provide the Brevard County School Board with necessary information for facilities planning and cooperate with them in locating new facilities.

IC Policy 1.6.5: Through coordination with Brevard County, FDEP, and other state agencies in the implementation of the management plan for the Indian River Lagoon, consistent and coordinated management, preservation, and protection shall be ensured.

IC Policy 1.6.6: The City shall encourage private property owners with free flowing artesian wells to obtain financial and technical assistance through the artesian well plugging programs of Brevard County, and the SJRWMD.

Intergovernmental Coordination (IC) Strategies

IC Strategy 1: Develop agreements with the County that address:

- A. When and where the use of septic systems are appropriate. Coordinate with the Brevard County Health Department to ensure that where central sewer service is available, no new septic system permits shall be approved for any new development or any existing systems which have been determined to be inoperable or detrimental to the health, safety and welfare of the general public
- B. A joint permitting and inspection of overlapping jurisdictional projects especially as they relate to sidewalks and driveways on roads not controlled by the City.
- C. Adopt County regulations similar to City requirements regarding building codes, stormwater management, aquifer protection, and development within the 100-year flood plain for properties that are potentially annexable.
- D. City level of service standards for concurrency related facilities are adopted and maintained for properties outside the City limits. Comprehensive plan land uses and priorities for those areas to be annexed by the City.
- E. A Joint Planning Agreement for properties within the City's Urban Service Area that addresses land use.
- F. Protect the City's Area of Critical Concern (ACC).
- G. Stray and nuisance animal complaints within the City as well as in unincorporated Brevard County. Specifically with Brevard County Animal Services.

Appendix A. Implementation (IM)

A matrix of strategies to guide the implementation of the Goals of this comprehensive plan are hereby adopted by reference.