



CRA

PLAN UPDATE 2022



Community Redevelopment Plan

Adopted October 11, 2022

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INTRODUCTION

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INTRODUCTION

The City of Titusville's Community Redevelopment Area (CRA) was established on October 12, 1982, by Resolution 27-1982 after the formal determination of deteriorating conditions (slum and blight) within the City core. The CRA's initial Community Redevelopment Plan was adopted by the Titusville City Council on August 30, 1984. The main conditions of slum and blight identified in the original Finding of Necessity report included:

Downtown Image and Environmental Quality

The Titusville downtown area lacked a positive image and identity, suffered from a lack of public amenities, deteriorating facades and signage, and a lack of landscaping to soften the hardscape. The Titusville downtown area also suffered from the fumes, noise and safety issues associated with US-1 traffic and the operations of the nearby FEC railroad.

Pedestrian and Traffic Circulation

The Titusville downtown area also provided low quality pedestrian circulation and no safe biking corridors. US-1 divided the area and discouraged east-west pedestrian movement. The FEC railroad limited the traffic pattern flexibility including east west flow to and through the downtown area.

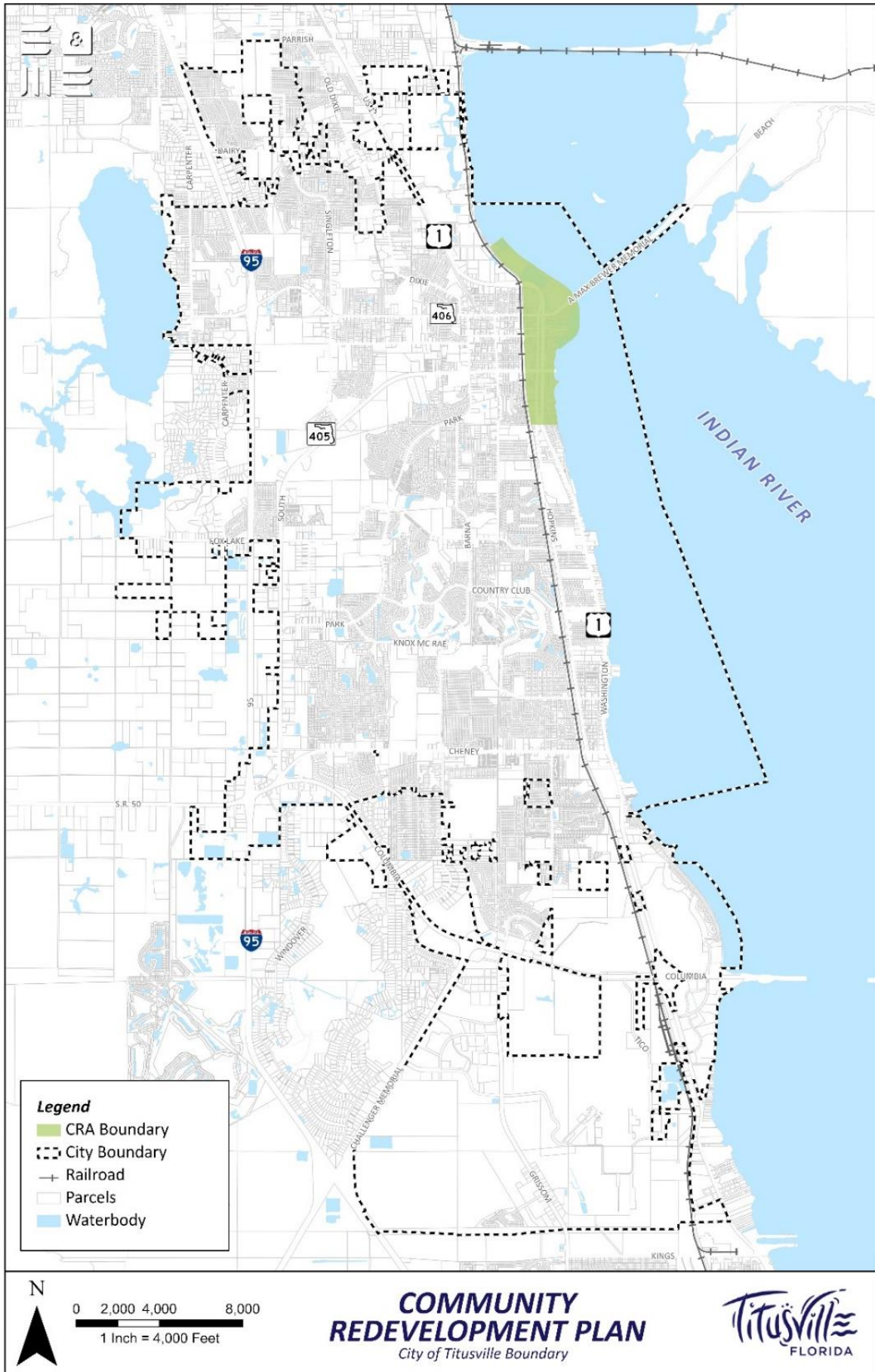
Land Use

The 1980's downtown development pattern provided a lack of public access and exposure of the waterfront, a lack of tourist lodging and facilities in the downtown area, existing land uses that discouraged pedestrian traffic, vacancy in storefronts, deterioration of residential area, lack of retail services and a weak real estate market area near downtown. The area also lacked mixed-use development and destinations to draw people to the downtown area.

The 1984 Community Redevelopment Plan was updated in 1996, 2008, 2012, and 2015. The initial Plan and subsequent updates have called for more intense and mixed-use development and the infill development of vacant and underutilized parcels to address conditions of slum and blight.

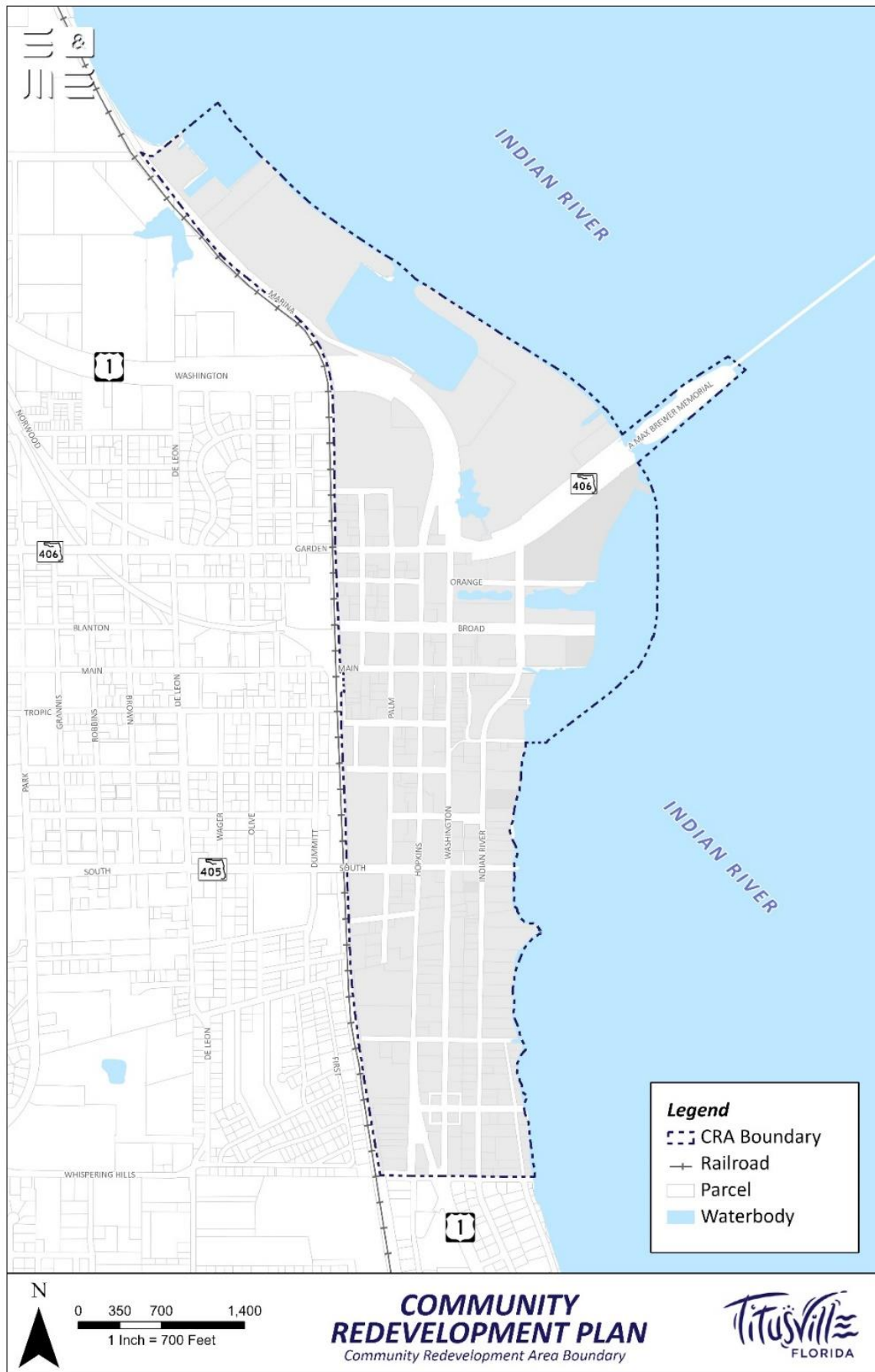
The 2022 update to the Titusville Community Redevelopment Plan acknowledges the goals of earlier visions and adjusts for current conditions of the Community Redevelopment Area to provide redevelopment strategies to address the identified conditions of slum and blight and to stimulate continued economic activity within the downtown Titusville area.

Figure 1. Community Redevelopment Area Location



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

Figure 2. Community Redevelopment Area Boundary



Sources: Brevard County Property Appraiser, City of Titusville, 2022

EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

The Titusville Community Redevelopment Agency has been making significant, ongoing capital investments within the redevelopment area since the adoption of the initial Community Redevelopment Plan in 1984. These public investments have encouraged additional private sector development in downtown over the decades. Private sector investment and development in the area that continues today. Some projects currently in the planning stages include the Horizon at Sand Point, a mixed-use development, the Launch-Now residential mixed-use and co-working space, the new Titusville Playhouse performance center development, and the construction of a new Titusville City Hall and Public Safety complex.

The transformation is underway. The northern and central portions of the CRA demonstrate the improvements associated with

The transformation of a dormant historic, automobile-centric, coastal Florida downtown into an active pedestrian-oriented downtown that is home to architectural history, with a vibrant arts, entertainment and culture scene and a burgeoning hospitality sector is underway.

targeted public and private sector investments. The 2022 Titusville Community Redevelopment Plan proposes redevelopment strategies, associated capital projects and redevelopment programming that seek to expand public realm improvements throughout the CRA and encourage additional private sector development and investment throughout the redevelopment district through the 2044 planning horizon. The redevelopment strategies can be summarized as follows:

- Support planned and programmed development in the CRA
- Reinforce CRA branding and marketing
- Reinforce connections (physical) to and through the CRA
- Develop additional housing within the CRA

CRA VISION AND REDEVELOPMENT STRATEGIES



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CRA VISION AND REDEVELOPMENT STRATEGIES

VISION FOR THE COMMUNITY REDEVELOPMENT AREA

The long-range redevelopment vision for the Downtown Titusville CRA was identified by residents and business owners in the *Strategic Plan for Quality Redevelopment, 2005*. The vision for the Community Redevelopment Area includes the following aspirations and goals:

"The Downtown area evolving as a revitalized "traditional town center", comprised of a number of diverse, yet integrated neighborhood subdistricts. These sub-districts are as follows:

- *The northern waterfront/marina sub-district*
- *The Sand Point Plaza sub-district*
- *The Town Center sub-district*
- *The Civic Center sub-district*
- *The Old Town historic neighborhood*
- *Titusville Village neighborhood*
- *The Southern Gateway sub-district*

This redevelopment scenario acknowledges growth and development that has occurred in the recent past, what will occur in the near-term future and what is likely to happen in the distant future. This scenario also acknowledges the perceptible limitations and constraints associated with future development in the area and attempts to maximize the area's existing assets and strengths in order to ensure the emergence of a vibrant downtown in the future. This vision is based on a twenty-year outlook for achieving these conditions and anticipates future growth will result in development patterns that establish a new "sense of place" in the downtown core."

The vision for the Downtown still rings true today. The aspirational goals of developing a traditional town center and creating a sense of place, was reaffirmed by the comments received and discussions held during the public engagement portion of the 2022 Titusville CRA Plan update. The following redevelopment strategies are proposed to build upon the Titusville CRA accomplishments, create that sense of place in the downtown core and enable the continued development of a vibrant Titusville traditional town center. The CRA Conceptual Master Plan can be found in **Chapter 4**.

REDEVELOPMENT STRATEGIES

The following Redevelopment Strategies build upon the Community Redevelopment Agency's previous investments, advance the City's long-term redevelopment vision, and acknowledge issues and concerns identified by the community during the Plan update process.

Support Planned and Programmed Development in the CRA

The Titusville Community Redevelopment Agency has long-sought targeted redevelopment and investment within the area and to position available parcels for that redevelopment and investment. The Titusville Community Redevelopment Agency will continue to support targeted, compatible private sector development and investment within the redevelopment district. This support may include providing guidance through the development process, the positioning and marketing of opportunity sites, and the potential use of regulatory or financial incentives for targeted development that is compatible with the existing development within the redevelopment area.

Planned and ongoing projects, such as Horizon at Sand Point and Launch-Now will have a significant impact upon the number of downtown residents and increase the demand for retail and other personal and professional services in downtown. The implementation of these projects will also create additional entertainment destinations within the downtown, create increased economic activity from additional visitors and guests and build upon the trailblazing investments made by businesses already located in the district. The long-term implementation of planned projects will generate additional ad-valorem tax revenue for the Agency's Tax Increment Trust Fund, enabling additional programming and investment in the future from the Community Redevelopment Agency.

Figure 3. Launch-Now Mixed-Use Development



Figure 4. Horizon at Sand Point Development



Source: City of Titusville, 2022

Reinforce CRA Branding and Marketing

The Community Redevelopment Agency seeks to further refine, advertise and extoll the Downtown Titusville brand. The CRA has unique assets, businesses, destinations and activities that could benefit from increased branding and marketing efforts. The following activities and tasks are proposed as part of this strategy.



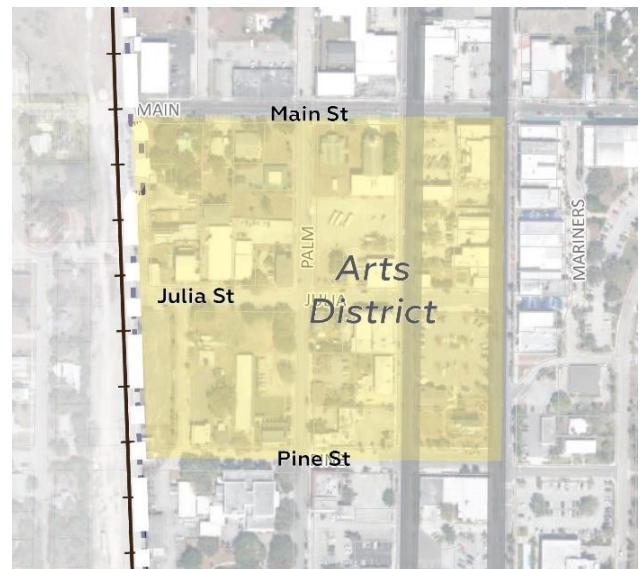
a. Establish the Titusville Performing Arts District

A special district designation can help brand a particular area that seeks to be known for its unique assets or destinations. The ongoing development of Titusville Playhouse facilities and entertainment venues in the areas adjacent to its current location is expanding the footprint of entertainment offerings and creating new destinations within the CRA.

The potential designation of a **Titusville Performing Arts District** would encourage similar arts-related development and the opening of complementary hospitality uses (restaurants and clubs) while reinforcing the CRA's support of performing arts in the Redevelopment District. The establishment of the **Titusville Performing Arts District** may include the formal action of creating a zoning overlay for the area, themed wayfinding signage and streetscape improvements. The zoning overlay could be used to establish specific development standards for the area (parking, architectural, defined compatible uses, hours of operation, etc.) and encourage the development of compatible, desired uses in the area.

The Titusville Playhouse has initiated a long-term growth and development plan to significantly expand their facilities and the activities of the organization. The successful realization of these development objectives will have a positive impact upon the Titusville CRA. These positive impacts will be both direct and indirect in nature. Direct positive impacts will include aesthetic improvements, increased employment and increased sales activity within the redevelopment district associated with new construction, additional presentations, patrons and visitors. Indirect positive impacts will include increasing real estate activity within the district and increased awareness of redevelopment opportunities within the redevelopment district.

Figure 5. Conceptual Titusville Arts District



Source: S&ME, 2022

b. Reinforce History

The Titusville Community Redevelopment Area is home to a rich assortment of local history, architectural history, and space exploration history resources and artifacts. This historical confluence is unique to Titusville and should be leveraged to enhance the area's appeal to local and global visitors and residents.

Proposed activities and tasks that may leverage these unique assets include expanded historical walking tours; coordinated marketing and advertisement purchases with the Tourist Development Council or other agencies, support and marketing of the Space Museum and Historical Society Museum, installation of gateway features, and coordinated wayfinding signage for specific areas within the Community Redevelopment Area.

Figure 6. Historic Pritchard House



Source: City of Titusville, 2022

c. Enhance Existing Destinations and Develop New Destinations

The Titusville Community Redevelopment Area is also home to a unique built and natural environment that includes parks, community plazas, museums, theatres, and hospitality venues. These destinations draw visitors to Downtown Titusville and have a positive impact upon the local economy. To maintain and maximize that positive impact, the facilities must be maintained and upgraded from time to time to maintain their appeal and competitiveness with other destinations in other communities.

Figure 7. Floating Kayak Launch



*Source: **Kay-Access**, 2022.*

Proposed activities and tasks that may enhance existing and develop destinations include maintenance of existing public spaces, creating new access points to the Indian River from downtown (soft launch areas, kayak/canoe launches) enhancement of courtyards or parks that have been developed with CRA funds, developing multi-use trails accessing the district, developing new open spaces, or vista-parks and enhancing existing public spaces, courtyards or parks.

Reinforce Connections (Physical) To and Through the CRA

Downtown Titusville sits at the convergence of the Florida Coast to Coast Trail, the St. Johns to Sea-Loop and the East Coast Greenway Trail. While the trail helps connect the CRA to the external communities and destinations, such as the Indian River, the Merritt Island National Wildlife refuge, the Kennedy Space Center and the Canaveral National Seashore, internal pedestrian and bicycle connections between destinations, districts, businesses, and residents may be improved.

Proposed activities and tasks that may enhance pedestrian connections between existing businesses, residences, destinations and planned destinations include the installation of additional pedestrian and bicycle trails connecting to existing trail networks, sidewalk improvements (increased width, connecting gaps, etc.), improved streetlighting along roadways and streets between neighborhoods and businesses, improved wayfinding signage that shows destinations, directions and distances, pedestrian crosswalk and safety improvements, and potential additional connections to the Indian River via overlooks, vista-decks, kayak and canoe launches.

Figure 8. Downtown Connector Trail-Indian River Avenue



Source: S&ME, 2022

Develop Additional Housing

Increasing the number of residential units, at varying price-points and affordability, within the CRA will energize the overall 24-hour resident activity level, increase the number of residents 'eyes-on-the street,' and improve the taxable value of the area while increasing the demand for additional retail, restaurant and professional services in the downtown. The Community Redevelopment Agency should evaluate opportunities to encourage additional residential development, increase residential density (in appropriate areas), and increase the 24-hour resident population within the redevelopment district.

Proposed activities and tasks that may enhance existing residential development and encourage the development of additional residential units include the identification and marketing of vacant lots and other areas suitable for residential development, potential provision of residential development assistance or incentives (regulatory or financial) to encourage targeted residential development, residential fix-up grant or residential building stabilization grant programs, evaluating the potential use of non-traditional or alternative residential development types (i.e., tiny homes, and accessory dwelling units) within the CRA, and evaluating potential partnerships with residential developers for specific residential projects. The current Titusville land development code only allows single-family residential development within the CRA in Planned Development (PD) zoning or in the Residential Historic District.

Figure 9. Existing Multi-Family Housing



Source: Space Coast MLS, 2022.

CONCEPTUAL MASTER PLAN / CAPITAL PROJECTS

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PLAN UPDATE 2022

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Figure 10. Conceptual Master Plan - Map Key

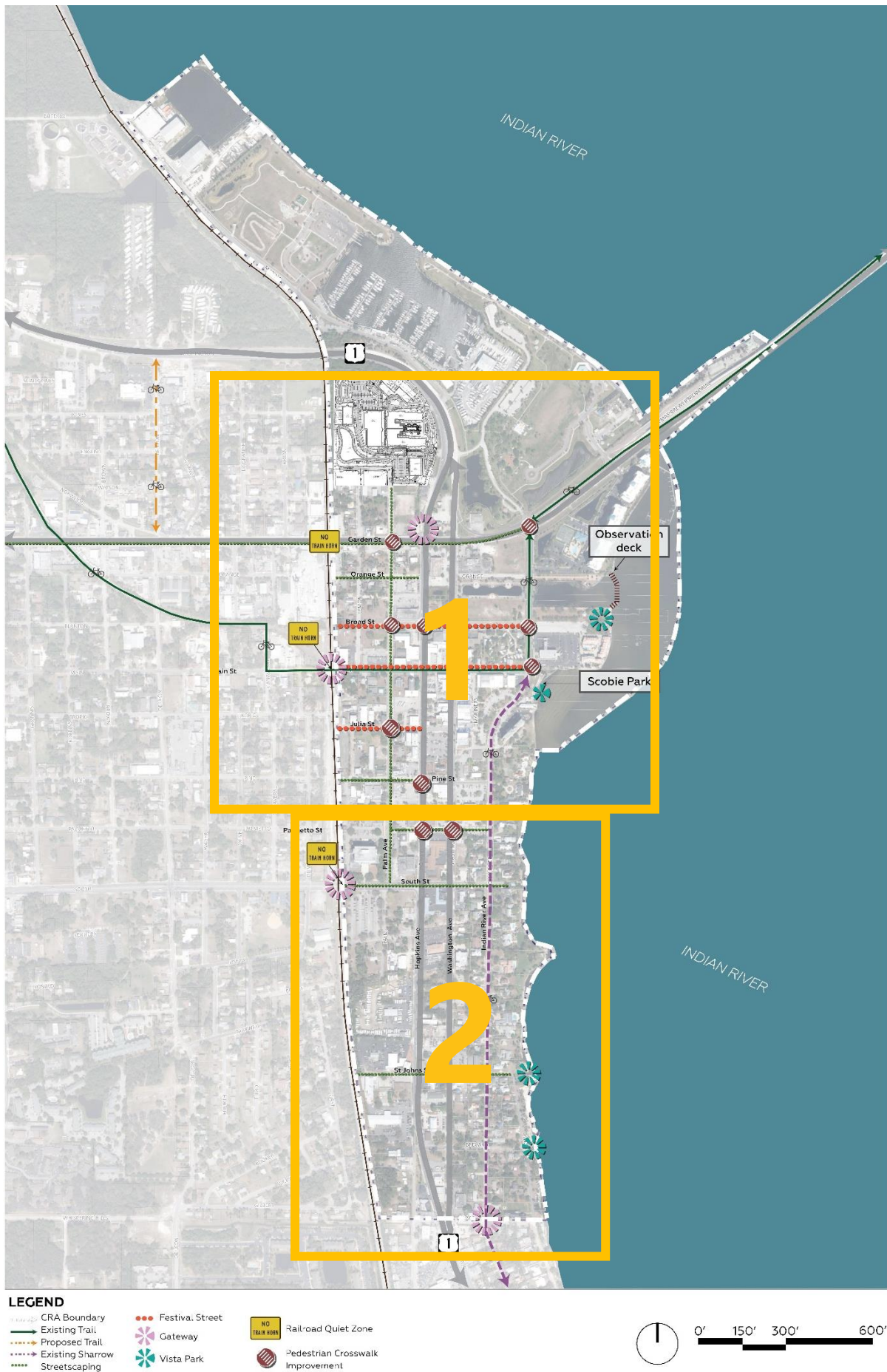


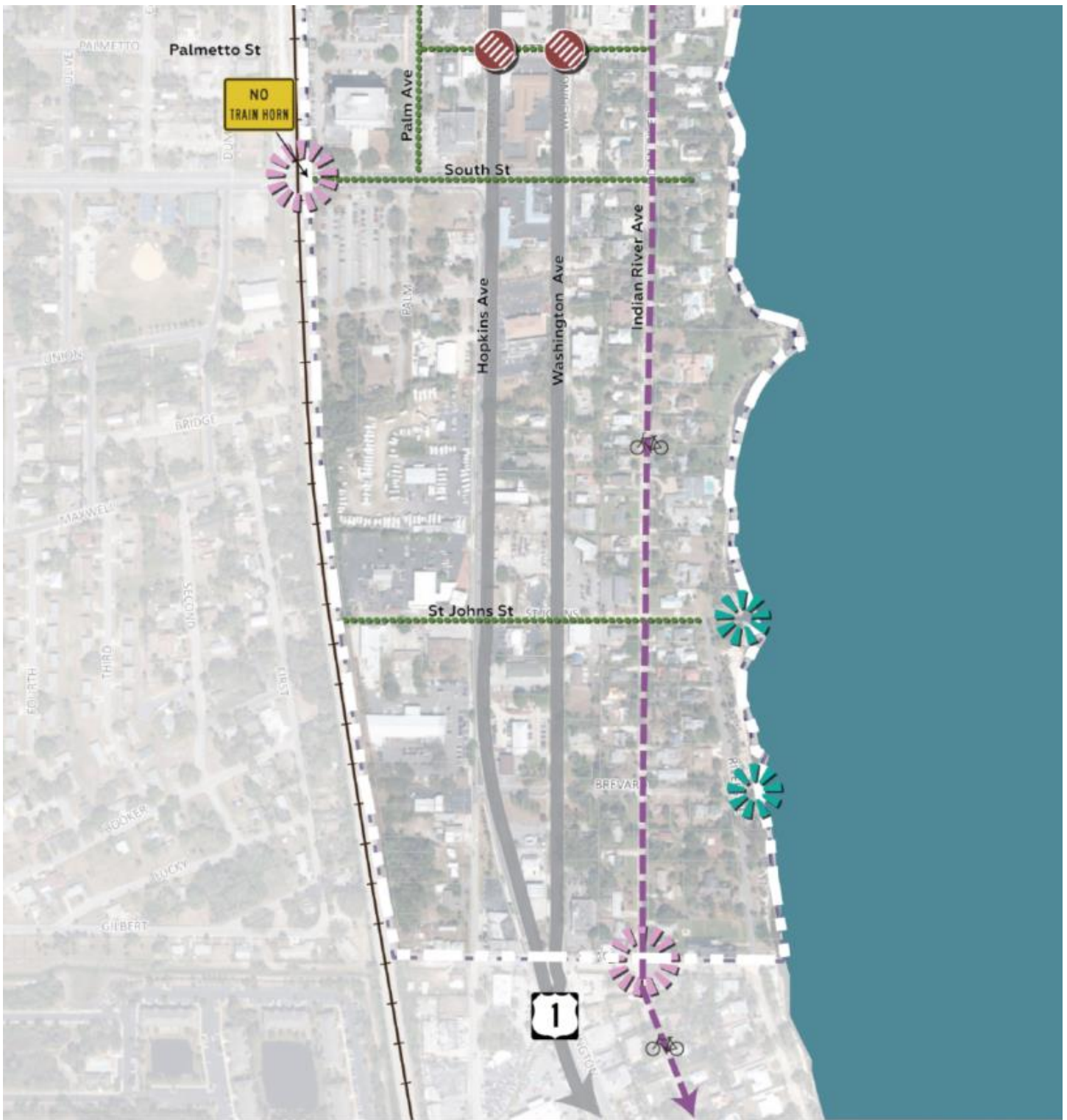
Figure 11. Conceptual Master Plan - Proposed Capital Projects – Part 1



LEGEND

- | | | |
|------------------|-----------------|----------------------------------|
| CRA Boundary | Festival Street | Railroad Quiet Zone |
| Existing Trail | Gateway | Pedestrian Crosswalk Improvement |
| Proposed Trail | Vista Park | |
| Existing Sharrow | | |
| Streetscaping | | |

Figure 12. Conceptual Master Plan - Proposed Capital Projects – Part 2



LEGEND

- CRA Boundary
- Existing Trail
- Proposed Trail
- Existing Sharrow
- Streetscaping

- Festival Street
- Gateway
- Vista Park

- Railroad Quiet Zone
- Pedestrian Crosswalk Improvement

PROPOSED CAPITAL PROJECTS

Figure 10 shows the location of the proposed capital improvements within the Titusville CRA and their location relative to existing trails and planned developments. The following capital project descriptions present the proposed public realm improvements to implement the redevelopment strategies identified within the CRA Plan and to address issues and concerns identified during public engagement activities. Detailed cost estimates for each of the improvements proposed are shown in the **Appendix**.

BROAD STREET CURBLESS STREETSCAPE

Broad Street, located in the Downtown sub-district of the CRA, south of Orange Street, runs east west from Veterans Memorial Park to the FEC railroad tracks. Broad Street is frequently utilized by the City for special events, festivals, and parking for events at nearby parks. The proposed improvements to Broad Street will address the redevelopment strategies of Supporting Planned and Programmed Redevelopment, Reinforcing the CRA Branding and Marketing, Reinforcing Connections, and Developing Additional Housing. The proposed improvements will maximize the utility of the roadway as an additional open-festival space and streetside amenities to encourage residential development. The proposed improvements to Broad Street include continuous 12' sidewalks on both sides of the street with streetlights, angled on-street parking, and a curb-less street for festivals and special events.



MAIN STREET / FESTIVAL STREET (TWO PHASE IMPROVEMENTS)

Main Street, located in the Downtown sub-district of the CRA, is one of the primary gateways to downtown Titusville from the west. Main Street runs east west from Indian River Avenue near Scobie Park and terminates at South Dixie Avenue beyond the CRA boundaries. Main Street in downtown is the northernmost street where the urban, 'downtown' development pattern begins and is home to several restaurants, retailers, and the North Brevard Historical Museum. Main Street is also the location of the dedicated bike lane (Downtown Connector) that begins at the FEC railroad tracks on the western border of the CRA, travels east, and connects through downtown to the Indian River Avenue trail. The Downtown Connector then travels north to the A. Max Brewer Memorial Parkway and joins an on-road bike-lane. Main Street is also frequently utilized by civic and business groups for special events and festivals.

Main Street is proposed as a tree-lined, curb-less, decoratively paved festival street. Proposed improvements include a lighted 5-foot sidewalk and a 12' separated bicycle path (Downtown Connector) on the south side, an 11-foot sidewalk on the north side of the street, street furnishings (benches, bike racks, trash cans) and irrigation for landscaping. Key features of this proposed design enable the installation of removable bollards to allow temporary closure of portions of the street for special events and festivals.

MAIN STREET – PH1

60' R.O.W.



The proposed improvements will address the redevelopment strategies of Supporting Planned and Programmed Redevelopment, Reinforcing the CRA Branding and Marketing, Reinforcing Connections, and Developing Additional Housing.

The proposed improvements will occur in two phases. Phase one improvements will extend from Washington Avenue to Indian River Avenue. Phase two improvements will extend from the FEC railroad to Washington Avenue. The proposed design improvements for Main Street will not reduce the number of currently available parking spaces. The proposed Phase two Main Street improvements will result in the designation of 14 additional on-street parking spaces. Scheduling and phasing of the proposed construction period should seek to minimize the impact upon existing businesses. During the construction period of any proposed streetscape, the CRA will utilize Maintenance of Business (MOB) signing and Maintenance of Traffic (MOT) signing and routing to maintain access to businesses and accommodate traffic flow.

MAIN STREET – PH2

60' R.O.W.

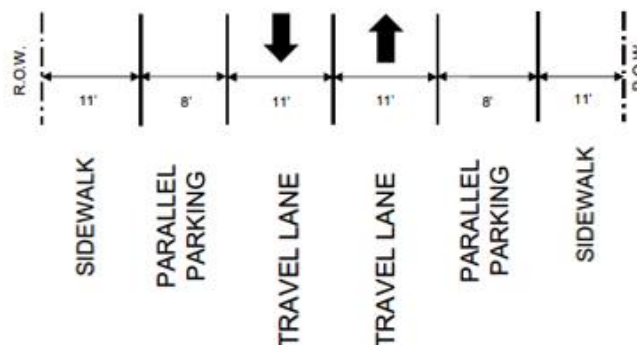


JULIA STREET / FESTIVAL STREET

Julia Street is located near the center of the Titusville CRA and runs through the center of the proposed Titusville Arts District. Julia Street runs east west from Washington Avenue to Wilson Avenue fronting the Titusville Playhouse and several parcels programmed for additional theatre related development. The proposed improvements to Julia Street, from Hopkins Avenue to the railroad tracks, are designed to provide an additional venue area for festivals, art shows and outdoor activities and connect this developing district to downtown restaurants and businesses. The proposed improvements will address the redevelopment strategies of Supporting Planned and Programmed Redevelopment, Reinforcing the CRA Branding and Marketing, and Reinforcing Connections. The proposed improvements include a lighted, 11-foot sidewalks on both sides of the tree-lined street, a curb-less decoratively paved festival street roadway, intersection improvements, street furnishings (benches, bike racks, trash cans), and irrigation for landscaping. Key features of this proposed design enable the installation of removable bollards to allow temporary closure of portions of the street for special events, festivals and to encourage theatre related events and operations.

JULIA STREET

60' R.O.W.

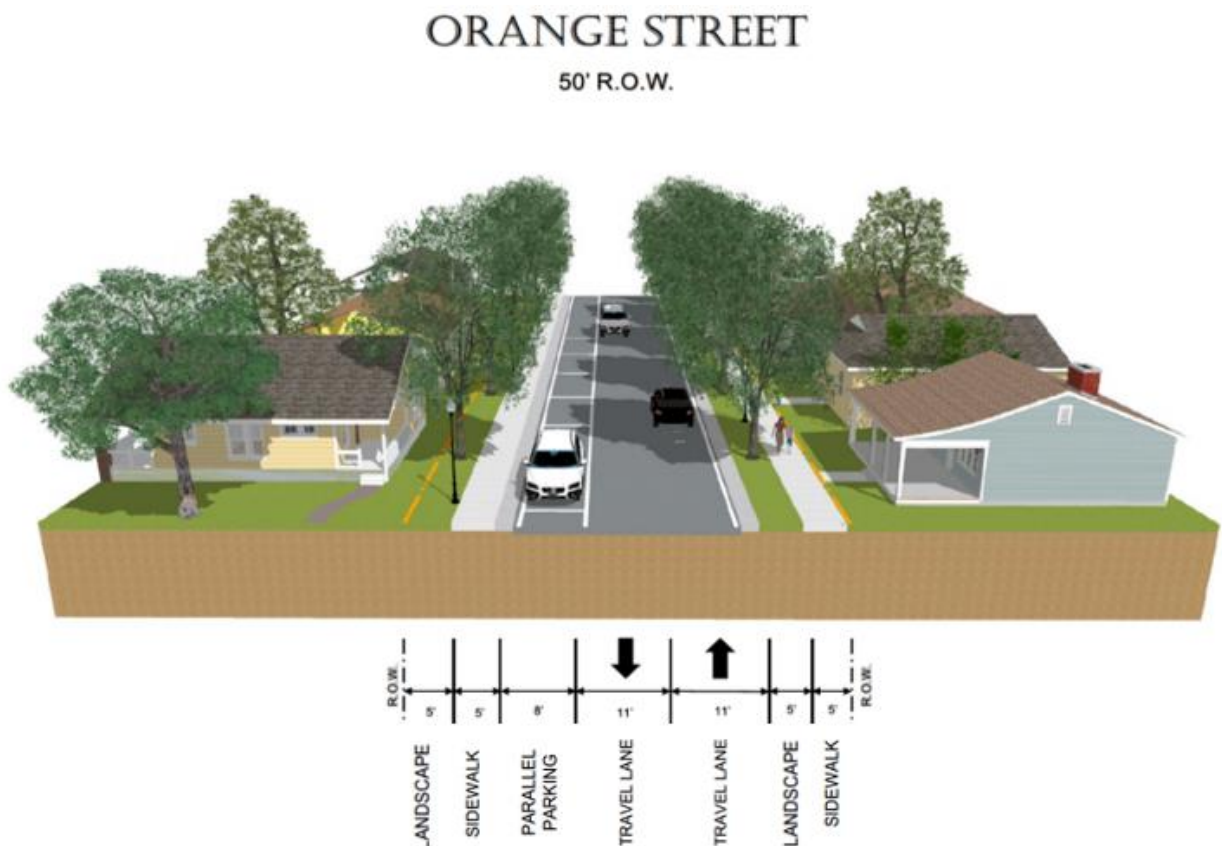


PINE STREET STREETSCAPE

Pine Street, located in the central area of the community redevelopment district, south of Julia Street, runs east west from South Washington Avenue to Watson Avenue. Pine Street is home to the Titusville Courthouse and adjacent related professional office and municipal uses. The proposed improvements to Pine Street will address the redevelopment strategies of Supporting Planned and Programmed Redevelopment, Reinforcing the CRA Branding and Marketing, and Reinforcing Connections. The proposed improvements include the addition of streetscape furnishings (litter receptacles, recycling receptacles) and streetlights, irrigated landscaping and shade trees and intersection improvements.

ORANGE STREET STREETSCAPE

Orange Street, located in the northern end of the redevelopment district, runs east west from Indian River Avenue to South Washington Avenue and from South Hopkins Avenue to the FEC railroad tracks. Orange Street is one of the northernmost east-west streets in the Downtown sub-district of the CRA. The proposed improvements to Orange Street will be located on the portion of Orange Street that is located west of Hopkins Avenue to the railroad tracks. The improvements will address the redevelopment strategies of Reinforcing Connections and Developing Additional Housing through addition of neighborhood enhancements to encourage residential development. The proposed improvement to Orange Street includes continuous 5' sidewalks on both sides of the street with streetlights, parallel parking on the north side of the street and a tree-lined landscape strip on both sides of the street, to provide curb-appeal and shaded, street-lighted, neighborhood pedestrian connections.



PALMETTO STREET STREETScape

Palmetto Street, located in the southern end of the Downtown subdistrict, south of Pine Street, runs east west from Indian River Avenue to South Palm Avenue. Palmetto Street is adjacent to the Titusville City Hall and home to several professional office and municipal uses. The proposed improvements to Palmetto Street will address the redevelopment strategies of Supporting Planned and Programmed Redevelopment (Civic District), Reinforcing the CRA Branding and Marketing, and Reinforcing Connections. The proposed improvements include the addition of streetscape furnishings (trash cans, recycling receptacles, benches) and streetlights, irrigated landscaping and shade trees, and intersection improvements.

Figure 13. Streetscape Options



Source: S&ME, 2022.

ST. JOHNS STREET STREETScape

St. Johns Street, located in the southern end of the redevelopment district, runs east west from Riverside Drive to the FEC railroad tracks. St. Johns Street is home to several uses including commercial, retail, and residential. The proposed improvements to St. Johns Street will address the redevelopment strategies of Reinforcing the CRA Branding and Marketing, Reinforcing Connections and Developing Additional Housing. The proposed improvements include lighted 5-foot sidewalks on both sides of the street, roadway striping and the addition of irrigated landscaping and shade trees.

INDIAN RIVER VISTA – OBSERVATION DECKS

Public engagement activities identified the public desire for additional public vista, vantage or viewing points along the Indian River to look east towards Cape Kennedy and the rocket launch facilities. Several potential locations have been identified for the siting of these small piers with

overlooks.

Potential locations include Scobie Park, and City-owned easements

and parcels located at Veterans Memorial Park, St. Johns Street and Brevard Street. The proposed observation decks would create additional destinations for launch fans and additional visual waterfront access for residents and visitors.

Figure 15. Observation Deck



Source: S&ME, 2022.

Figure 14. Observation Deck



Source: S&ME, 2022.

SCOBIE PARK IMPROVEMENTS

The Community Redevelopment Agency and the City have identified Scobie Park for additional improvements and amenities. Currently, the open space park provides stormwater attenuation and also has educational signage regarding the Indian River and the impact of water quality upon the water body. The City has secured Space Coast Tourism development Council (TDC) grant funding for new park improvements. These improvements include the planting of mangroves at the waters' edge, installing a pervious sidewalk to viewing binoculars and the planting of upland vegetation. These improvements will provide greater visitor access to the shoreline, improve water quality and provide an interactive educational feature regarding the water-quality and stormwater runoff. Improvements to the Scobie Park facility will address the redevelopment strategies of Supporting Planned and Programmed Redevelopment and Reinforcing the CRA Branding and Marketing. The proposed improvements to Scobie Park will create an additional destination for visitors and an additional waterfront amenity for residents.

Figure 16. Shoreline Mangrove Plantings



Source: ConocoPhillips, 2015.

WAYFINDING SIGNAGE

Wayfinding signage can help visitors find their way to points of interest, parking or specific businesses. Wayfinding signage for the Titusville CRA is proposed for pedestrians navigating through the downtown. The CRA has installed several directories and limited wayfinding signs within the redevelopment district. The proposed improvements and enhancement of the existing wayfinding and directory signage will address the redevelopment strategy of Reinforcing the CRA Branding and Marketing and Reinforcing Connections.

Figure 17. Wayfinding Signage



Source: S&ME, 2022.

ESTABLISH RAILROAD “QUIET ZONES”

Figure 18. Railroad “Quiet Zone”



Source: S&ME, 2022.

The Florida East Coast (FEC) Railroad tracks form the western boundary of the Titusville CRA. Passing trains do not have to silence their horns when travelling through crossings in the CRA. The blasting horn soundings can have a startling and disruptive effect upon adjacent indoor public hearings, events or indoor theatrical performances. The horn soundings can also have a negative effect upon local residents’ quality of life. Railroad “Quiet Zones” are railroad crossings that have received permission to install additional, supplemental, crossing safety barriers and signage, to enable passing trains to not blow their horns to warn motorists at crossings. At a minimum, each public highway–rail crossing within a quiet zone must be

equipped with active warning devices: flashing lights, gates, constant warning time devices (except in rare circumstances) and power out indicators. To create a Quiet Zone several conditions must be met prior to the installation of additional, supplemental safety equipment. These include documentation of risks and accidents at the crossing. Additional information regarding the installation of railroad Quiet Zones may be found at: <https://railroads.dot.gov/sites/fra.dot.gov/files/2020-05/QuietZoneBrochure.pdf>. The costs of installing Quiet Zones can vary depending on the type of supplemental safety devices installed (i.e., four-quadrant gate systems; crossings with traffic channelization; crossing gates with medians, and wayside horns) and can range from \$30K up to over \$1M dependent on the type of supplemental safety equipment installed and the number of railroad crossings affected. The local public authority seeking to have the Quiet Zone installed is responsible for the installation costs. The proposed installation of Quiet Zones will address the redevelopment strategies of Supporting Planned and Programmed Redevelopment, Reinforcing the CRA Branding and Marketing, Reinforcing Connections, and Developing Additional Housing.

ENTRYWAY / GATEWAY SIGNAGE

The Conceptual Master Plan identified several potential locations for gateway signage that would let visitors know they have entered a unique area, downtown Titusville and the Community Redevelopment Area. These locations include: the north and south US-1 points of entry, South Street (SR 405), Main Street and Garden Street (SR 406).

Entryway or gateway signs may be used to establish or reinforce a visual theme for the area or to simply provide notice that visitors have entered a different or special place. The proposed installment of gateway and entryway features at the entry points to the Titusville Community Redevelopment Area will let residents and visitors know that they have arrived at the Titusville CRA (establish a sense of place) while addressing the redevelopment strategy of Reinforcing the CRA Branding and Marketing.

PEDESTRIAN CROSSWALKS / IMPROVEMENTS

Pedestrian safety and the challenges presented by high-speed traffic through the CRA was a recurring theme and concern cited at all public engagement activities. As more visitors and arts patrons come to the CRA and more business open and expand within the CRA, reducing vehicle speeds and improving pedestrian safety becomes a larger issue. Improved pedestrian crosswalks, flashing beacons, additional signage and other pedestrian safety improvements have been proposed for installation at several locations within the CRA. The installation of pedestrian improvements on roadways within the CRA that are under FDOT's jurisdiction will require coordination with and approval by FDOT through the utilization of a Joint-Planning Agreement (JPA) or other authorizing instrument. The proposed installation of improved pedestrian safety features supports the redevelopment strategy of Reinforcing Connections.

Figure 20. Titusville Gateway Sign



Source: City of Titusville, 2022.

Figure 19. Activated Crosswalk Flash



Source: FHWA Office of Safety-Dept. of Transportation.

OPPORTUNITY SITES

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Figure 21. Opportunity Sites – Key Map

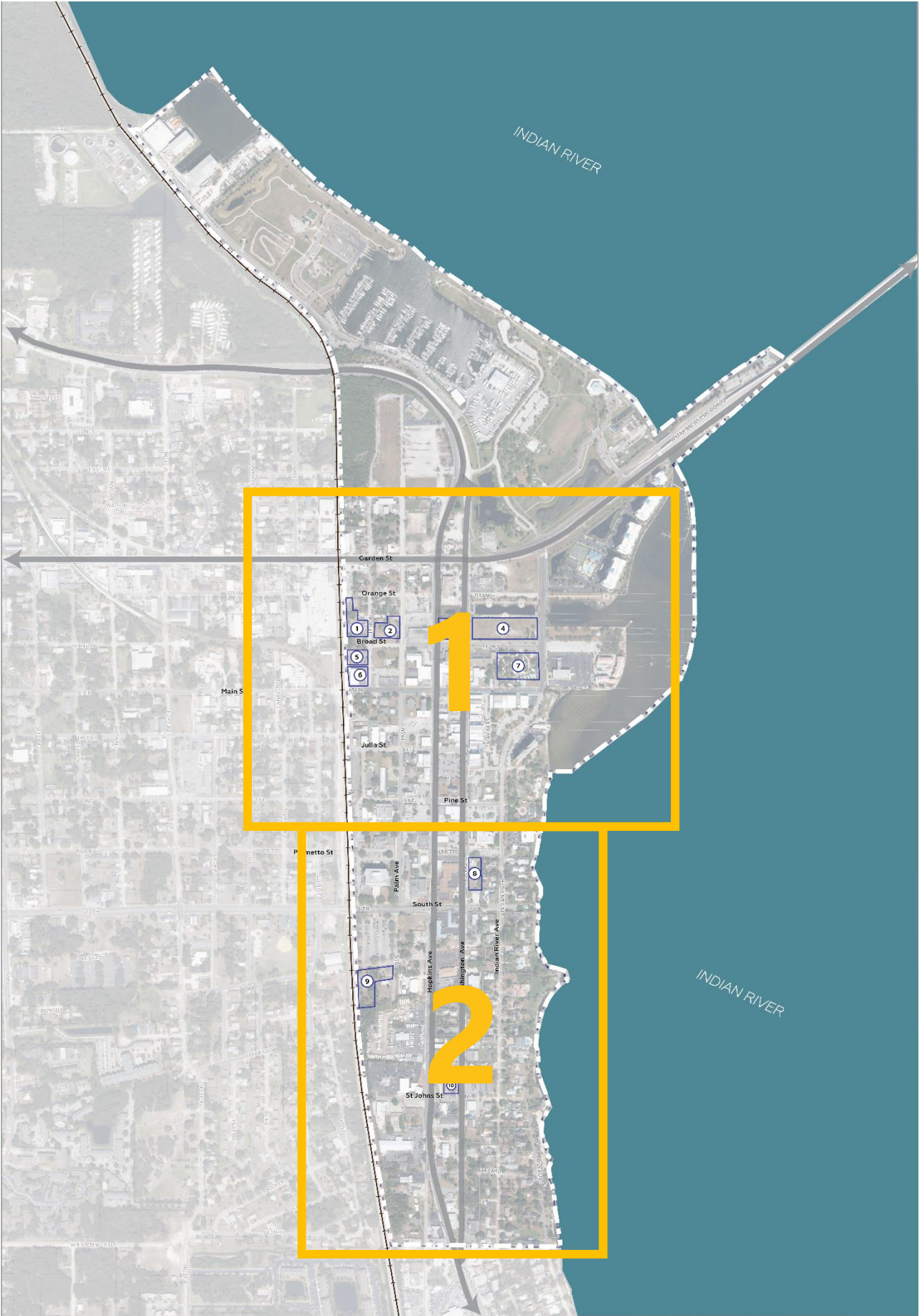
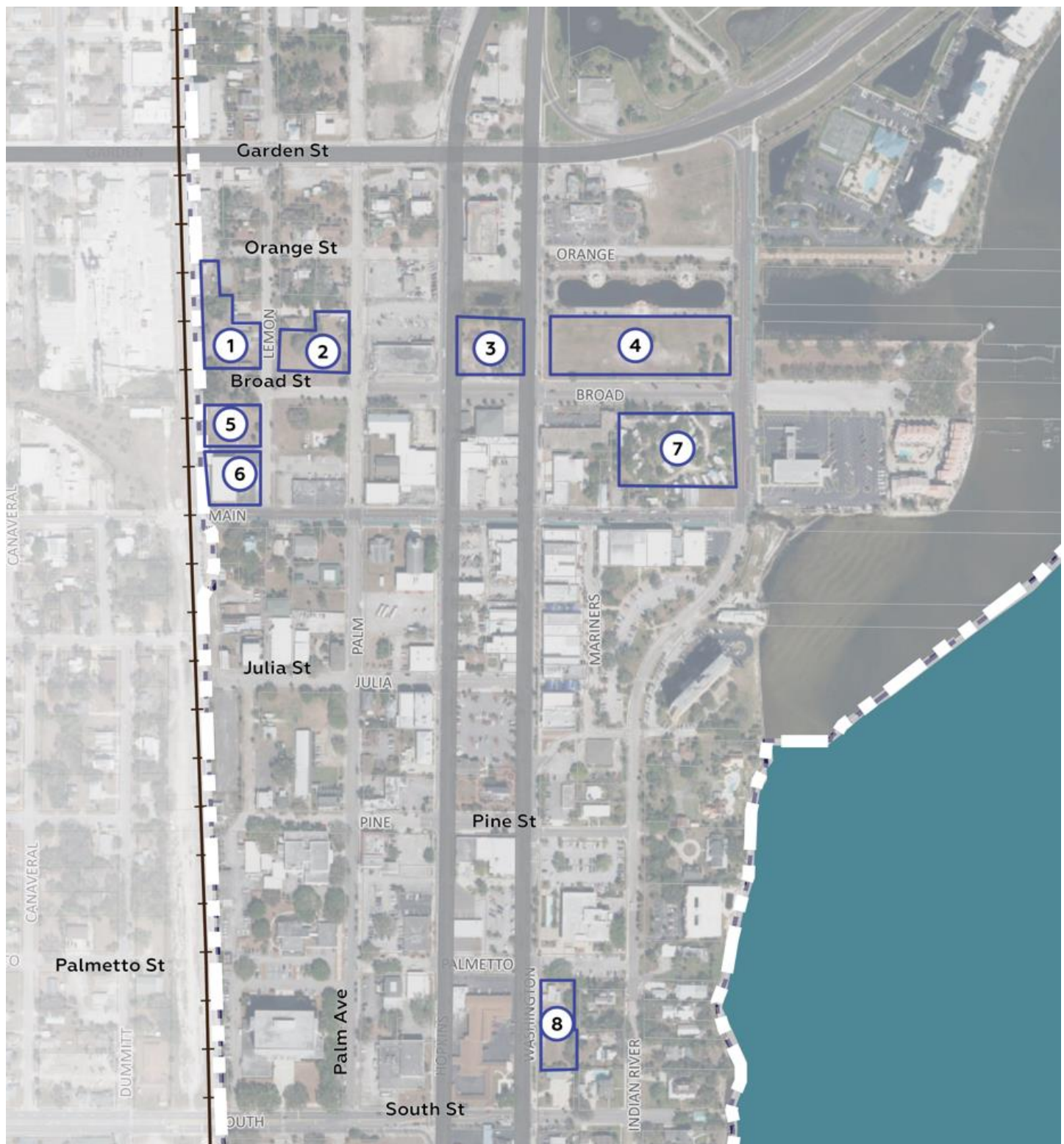


Figure 22. Opportunity Sites – Section 1



LEGEND

--- CRA Boundary

- ① 116-122 Lemon Avenue
- ② 414 Broad Street
- ③ 210 Broad Street/113 S. Hopkins
- ④ Linear Parcel on Broad Street

- ⑤ 435 Broad Street
- ⑥ 416 Main Street
- ⑦ 16-18 Main Street; 5 Broad Street
- ⑧ 603-611 S. Washington Avenue

Figure 23. Opportunity Sites – Section 2



LEGEND

---> CRA Boundary

⑧ 603-611 S. Washington Avenue

⑨ 455 Union Street (and adjacent parcels)

⑩ 1023 S. Hopkins

OPPORTUNITY SITES

The Titusville Opportunity Sites Maps, **Figures 21, 22 and 23**, show the location of several proposed Opportunity Sites located within the Titusville CRA. The Opportunity Sites have been identified in coordination with City and CRA Staff to demonstrate the redevelopment potential of sites and facilities within the CRA. The Opportunity Sites were selected based on their current uses, development potential, locations, proximity to new and planned development. The following narratives correspond to the Opportunity Sites numbered and shown on the Titusville Opportunity Site Maps, **Figures 21, 22 and 23**, and briefly describe the Opportunity Site and their potential redevelopment uses. The identification, positioning and marketing of the Opportunity Sites within the Titusville CRA addresses the redevelopment strategies of Reinforce CRA Branding and Marketing and Developing Additional Housing within the CRA. The Community Redevelopment Agency may consider the utilization of redevelopment incentives (regulatory or financial) to facilitate the desired development of the opportunity sites.

1. 116-122 LEMON AVENUE

This opportunity site, comprised of three (3) contiguous parcels totaling 0.82 acres, is located in the former industrial area northwest of Downtown and adjacent to the FEC rail-line. Potential future uses may include a mixed use development, office, commercial, art, hospitality, entertainment or multi-family residential. Due to previous industrial uses in the area, an environmental assessment is recommended prior to positioning the parcel for redevelopment.

Parcel IDs: 22-35-05-03-3.W-9 (0.25 acre); 22-35-03-03-3.W-6.02 (0.42 acre); 22-35-03-03-3.W-1 (0.15 acre)

Figure 24. 116-122 Lemon Avenue

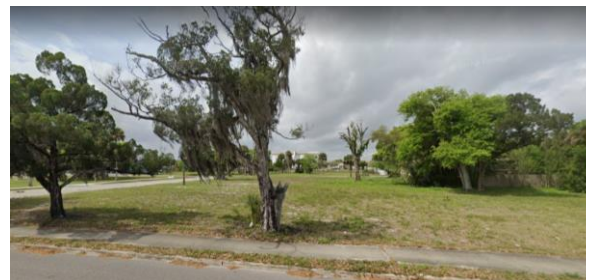


Source: Brevard County Property Appraisers Office, 2022

2. 414 BROAD STREET

This opportunity site, comprised of three (3) contiguous vacant parcels totaling 0.62 acres, is located in the former industrial area northwest of Downtown. These parcels comprise the southern half of the block located between Orange Street and Broad Street, and Lemon Avenue and Palm Avenue and are owned by a single owner (Launch Now). The site is located adjacent to the Sav-A-Lot grocery store. Potential future uses may include a mixed-use development, office, commercial, art, hospitality, entertainment, multi-family residential, or surface parking. Due to previous industrial uses in the area, an environmental assessment is recommended prior to positioning the parcel for redevelopment.

Figure 25. 414 Broad Street



Source(s): Google Maps, S&ME, 2022

Parcel IDs: 22-35-03-03-3.E-9.01 (0.20 acre); 22-35-03-03-3.E-9 (0.30 acre); 22-35-03-03-3.E-8 (0.12 acre)

3. 210 BROAD STREET / 113 SOUTH HOPKINS

This opportunity site, comprised of two (2) contiguous parcels totaling 0.68 acres, is located on Broad Street, between Washington Avenue and Hopkins Avenue. These vacant commercial parcels comprise the southern half of the block that is due south of the CVS Drug Store. The parcels are owned by a single owner (RiverParc at Downtown Titusville, LLC). Potential future redevelopment uses may include mixed uses, office, commercial, art, hospitality, entertainment or multi-family residential. Due to previous industrial uses in the general area, an environmental assessment is recommended prior to positioning the parcel for redevelopment.

Figure 26. 210 Broad Street



Source: Brevard County Property Appraisers Office, 2022

Parcel IDs: 22-35-03-31-1-1-3 (0.27 acre); 22-35-03-31-1-1-1 (0.41 acre)

4. LINEAR PARCEL SOUTH OF ASTRONAUTS'/VETERANS' MEMORIAL PARK (BROAD STREET)

This 1.93-acre privately-owned (RiverParc at Downtown Titusville, LLC) site is located on Broad Street just south of the Astronauts'/Veterans' Memorial Park. This large vacant commercial parcel could accommodate office, commercial, residential, hospitality or a mix of complementary uses. The site is located adjacent to existing parks that would be an amenity to future development. Due to previous automotive repair and storage uses in the general area, an environmental assessment is recommended prior to positioning the parcel for development.

Figure 27. Linear Parcel Broad Street



Source: Brevard County Property Appraisers Office, 2022

Parcel ID: 22-35-03-03-G-0.5 (1.93 acre)

5. 435 BROAD STREET

This 0.37-acre site is located in the area adjacent to the FEC railroad. This vacant site has been recently used for vehicle and trailer storage. The site could accommodate office, commercial, residential, hospitality or a mix of complementary uses. Due to previous and current industrial uses in the area, an environmental assessment is recommended prior to positioning the parcel for redevelopment.

Parcel ID: 22-35-03-03-4.W-1

Figure 28. 435 Broad Street



Source: Google Maps, 2022

6. 416 MAIN STREET

This 0.53-acre developed site is located in the area adjacent to the FEC railroad. The site is currently used as an auto parts retailer. This site may be aggregated with the adjacent opportunity site (435 Broad Street) to create a larger developable parcel. This developed parcel could accommodate re-use of the existing retail facility with hospitality, micro-brewery, commercial, or complementary mixed-uses. Due to previous and current industrial uses in the area, an environmental assessment is recommended prior to positioning the parcel for redevelopment.

Parcel ID: 22-35-03-03-4.W-1.04

Figure 29. 416 Main Street



Source: Google Maps, 2022

7. 16 MAIN STREET- 18 MAIN STREET – 5 BROAD STREET

This 1.65-acre site is located due west of the existing Wells Fargo Bank in the downtown Commercial District. This parcel is currently utilized as a recreational vehicle park (Indian River RV Park). The site is located near the Downtown Connector Trail and Scobie Park. This parcel could accommodate office, commercial, residential, hospitality or a mix of complementary uses. Any potential displacement of current residents would be addressed by the Community Redevelopment Agency and future development partners of the site.

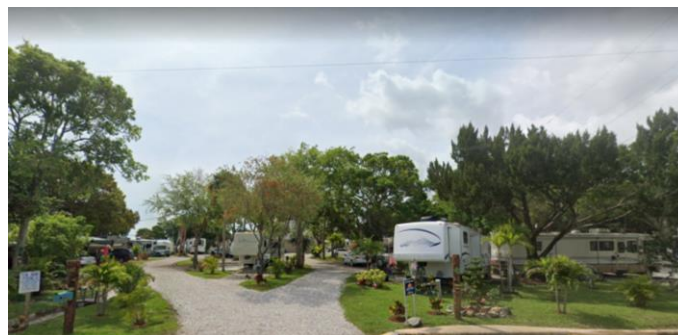
Parcel ID: 22-35-03-03-F-1

8. 603-611 SOUTH WASHINGTON AVENUE

This opportunity site is comprised of two (2) contiguous parcels (603 S. Washington-0.30 acres and 611 S. Washington – 0.29 acres) with a single owner (Regulus Properties LLC.). The opportunity site is located due south of the Titusville City Hall facility fronting on South Washington Avenue. This parcel could accommodate office, commercial, residential, hospitality or a mix of complementary uses that could benefit from its location adjacent to City Hall and other civic and governmental uses.

Parcel ID: 22-35-03-04-*-13 (0.3 acre); 22-35-03-04-*-15 (0.29 acre)

Figure 30. Indian River RV Park



Source: Google Maps, 2022

Figure 31. 603-611 South Washington Avenue



Source: S&ME, 2022.

9. 455 UNION STREET (AND ADJACENT PARCELS)

This opportunity site is comprised of three (3) parcels totaling 1.37 acres. The site is located in the former warehousing, heavy commercial area adjacent to the FEC railroad, south of the Brevard County Government Complex-North parking lot. This large vacant commercial parcel could accommodate office, commercial, residential, hospitality or a mix of complementary uses. Due to previous and current industrial uses in the area, an environmental assessment is recommended prior to positioning the parcel for redevelopment.

Parcel ID: 22-35-03-51-*-44 (0.89 acre); 22-35-03-51-*-38 (0.36 acre); 22-35-03-31-*-37 (0.12 acre)

10. 1023 SOUTH HOPKINS

This 0.63-acre opportunity site is located in the south end of the CRA between Washington Avenue and Hopkins Avenue. The site is currently a used car facility with a small building on site and has frontage on Washington Avenue and Hopkins Avenue. This site could be aggregated with adjacent contiguous sites to create a larger parcel with greater development options. This commercial parcel could accommodate office, commercial, residential, hospitality or a mix of complementary uses.

Parcel ID: 22-35-03-53-*-19.01

Figure 32. 455 Union Street



Source: Google Maps, 2022

Figure 33. 1023 South Hopkins



Source: Google Maps, 2022.

GOALS, OBJECTIVES, AND POLICIES

The letters "CRA" in a bold, white, sans-serif font with a yellow outline and a blue shadow effect.

CRA

PLAN UPDATE 2022

GOALS, OBJECTIVES, AND POLICIES

The following Goals, Objectives, and Policies for the Titusville Community Redevelopment Agency address the day-to-day operations of the Agency and identify potential projects, programs, and activities for the Community Redevelopment Agency's consideration to implement the previously mentioned four Redevelopment Strategies. The Goals, Objectives, and Policies address the following topics:

- Administration of the Community Redevelopment Agency
- Housing
- Community and Culture
- Economic Development
- Public Spaces
- Infrastructure
- Public Health and Safety
- Regulatory Environment

1.0 ADMINISTRATION OF THE CRA

GOAL 1.1 – Maintain cost-effective operation of the Community Redevelopment Agency

OBJECTIVES:

1.1.1 Effectively utilize Tax Increment Financing (TIF) for the administration and operation of the Community Redevelopment Agency.

POLICIES:

1.1.1.1 Utilize funding derived from tax increment financing (TIF) revenues and other sources where appropriate, to fund capital improvements, programs and activities identified in the Titusville Community Redevelopment Plan through the 2044 operational timeframe of the Community Redevelopment Agency.

GOAL 1.2 – Collaborate with agencies and groups to foster redevelopment in the downtown.

OBJECTIVE:

1.2.1 Coordinate and maintain relationships with relevant agencies, offices, departments, and organizations to enable cost-effective delivery of services.

POLICIES:

1.2.1.1 In conjunction with City Departments, develop cost effective, annual budgets and work programs that will address the redevelopment objectives of the CRA.

1.2.1.2 Submit the CRA budget to the City of Titusville and Brevard County Office of Management & Budget within 10 business days of its adoption.

OBJECTIVE:

1.2.2 Increase the transparency of Community Redevelopment Agency operations.

POLICIES:

1.2.2.1 Continue to maintain a CRA map, budget, status updates on Community Redevelopment Agency activities and projects, and host Community Redevelopment Agency documents online for public access.

1.2.2.2 Ensure documents offered to the public are ADA accessible.

1.2.2.3 Evaluate opportunities to increase community participation and representation through the potential use of ad-hoc committees or similar groups.

- 1.2.2.4** Identify community stakeholders and partners to assist in the implementation of the Redevelopment Plan Goals, Action Strategies, and Projects/Activities. Conduct “redevelopment partner” workshop sessions periodically each year.
- 1.2.2.5** Compile and maintain an updated list of key stakeholders, business representatives, faith-based community representatives, neighborhood representatives, for community briefings and listening sessions.

GOAL 1.3 – Effective administration for achievement of redevelopment goals.

OBJECTIVE:

- 1.3.1** Maintain levels of staffing and professional resources to meet CRA requirements and ensure implementation of Specific Goals, Policies and Programs.
-

POLICIES:

- 1.3.1.1** Adhere to the adopted budgeting and purchasing protocols of the City of Titusville.
-

GOAL 1.4 – Community Redevelopment Agency compliance with legal requirements

OBJECTIVE:

- 1.4.1** Ensure operations of the Community Redevelopment Agency are compliant with Florida State Statutes.
-

POLICIES:

- 1.4.1.1** Publish the Redevelopment Agency’s Annual Report and Agency-related portions of the City’s Annual ACFR and submit to the County Manager’s Office of the Brevard County Government on or before March 31st of each year.
- 1.4.1.2** Evaluate for the presence of conditions of “slum” and “blight” and their potential impact on the CRA in accordance with the guidelines and requirements of the Florida Statutes.
- 1.4.1.3** On or before March 31st of each year, post the Agency’s Annual Report on the Titusville Community Redevelopment Agency’s website.
- 1.4.1.4** Provide the Annual Fees (Agency Registration Fee) and Updates to the Agency’s status to the Office of Special District Accountability at the Florida Department of Economic Opportunity: <http://floridajobs.org/community-planning-and-development/special-districts/special-district-accountability-program>.
- 1.4.1.5** The Titusville Community Redevelopment Agency and its operations shall be reviewed and audited annually as part of City of Titusville’s Annual Comprehensive Financial Report (ACFR).

1.4.1.6 Ensure that information from the ACFR is incorporated into the Community Redevelopment Agency's Annual Reports.

1.4.1.7 Provide for a financial audit of the Redevelopment Trust Fund financial statements each fiscal year by an independent certified public accountant or firm (www.FLAuditor.gov).

OBJECTIVE:

1.4.2 Provide training and develop the skill sets of the Community Redevelopment Agency governing board.

POLICIES:

1.4.2.1 The Titusville Community Redevelopment Agency Governing Board members are strongly encouraged to attend annual community redevelopment training, conferences, ethics and professional development courses as may be offered by the Florida Redevelopment Association (FRA), Florida League of Cities (FLC) and/or other professional development and training providers to increase their professional knowledge and familiarity with the legal regulations governing community redevelopment agency operations, management and best practices. Ethics courses required for and taken by the elected officials on the CRA Governing Board can satisfy this requirement. These courses may be accessed at:

<https://www.floridaleagueofcities.com/continuing-education-in-ethics>

1.4.2.2 Encourage the Titusville Community Redevelopment Agency Board members to attend the "CRA Basics 101" Training Course provided by the FRA.

1.4.2.3 Support the Titusville Community Redevelopment Agency Board Members to attend annually the Public Office/ CRA Ethics Training Course provided by the FLC.

1.4.2.4 Support Community Redevelopment Agency staff to attend annually professional development and training classes provided by the FLC, FRA and other professional planning and development organizations.

2.0 HOUSING

GOAL 2.1 – Promote, encourage, and incentivize residential development and occupancy within the CRA

OBJECTIVE:

2.1.1 Encourage residential occupancy in the Community Redevelopment Area. Encourage residential occupancy in the Community Redevelopment Area through accommodation of a mix of consumer preferences, price-points and affordability, and demand for housing.

POLICIES:

2.1.1.1 Evaluate the potential use of TIF rebates/recapture programs to encourage occupancy of multi-family residences in the CRA by City and County employees of all employment levels.

2.1.1.2 Explore available funding sources for the development of workforce housing and/or rent subsidy programs.

2.1.1.3 Designate areas appropriate for moderate density mixed-income residential development and market rate housing opportunities

2.1.1.4 Coordinate efforts to enhance and upgrade the quality of architecture in the production of affordable housing construction.

2.1.1.5 Support increased home ownership and improved housing maintenance by targeting low- to moderate-income areas including Downtown for the use of CDBG, HOME, SHIP and PCHTF programs, when and where eligible.

2.1.1.6 Support neighborhood outreach activities that teach property owners housing maintenance skills.

OBJECTIVE:

2.1.2 The CRA shall be developed with a mix of housing types, price-points and affordability levels and provide everyday needs within walking distance.

POLICIES:

2.1.2.1 Evaluate the potential use of TIF rebates/recapture programs to encourage the development of mixed-use projects that include residential components in the development program.

2.1.2.2 Coordinate with the Economic Development Division to create an online GIS inventory of vacant lots and identified opportunity sites that is made available to the public and residential development groups.

2.1.2.3 Encourage and support the infill development or redevelopment of vacant, underutilized, and non-conforming lots for additional housing stock.

- 2.1.2.4** Evaluate the implementation of regulatory incentives that encourage the inclusion of low-income, moderate income, affordable housing and market rate dwelling units in new housing developments or redevelopment.
- 2.1.2.5** Encourage the development of the housing typologies identified in City of Titusville Housing Element, which include: Accessory Dwelling Units, Single Family Dwelling (detached), Duplexes, Townhomes, Multiplexes, Courtyard Apartments and Live/Work Units.
- 2.1.2.6** Collaborate with Community Development staff to evaluate regulatory incentives (such as density or intensity bonuses) to encourage higher density mixed-use development within downtown Titusville.
- 2.1.2.7** Coordinate housing provision efforts with public, non-profit, and private organizations and agencies, specifically those involved in the development and provision of affordable housing.
- 2.1.2.8** Integrate new urbanism design principles into future development by including key principles such as interconnected street network, pedestrian-friendly streets with buildings close to the street, rear parking and row housing, and single family appearance buildings for the residential development.
- 2.1.2.9** Evaluate amending the Comprehensive Plan and Community Development Code to allow accessory dwelling units as well as specifically encouraging them for affordable housing.

OBJECTIVE:

- 2.1.3** Encourage improvement and rehabilitation of deteriorating residential housing stock within the CRA.

POLICIES:

- 2.1.3.1** Evaluate the opportunity to establish a residential building rehabilitation grant program to award grants on an annual basis as funding allows.
- 2.1.3.2** When such programs become available to the properties located within the CRA, pursue available housing-related funding to rehabilitate deteriorated housing structures and remove housing structures that cannot be reasonably rehabilitated. Potential funding sources may include but are not limited to Community Development Block Grants (CDBG), US HUD's Home Investment Partnerships Program (HOME), and Florida's State Housing Initiatives Partnership Program (SHIP).
- 2.1.3.3** Provide educational material to landlords and short-term rental tenants regarding rental responsibilities and rights.
- 2.1.3.4** Coordinate with and support the City of Titusville's efforts to encourage higher-density housing development, rehabilitation of sub-standard housing, and revitalization of residential neighborhoods within the CRA.

3.0 COMMUNITY AND CULTURE

GOAL 3.1 – Preserve and promote Titusville’s historic assets and resources

OBJECTIVE:

3.1.1 Support historic resource preservation and promotion.

POLICIES:

3.1.1.1 Increase community awareness of Titusville historic resources through increased marketing and coordination with local historic preservation groups (i.e., The Historical Society of North Brevard and Historical Museum, City of Titusville Historic Preservation Board), and historic tour providers.

3.1.1.2 Pursue funding to facilitate the preservation of historic buildings and the promotion of the City’s historic assets within the Community Redevelopment Area.

3.1.1.3 Coordinate and expand promotional efforts with the Titusville Historic Preservation Board to include lesser-known historic sites (designated or undesignated).

3.1.1.4 Continue to encourage property owners of significant historic buildings to coordinate with the Titusville Historic Preservation Board to apply for local historic designation.

3.1.1.5 Encourage and support the rehabilitation and adaptive reuse of historic buildings within the Community Redevelopment Area.

Figure 34. Dilapidated Historic Building



Source: S&ME, 2022

GOAL 3.2 – Establish the Titusville Arts District

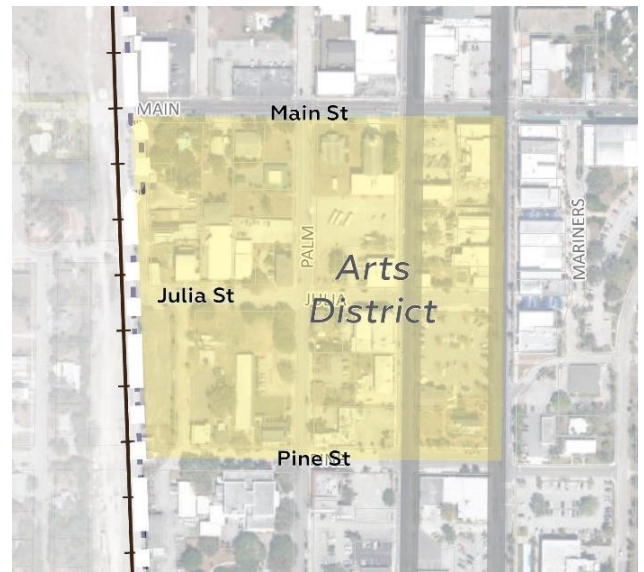
The proposed Arts District would surround Julia Street and the current Titusville Playhouse facilities. The Arts District boundaries would be Washington Avenue on the east, Main Street on the north, the FEC Railroad tracks on the west and Pine Street on the south.

OBJECTIVE:

3.2.1 Support private sector and community efforts to develop additional entertainment and performance venues, gallery spaces, artists incubators, hospitality venues and lodging facilities within

close proximity (Arts District boundaries) to existing theatres, entertainment venues and hospitality venues located within the Community Redevelopment District.

Figure 35. Conceptual Titusville Arts District



Source: S&ME, 2022

POLICIES:

3.2.1.1 Support infrastructure improvements, including streetscape projects that can serve development within and around the Titusville Arts District, which in turn will enhance the public realm and encourage additional private sector investment and development.

3.2.1.2 Develop a wayfinding program for the Titusville Arts District that is coordinated with the CRA branding and marketing theme.

GOAL 3.3 – Support and promote the installation of public art within the CRA

OBJECTIVE:

3.3.1 Evaluate the opportunity to initiate a public art program.

POLICIES:

3.3.1.1 Coordinate with local arts groups to evaluate the establishment of a public art program that may include the use of a Public Arts Council or Public Arts Commission, establishing criteria for potential locations and sites for the installation of public art pieces.

3.3.1.2 Continue to encourage the installation of murals in the CRA through private entities utilization of the CRA's Façade Grant program.

Figure 36. Downtown Mural



Source: S&ME, 2022

GOAL 3.4 – *Increase tourist activity and visitors to the CRA*

OBJECTIVE:

3.4.1 Promote to the tourism industry, the local community assets, destinations and cultural events and activities available within the CRA.

POLICIES:

3.4.1.1 Seek to foster ongoing relationships with local and regional tour operators, advertisers, and publishers of tourism marketing materials (i.e., Space Coast Office of Tourism, Titusville Area Chamber of Commerce, Economic Development Commission of Florida’s Space Coast, etc.) to establish and support Titusville as a regional tourism destination.

3.4.1.2 Provide educational information and outreach materials about Titusville’s history and culture to tour operators. Resources should encourage visitors to visit the Titusville Welcome Center, take the Historic Walking Tour, and visit the current businesses located in historic commercial buildings.

3.4.1.3 Build brand awareness and extend CRA branding throughout the CRA, especially targeting sites of interest to tourists and visitors.

3.4.1.4 In coordination with the City’s Economic Development Department, the CRA shall develop collateral marketing materials and print advertising to raise awareness of CRA amenities and drive traffic to destinations within the CRA and to CRA-based businesses.

3.4.1.5 Capitalize on the City’s Trail-Town designation as a destination and leverage designation in CRA and tourism marketing content.

4.0 ECONOMIC DEVELOPMENT

GOAL 4.1 – Increase private sector investment, small business development, and economic activity within the CRA

OBJECTIVE:

4.1.1 Increase utilization of undeveloped and underutilized parcels.

POLICIES:

4.1.1.1 Coordinate with the City of Titusville's Economic Development Department to distribute vacant parcel data to local developers and realtors (residential and non-residential).

4.1.1.2 Consider the adoption of regulatory and financial incentives to encourage private sector investment and business development within the CRA. Regulatory incentive examples may include, but are not limited to, increased density allowances, reduced/eliminated parking requirements, reduced open space requirements and increased building height allowances where appropriate. Financial incentives may include, but are not limited to, tax-increment recapture programs, cost-share reimbursement grants, tax abatement programs, City and County impact fee assistance, and rental subsidies for targeted businesses.

4.1.1.3 Initiate and/or support efforts of adaptive reuse and repurposing of vacant or underused commercial, historic, or public-owned structures into more intense uses.

OBJECTIVE:

4.1.2 Recruit and retain businesses and encourage private-sector investment in the CRA.

POLICIES:

4.1.2.1 The Titusville Community Redevelopment Agency shall coordinate with regional economic development partners to attract private investment, tourism, and targeted industry business to the CRA. Potential economic development partners include but are not limited to the City of Titusville Economic Development Department, the Space Coast Economic Development Commission, the Southern Economic Development Council (SEDC), the North Brevard Economic

Figure 37. Launch Now Mixed-use Redevelopment Project



Source: S&ME, 2022

Development Zone (NBEDZ), the Florida Small Business Development Center (SBDC), Enterprise Florida Inc. (EFI), and the Florida Economic Development Council (FEDC).

4.1.2.2 In association with the City of Titusville’s Economic Development Department and the City’s current business recruitment and retention programs, the CRA should develop and implement a business recruitment and retention strategy for the CRA.

4.1.2.3 Facilitate and/or support regularly scheduled entrepreneurial education and business training programs that may be hosted by the Community Redevelopment Agency or by economic development or business partners. Educate the public about the Community Redevelopment Agency’s business support offerings to build awareness of the business environment and programming available within the CRA.

4.1.2.4 Contingent upon available funding, provide additional regulatory and financial assistance to small businesses and startup businesses during periods of national or state declared emergencies, pandemics, or other natural disasters to assist residents, companies and business located within the CRA.

GOAL 4.2 – Encourage hospitality, lodging and entertainment venue development within the CRA

OBJECTIVE:

4.2.1 Increase development of hospitality, lodging and entertainment venue uses within the CRA.

POLICY:

4.2.1.1 Evaluate and pursue targeted potential lodging, hospitality, or food service businesses to recruit to locate within the CRA.

OBJECTIVE:

4.2.2 Establish and maintain a safe, well-lighted, pedestrian friendly environment for residents, visitors, and customers of businesses located within the CRA.

POLICIES:

4.2.2.1 Prioritize attracting a premium hotel to locate within the CRA.

4.2.2.2 Prioritize the development and maintenance of infrastructure and amenities that will attract and retain businesses and visitor activity to the CRA.

4.2.2.3 Provide for the funding of the maintenance of CRA installed infrastructure within CRA Annual Budgets and Work Plans.

4.2.2.4 Offer free public Wi-Fi in Downtown, Uptown and the proposed Arts District.

4.2.2.5 Support the efforts of arts and culture organizations to develop and enhance entertainment venues and offerings.

GOAL 4.3 – Act as a liaison, resource, and advocate for existing and potential businesses within the CRA

OBJECTIVE:

4.3.1 Provide guidance regarding potential funding resources to businesses located within CRA.

POLICIES:

4.3.1.1 Research and promote additional grants and other funding opportunities to businesses located in the CRA.

4.3.1.2 Continue to support and promote 'shop local' campaigns to support businesses within the CRA.

OBJECTIVE:

4.3.2 In coordination with the City of Titusville Economic Development Department, the CRA shall provide centralized, accessible business support services to businesses located within the CRA.

POLICIES:

4.3.2.1 The Community Redevelopment Agency, in coordination with the City of Titusville's Economic Development Department, will act as a clearinghouse for information and available small businesses programming provided by the local economic development services providers (i.e., the Space Coast Economic Development Commission, the North Brevard Economic Development Zone (NBEDZ), the Florida Small Business Development Center (SBDC), and Enterprise Florida, Inc. (EFI)).

4.3.2.2 The CRA will support and facilitate events and educational offerings for entrepreneurs and small businesses that will be held within the CRA.

5.0 PUBLIC SPACES

GOAL 5.1 – Create safe and accessible public spaces within the CRA

OBJECTIVE:

5.1.1 Implement ADA accessibility and safety improvements with an emphasis on Universal Design concepts throughout the CRA's public spaces.

POLICIES:

5.1.1.1 Strongly encourage the application of Universal Design for public spaces as an alternative to ADA-compliant only spaces.

5.1.1.2 Pursue grant funding that will support Universal Design and ADA enhancements.

5.1.1.3 Encourage private business owners to incorporate enhanced ADA safety and accessibility improvements and Universal Design concepts.

5.1.1.4 Provide educational material to business owners about Universal Design improvements: <https://universaldesign.ie/what-is-universal-design/definition-and-overview/>
<https://www.washington.edu/doit/what-universal-design-0>

Figure 38. Courtyard Between Downtown Buildings



Source: S&ME, 2022

GOAL 5.2 – Create a visually unified CRA

OBJECTIVE:

5.2.1 Utilize a consistent design theme for public realm improvements.

POLICIES:

5.2.1.1 Utilize a consistent design theme for street furnishing, light-poles, mast-arms, signal boxes, signage, hardscape, and streetscape throughout the CRA.

5.2.1.2 Utilize Florida native plants and shade trees (where appropriate) when installing landscape and streetscape treatments.

5.2.1.3 Where feasible, provide automatic irrigation when installing landscape and streetscape treatments.

5.2.1.4 Develop a themed wayfinding and interpretive sign program for the entire CRA. Interpretive signs should include educational information about the CRA’s history, ecological environment, municipal government offerings, business district, historic buildings, regional awards, and contact information for key public services, etc.

5.2.1.5 Prioritize the rehabilitation and aesthetic quality of all structures within the CRA, particularly those within Downtown and Uptown, to create an attractive urban activity area.

5.2.1.6 Evaluate opportunities to provide additional street trees and canopy tree cover along sidewalks and trails within the CRA for cyclists and pedestrians to encourage the use of non-automobile travel options.

5.2.1.7 Explore opportunities and funding to support creative placemaking in key corridors in the Downtown.

Figure 39. Welcome Center Signage



Source: S&ME, 2022

GOAL 5.3 – Increased public spaces and public amenities

OBJECTIVE:

5.3.1 Evaluate vacant and underutilized sites for the development of additional public open space.

POLICIES:

5.3.1.1 Create an online GIS inventory of vacant lots and identify sites that may be obtained for public use.

5.3.1.2 Utilize public-private partnerships, interagency and interlocal agreements, where applicable, in accordance with Florida Statutes, to enable the acquisition of sites and facilities for use as additional public open spaces or public amenity sites.

5.3.1.3 Evaluate opportunities to develop “vista-parks” overlooking the Indian River on City-owned land at compatible East/West roadways that terminate on the Indian River lagoon. (i.e., St. Johns Street and Brevard Street, or Scobie Park).

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

GOAL 5.4 – Enhanced access to public spaces within the CRA

OBJECTIVE:

5.4.1 Increase public awareness and access to the waterfront and parks throughout the entire CRA.

POLICIES:

- 5.4.1.1** Install interpretative signage throughout the CRA to display maps highlighting the location of parks in the CRA and the waterfront. The signs should include information about methods of accessing these spaces (walking, cycling, driving, and public transit), visitor hours, information about the amenities available at each location, and relevant contact information.
- 5.4.1.2** In coordination with the North Brevard County Parks and Recreation Department, the CRA shall create an inventory of parks within the CRA, identifying the features of each park, and the amenities offered at each park. The inventory may include information about the condition of each park for internal City and Community Redevelopment Agency staff use.
- 5.4.1.3** On an annual basis, in coordination with the North Brevard County Parks and Recreation Department, the CRA shall evaluate the provision and potential expansion of park amenities to be consistent and equitable across parks within the CRA.
- 5.4.1.4** Evaluate potential sites and opportunities to create additional parks within the southern half of the CRA to provide access to recreational facilities in proximity to residents of these neighborhoods.
- 5.4.1.5** Gathering and activity centers along the trail should be created to enhance park locations along the trail. 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.
- 5.4.1.6** Current and future residents of the CRA should be within a quarter mile of a park or open space.

Goal 5.5 – Improve public amenities on Main Street and Broad Street

OBJECTIVE:

- 5.5.1** The creation of a central plaza, square, or public event space within the Downtown core.

POLICIES:

- 5.5.1.1** Evaluate opportunity sites in the CRA for the potential location of an outdoor public gathering space within the Downtown area. This could include the consideration of redesigning Main Street, Julia Street and/or Broad Street as Festival Streets.
- 5.5.1.2** Prioritize pedestrian accessibility in and around public gathering spaces.

6.0 INFRASTRUCTURE

GOAL 6.1 – *Promote a sense of place, safety, and walkability*

OBJECTIVE:

6.1.1 Reinforce visual and physical connections to and through the CRA.

POLICIES:

- 6.1.1.1** Install gateway signage at CRA entrances, including at the US-1 north and south entrances, SR-405 near the railway, and SR-406 (Garden Street) in the east and west entries.
 - 6.1.1.2** Apply Universal Design (accessibility) to pedestrian and public transit infrastructure.
 - 6.1.1.3** Prioritize bicycle and pedestrian infrastructure improvements within the CRA such as streetscape projects, trail connections, crosswalks, street lighting and sidewalk installations/expansions within the Community Redevelopment Plan and Annual Budget.
 - 6.1.1.4** Prioritize efforts to enhance safe, well-lit, east-west pedestrian connections within the CRA across the north-bound and south-bound pairs of US-1.
 - 6.1.1.5** Prioritize efforts to enhance pedestrian and bicycle connections between the CRA and areas west of the Florida East Coast railway.
 - 6.1.1.6** Update the Community Redevelopment Agency's Work Plan and Budget with streetscape improvement projects identified in coordination with the City's Public Works Department and other agencies.
 - 6.1.1.7** Survey and evaluate the CRA to identify poorly lit areas or locations where streetlighting needs repair or maintenance and provide the streetlighting survey data to the Public Works Department to develop a work plan for areas located within the CRA.
-

GOAL 6.2 – *Prioritize infrastructure improvements and amenity installation that will facilitate new development and redevelopment projects within the CRA*

OBJECTIVE:

6.2.1 Adjust infrastructure improvements schedules to prioritize installation of improvements in targeted redevelopment locations/sites.

POLICIES:

- 6.2.1.1** Evaluate the use of TIF funds generated from specific projects to facilitate the accelerated installation of improvements or amenities that will mitigate the specific projects' potential impacts and/or enable the realization of Titusville Community Redevelopment Plan Goals.

6.2.1.2 Annually, evaluate and prepare grant applications to assist in the implementation of transportation improvements that are located within or connect to the CRA.

OBJECTIVE:

6.2.2 Minimize the adverse effects of non-point source emission of pollution by maintaining an effective transportation network.

POLICIES:

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

6.2.2.2 A comprehensive bicycle and pedestrian map and S.W.O.T. analysis should be developed to encourage utilization of non-emission forms of transportation.

GOAL 6.3 – Facilitate the provision of amenities to support the use of public and outdoor spaces.

OBJECTIVE:

6.3.1 Support the City’s efforts in providing utility and infrastructure improvements that support public events and the use of outdoor and public spaces within the CRA.

POLICIES:

6.3.1.1 Incorporate special event power conduit boxes (i.e., outlet boxes), banner stanchions, and “dark-sky” features when retrofitting or replacing light poles.

GOAL 6.4 – Prioritize environmental resiliency. 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.

OBJECTIVE:

6.4.1 Support efforts to address stormwater issues within the CRA.

POLICIES:

6.4.1.1 Continue to evaluate the feasibility of implementing a Stormwater Master Plan.

6.4.1.2 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.

6.4.1.3 Utilize Low Impact Development standards identified in the Land Development Regulations on public land and continue to incentive Low Impact Development on private land

6.4.1.4 The City will encourage non-conventional stormwater management practices of Green Streets and alternative and integrated stormwater treatment systems.

6.4.1.5 The City should assess stormwater needs for high intensity rain events

6.4.1.6 Incorporate low impact development to highest extent possible on publicly funded projects

OBJECTIVE:

6.4.2 Support and promote efforts to protect the water quality of the Indian River Lagoon waterway.

POLICIES:

6.4.2.1 Support the implementation of the current Resilient Titusville Plan.

6.4.2.2 Continue to support the efforts of City, regional and State agencies and organizations to monitor, and where possible, minimize the impact of development within the CRA on the pollutant levels of the Indian River Lagoon.

6.4.2.3 The City shall develop a plan to relocate existing lift stations and force-mains that are located along the banks of Indian River Lagoon within the CRA

6.4.2.4 The negative impact of nutrient pollution on surface water quality shall be minimized by encouraging the use of appropriate water quality management techniques.

OBJECTIVE:

6.4.3 The CRA shall preserve and protect trees and native vegetation.

POLICIES:

6.4.3.1 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.

6.4.3.2 The CRA shall incentivize the preservation of tree canopy coverage with land development regulations and a tree planting program.

6.4.3.3 Consider the community’s street tree infrastructure and all efforts will be made to preserve and protect these trees as a community and private property asset.

6.4.3.4 The City will evaluate best practices to eliminate untreated discharge from major outfalls.

OBJECTIVE:

6.4.4 Ensure the preservation of the natural environment and appropriate management of vital natural resources.

POLICIES:

6.4.4.1 Promote the use of native plant species

6.4.4.2 Provide wildlife corridors and habitats including for endangered species

6.4.4.3 Plant flowering species that attract butterflies and bees

6.4.4.4 Implement an outreach program to educate City's residents, business owners, visitors, and other water consumers on the need to conserve and protect water sources and other natural resources.

7.0 PUBLIC HEALTH & SAFETY

GOAL 7.1 – Safe community initiatives implementation

OBJECTIVE:

7.1.1 Improve community safety within the CRA.

POLICIES:

- 7.1.1.1** In coordination with the Titusville Police Department, facilitate a survey and other input collection methods to identify perceptions of safety and identify safety issues within the CRA.
 - 7.1.1.2** Evaluate and initiate traffic mitigation strategies in targeted areas.
 - 7.1.1.3** Coordinate with local support agencies (i.e., Coalition for the Homeless, Coalition for the Hungry, Titusville’s Women’s Center, etc.) to address vagrancy and transient activity in the CRA.
 - 7.1.1.4** Support Titusville Police Department’s efforts to address vagrancy and littering in public spaces in the CRA.
 - 7.1.1.5** Evaluate high injury corridors within the CRA for traffic calming measures and safety improvements
 - 7.1.1.6** Coordinate with FDOT and the Space Coast TPO to improve safety on State roads and highways
 - 7.1.1.7** Transportation measures that reduce the travel speed of motor vehicles to increase safety for residents of all ages on residential streets shall be prioritized.
 - 7.1.1.8** Utilize Crime Prevention through Environmental Design (CPTED) principles in the review and approval of 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
-

OBJECTIVE:

7.1.2 Provide training to Community Redevelopment Agency staff and community regarding public health and safety issues.

POLICIES:

- 7.1.2.1** Encourage Community Redevelopment Agency staff completion of a CPTED (Crime Prevention Through Environmental Design) training course.
- 7.1.2.2** Coordinate with the Titusville Police Department to offer Citizens Academy courses at locations within the CRA.
- 7.1.2.3** Provide training to Community Redevelopment Agency CRA staff and the community on options to plan for and accommodate an aging residential population.

GOAL 7.2 – *Improve pedestrian and bicyclist safety within the CRA*

OBJECTIVE:

7.2.1 Eliminate pedestrian/cyclist and vehicle crashes within the CRA.

POLICIES:

7.2.1.1 Support the designation of Quiet Zones at railroad crossings within the CRA.

7.2.1.2 Support improvements designed to reduce vehicular speeds within the CRA.

7.2.1.3 Support improved pedestrian/cyclist amenities/infrastructure within the CRA to increase safety for visitors and residents.

7.2.1.4 Develop improved crossing at intersections for pedestrians and bicyclists for safety and to reinforce the existing urban development pattern.

7.2.1.5 Visual features to signify drivers of pedestrian activity should be implemented. Options include special crosswalk treatments (e.g., special markings, alternative paving, raised crosswalks/speed tables), subtle flashing lights at key intersections that lack other traffic calming devices, pedestrian refuge islands in the median of wide intersections, and curb bump-outs on local street

7.2.1.6 Build upon Trail Town designation and continue to install bicycle and pedestrian amenities and connections within the CRA.

8.0 REGULATORY ENVIRONMENT

GOAL 8.1 – Improve and refine land development regulations to encourage additional private sector investment within the CRA.

OBJECTIVE:

8.1.1 Evaluate current development regulations to identify potential revisions that would encourage additional private sector development within the CRA.

POLICIES:

8.1.1.1 Evaluate and propose revisions to the City of Titusville Comprehensive Plan and Code of Ordinances to encourage higher density residential development, higher intensity non-residential development and mixed-use development within the CRA.

8.1.1.2 Coordinate with the City to refine and codify the current downtown design guidelines into measurable requirements for development and redevelopment within the CRA.

8.1.1.3 When issuing Requests for Qualifications (RFQs) or Requests for Proposals (RFPs) or other solicitations for the redevelopment of opportunity sites within the CRA, incorporate desired design standards and architectural design requirements.

8.1.1.4 Evaluate new incentives and business support programming to encourage compatible targeted business development, business retention and business recruitment activities within the CRA. Potential incentive or assistance programs may include, but are not limited to, rental subsidy programs, increased density or intensity for mixed-use development on targeted sites or in targeted areas, anchor-tenant loan to grant programs, tax-increment rebates and reduced permitting or review fees.

8.1.1.5 Identify and market (with local Chambers, Economic Development Organizations, Realtors, etc.) potential sites, facilities and new incentives and business support programming for development of desired uses within the CRA.

PUBLIC INPUT SUMMARY

CRA

PLAN UPDATE 2022

PUBLIC INPUT SUMMARY

The Titusville Community Redevelopment Plan was developed using community input that was gathered through several different public engagement techniques. The Titusville CRA Plan utilized stakeholder interviews, a public-input web page with a survey instrument and mark-up map, and two public workshops. Public Workshop #1 was a day long “walk-in” workshop (workshop participation took 25-30 minutes) at the Visitors Center. Workshop #1 included an educational presentation about the community redevelopment area followed by an interactive discussion with participants. Workshop #2 was held at a CRA Board meeting. Workshop #2 included a summary of Workshop #1 followed up by a discussion of issues, challenges, and opportunities facing the CRA.

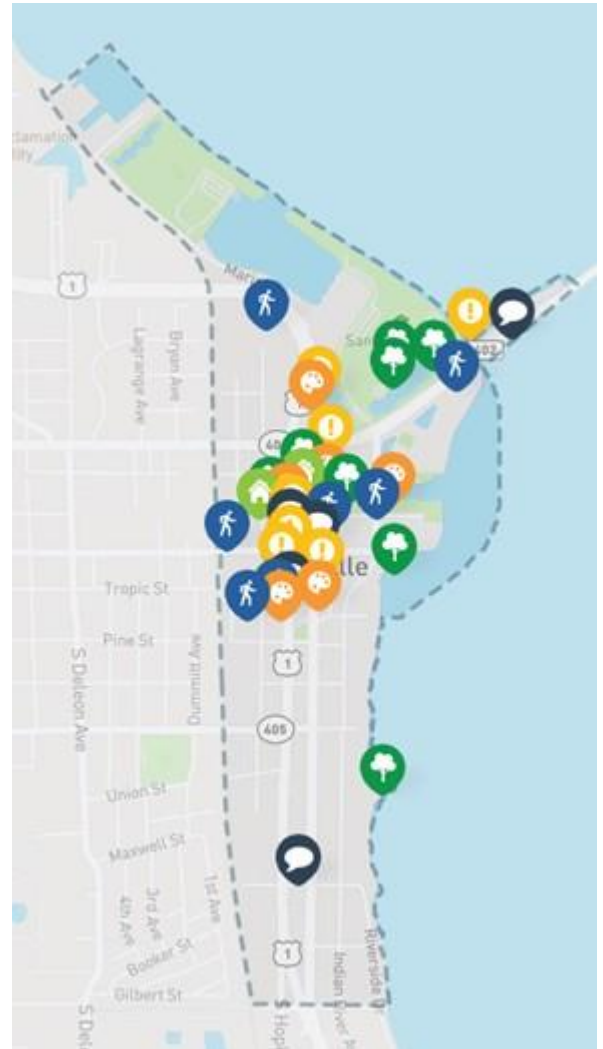
The Titusville CRA Plan update website was active for three (3) months and received over six-hundred and twenty (620) visits. Twenty-eight (28) completed surveys were submitted, and forty-three (43) comments were provided on the interactive “mark-up” map.

The issues and comments received during the public engagement Workshops and online comments are listed below. Several recurring themes emerged from the public input activities.

RECURRING THEMES INCLUDED:

- Improve pedestrian safety (crosswalks, lighting, vehicle speeds, sidewalk connections).
- Create or develop additional destinations.
- Improve east-west connections through the CRA.
- Improve connections to existing bike trails and facilities.
- Improve branding, signage and CRA theme.
- Additional residential development needed.
- Develop an arts district and additional supporting businesses.
- Increase access or awareness of available parking.
- Protect Indian River lagoon.
- Provide support and infrastructure to existing businesses and new potential businesses.

Figure 40. Mark-Up Map Showing Comments



Source: S&ME, 2022

Figure 41 Public Workshop #1



Source: S&ME, 2022

BOARD #1 – MOST VISITED PLACES IN THE CRA

- Sunrise Bakery
- Pier 220's Viewing Area
- Playalinda Brewing Company
- Playhouse Theater
- The Mad Utter
- Sand Point Park *
- Parrish Park
- Veteran Memorial Park
- Yogurt Shop
- Paradise Grill
- Main Street Stage *
- Pier 13 Coffee Shop
- Downtown Gallery
- Hotpoint Boutique
- OhVino
- Monthly Street Festivals
- City Hall *
- St. Gabriel's Church
- Hoffman's Table Restaurant
- Cruisers Frozen Yogurt*
- Spa
- Riverfront
- Titusville Sailing Club
- Other Businesses
- Friday Markets
- Trails

* Indicates a recurring frequency of comment(s) or idea(s).

Figure 42. Downtown Washington Avenue Streetscape



Source: S&ME, 2022

Figure 43. Titusville Playhouse



Source: S&ME, 2022

Figure 44. Downtown Gallery



Source: S&ME, 2022

BOARD #2 – LEAST VISITED PLACES IN THE CRA (AND WHY)

Parks (especially Veteran’s Memorial and Space View)

- ◆ Due to loitering, homelessness, and panhandling

Bike paths

- ◆ Due to lack of shade and restroom facilities

Downtown during events

- ◆ Due to traffic and parking issues
- ◆ Suggestion offered: block off roadways in advance; traffic plans needed during events

Stores

- ◆ Very difficult to park and stroll

Baldwin Plaza

South portion of CRA

- ◆ Too auto-oriented, uncomfortable to pedestrians, and lacking businesses

Residential areas

- ◆ No reason to go

Visitor Center events

- ◆ Lack of shade trees

West of Hopkins Avenue and Main Street

Figure 45. Pedestrian Waiting at Unmarked Crosswalk



Source: S&ME, 2022

BOARD #3 – AMENITIES DESIRED IN THE CRA

Fine dining/higher-end dining

Good restaurants (in general)

Food truck events

Major hotel or resort

Playhouse theater expansion

Community events and gatherings

Arts education

Hands-on interactive public arts installations on streets and sidewalks

Trails/trail connection on railroad row to bypass Canaveral Avenue

Sidewalks

Bicycle lanes

Linear parks with shade

Outdoor tables with seating and shade

Open space community gathering space.

- ◆ Suggestion offered: vacant grassy lot directly south of Space View Park

Grant funding for business startups and support (excludes building/infrastructure grants)

Figure 46. Shaded Public Spaces Between Buildings



Source: S&ME, 2022

BOARD #4 – CHALLENGES FOR BUSINESS

Insufficient or inconvenient parking *

- ◆ Not enough available parking for CRA merchants during Farmers Market hours
- ◆ *Suggestion offered: Move farmers market to Sand Point or Veterans Park for better use of CRA parking*

Lack of interest in leasing spaces to retail. Many spaces end up occupied by office uses

Nowhere to go, especially at night

Cocoa is competition for restaurants

Perception that Titusville doesn't offer a variety of amenities (so people travel elsewhere)

Not enough surrounding retail businesses *

- ◆ Need help with retail (not office) leases
- ◆ Many empty storefronts
- ◆ Need to encourage the use/turnover of vacant storefronts and place them back into the economy

Red tape/bureaucracy hinders business openings *

- ◆ Contributes to the lack of retail in downtown

Pedestrian safety concerns (especially at night)

- Insufficient lighting on side streets
- Insufficient pedestrian connections, including to CVS, Save-a-Lot, and from the west of Save-a-Lot

Speeding and safety issues for pedestrians through downtown*: A. Max Brewer Parkway, and the intersection of US-1 and Garden Street, which deter pedestrians from walking into and through the CRA

Insufficient pedestrian/foot traffic

Infrastructure

- Shared infrastructure (i.e., grease traps): property owner/business owner pays to connect to infrastructure but is not responsible for it in totality
- Older infrastructure (most buildings need to be retrofitted with grease traps in order to have restaurants)
- Need underground utilities, especially in the arts and commercial district areas

Figure 47. Public Workshop Comments



Source: S&ME, 2022

- Ugly bridge and industrial area on 406 (west of CRA) – people who travel near CRA around that road will be deterred from coming to CRA
- Need to build over US-1 to create pedestrian walkways
 - Suggestion offered: Add a parking structure with a bridge so people can cross over US-1 (near Titusville housing authority; over the fire department building)
 - People coming to the arts district need to cross US-1 to eat food and need safe crossing over US-1

Lack of shade *

Complex land development regulations *

Need for train quiet zone *

No local control of US-1

* Indicates a recurring frequency of comment(s) or idea(s).

BOARD #5 – CHALLENGES FACING NEIGHBORHOODS

Housing stock

- Need housing in the Downtown Core *
- Lack of available housing units
- Housing affordability (suspected)

Homelessness

- Panhandling/loitering by the unhoused
- People living in cars at the park and under the causeway

Unsafe roadway areas and bike/pedestrian travel ways *

- Arterial roads feel unsafe for cyclists and pedestrians
- Inadequate sidewalks and bike paths in 405 South and Fox Lake Road area

Insufficient lighting near residential areas and entire CRA *

Environmental

- Harmful algae bloom
- Indian River Lagoon: pollution, destruction of fisheries, and declining opportunity for fishing and water-related activities due to potential health risks
- Parrish Park shoreline erosion and need for restoration
- Need wave attenuation devices on the south side of A. Max Brewer Parkway. The sidewalk on that side of the bridge has been washed out. Do NOT add these devices on the north side of the bridge since wind surfers enjoy the waves

The City's lack of support and vision

The proposed Parrish Park improvements will ruin it and cause a loss of current uses

Figure 48. Public Workshop Participants



Source: S&ME, 2022

*Indicates a recurring frequency of comment(s) or idea(s).

IDEAS WALL

Turn off park fountains if/when at risk of water contamination

Undermarketed trails

Concern of US-1 traffic increases* associated with high-rise development

Parking garage alternatives: use the right of way along Indian River Avenue, widen Broad Street for parking, and close off the street north of City Hall and add more parking spaces that street.

The proposed plastic plants are a terrible idea

Need more landscaping using Florida native plants

The Indian River lagoon is dying*; save our river

Save the manatees

Fix the sewage system

Need to replicate the native plant pollinator project (such as the current FDEP project nearby the New York New York bar/restaurant in Titusville)

Need safe, connected pedestrian/cyclist pathways* from the Marina to north CRA/US-1 area; marina users and residents must travel a dangerous path

Need a pedestrian crosswalk and lights* from Harbor Point to Sandpoint Park

Roundabout at Broad Street and Indian River Avenue

Plant "real" trees, not palm trees

* Indicates a recurring frequency of comment(s) or idea(s).

TIF PROJECTIONS

The logo for the Central Regional Authority (CRA), with the letters "CRA" in a bold, white, sans-serif font. Each letter has a green outline and a green shadow cast to the right.

CRA

PLAN UPDATE 2022

TIF PROJECTIONS

The following Tax Increment Revenue Fund (TIF) projections show the anticipated TIF revenue for the period of 2022-2044. The projections utilize the base year value (1982), the current (2022 Preliminary Taxable Values) taxable values and 2021 City and County millage rates as a base. Taxable values are projected to increase at 2.5% per year from 2022. The collection rate for City and County taxes is 95%. The cumulative TIF projected to be collected through 2044 from County and City participation is \$11,587,298 and \$24,397,628 respectively for a total projected cumulative TIF of \$35,984,926.

| Titusville CRA - TIF Projections | | | | | | |
|----------------------------------|-----------------------|---------------------|---------------------------|---------------------------|-------------------------|---------------|
| | | Taxable Valuation | Estimated Increment Value | County Contribution @ 95% | City Contribution @ 95% | Total TIF CRA |
| BASE | 1982 | \$20,495,020 | | | | |
| | 2022 | \$127,244,235 | \$106,749,215 | \$361,644 | \$761,460 | \$1,123,105 |
| | 2023 | \$130,425,341 | \$109,930,321 | \$372,421 | \$784,152 | \$1,156,573 |
| | 2024 | \$133,685,974 | \$113,190,954 | \$383,468 | \$807,410 | \$1,190,878 |
| | 2025 | \$137,028,124 | \$116,533,104 | \$394,790 | \$831,250 | \$1,226,041 |
| | 2026 | \$140,453,827 | \$119,958,807 | \$406,396 | \$855,687 | \$1,262,082 |
| | 2027 | \$143,965,173 | \$123,470,153 | \$418,292 | \$880,734 | \$1,299,025 |
| | 2028 | \$147,564,302 | \$127,069,282 | \$430,485 | \$906,407 | \$1,336,891 |
| | 2029 | \$151,253,409 | \$130,758,389 | \$442,983 | \$932,722 | \$1,375,704 |
| | 2030 | \$155,034,745 | \$134,539,725 | \$455,793 | \$959,695 | \$1,415,488 |
| | 2031 | \$158,910,613 | \$138,415,593 | \$468,924 | \$987,342 | \$1,456,266 |
| | 2032 | \$162,883,379 | \$142,388,359 | \$482,383 | \$1,015,680 | \$1,498,063 |
| | 2033 | \$166,955,463 | \$146,460,443 | \$496,178 | \$1,044,727 | \$1,540,905 |
| | 2034 | \$171,129,350 | \$150,634,330 | \$510,318 | \$1,074,500 | \$1,584,819 |
| | 2035 | \$175,407,583 | \$154,912,563 | \$524,812 | \$1,105,018 | \$1,629,830 |
| | 2036 | \$179,792,773 | \$159,297,753 | \$539,668 | \$1,136,298 | \$1,675,966 |
| | 2037 | \$184,287,592 | \$163,792,572 | \$554,896 | \$1,168,360 | \$1,723,256 |
| | 2038 | \$188,894,782 | \$168,399,762 | \$570,504 | \$1,201,224 | \$1,771,728 |
| | 2039 | \$193,617,152 | \$173,122,132 | \$586,502 | \$1,234,910 | \$1,821,412 |
| | 2040 | \$198,457,580 | \$177,962,560 | \$602,901 | \$1,269,437 | \$1,872,338 |
| | 2041 | \$203,419,020 | \$182,924,000 | \$619,709 | \$1,304,828 | \$1,924,537 |
| | 2042 | \$208,504,495 | \$188,009,475 | \$636,938 | \$1,341,104 | \$1,978,041 |
| | 2043 | \$213,717,108 | \$193,222,088 | \$654,597 | \$1,378,286 | \$2,032,883 |
| | 2044 | \$219,060,035 | \$198,565,015 | \$672,698 | \$1,416,398 | \$2,089,096 |
| | | | | | | |
| | County Millage | | 0.0035661 | | | |
| | City Millage | | 0.0075086 | | | |

| | |
|--|---------------------|
| Total County Contribution (2022-2044) | \$11,587,298 |
| Total City Contribution (2022-2044) | \$24,397,628 |
| Total TIF Estimated (2022-2044) | \$35,984,926 |

PROPOSED LONG- TERM IMPLEMENTATION SCHEDULE

CRA

PROPOSED LONG-TERM IMPLEMENTATION SCHEDULE

TITUSVILLE PROPOSED CAPITAL IMPROVEMENTS/PROGRAMMING AND LONG-TERM IMPLEMENTATION

| | | 2022-2023 | 2023-2024 | 2024-2025 | 2025-2026 |
|--|---------------------------------|-------------------|-------------------|---------------------|---------------------|
| PROGRAMMED CAPITAL OUTLAY¹ | | \$ 691,000 | \$ 549,550 | \$ 557,164 | \$ 559,843 |
| CRA Commercial/Mixed Use Building Grants | | \$ 50,000 | \$ 100,000 | \$ 100,000 | \$ 100,000 |
| Trail Town Amenities | | \$ 50,000 | \$ 20,000 | \$ 50,000 | \$ 50,000 |
| Concrete Street Repairs | | \$ - | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Road Resurfacing | | \$ 38,000 | \$ - | \$ 50,000 | \$ 50,000 |
| Whiteway Replacements | | \$ 60,000 | \$ - | \$ - | \$ - |
| Space View Park Pier | | \$ 300,000 | \$ 200,000 | \$ 100,000 | \$ - |
| Utilities Infrastructure (Lift Stations) | | \$ - | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| Utilities Infrastructure (Stormwater) | | \$ 91,000 | | \$ 50,000 | \$ 50,000 |
| First Responders Memorial Upgrade | | \$ - | \$ 25,000 | \$ - | \$ - |
| Repair and Maintenance | | \$ 102,000 | \$ 104,550 | \$ 107,164 | \$ 109,843 |
| Parking Structure | | \$ - | \$ - | \$ - | \$ 100,000 |
| PROPOSED PROGRAMMING² | | \$ - | \$ 30,000 | \$ 50,000 | \$ 175,000 |
| Home Improvement Grant | | \$ - | \$ - | \$ 50,000 | \$ 75,000 |
| Anchor Tenant Program | | \$ - | \$ - | \$ - | \$ 100,000 |
| Downtown Architectural Design Manual Update | | \$ - | \$ 30,000 | \$ - | \$ - |
| Future CRA Plan Update | | \$ - | | \$ - | \$ - |
| PROPOSED CAPITAL PROJECTS² | | \$ - | \$ 179,250 | \$ 863,722 | \$ 1,249,431 |
| Orange Street Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ 56,005 | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ 119,160 |
| Broad Street Curbless Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 1) | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 2) | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ - |
| Julia Street Festival Street | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ 401,350 |
| | Construction | \$ - | \$ - | \$ - | \$ - |
| Pine Street Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ 38,659 | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ 82,256 |
| Palmetto Street Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ 47,258 | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ 100,550 |
| Palm Avenue Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ 129,015 |
| | Construction | \$ - | \$ - | \$ - | \$ - |
| St. John's Street | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ - |
| Vista Observation Decks | Design/Contractor/Contingencies | \$ - | \$ 10,000 | \$ - | \$ 47,000 |
| | Construction | \$ - | \$ - | \$ 100,000 | \$ - |
| Scobie Park Development (Viewing Tower) | | \$ - | \$ 125,000 | \$ - | \$ - |
| Way-finding Signage | Design/Contractor/Contingencies | \$ - | \$ 15,000 | \$ 15,000 | \$ - |
| | Fabrication | \$ - | \$ - | \$ 50,000 | \$ 50,000 |
| | Installation | \$ - | \$ - | \$ 15,000 | \$ 15,000 |
| Establish RR Quiet Zones | Data Gatherings | Staff | \$ - | \$ - | \$ - |
| | Application Submittals | Staff | Staff | Staff | \$ - |
| | Installation Support | \$ - | TBD | TBD | TBD |
| Gateway Signage (4 signs) (\$75K per Smaller Gateway Signs, \$200K for Larger Gateway Sign @ Garden Street Gateway) | | | | | |
| | Design/Contractor/Contingencies | \$ - | \$ 29,250 | \$ 29,250 | \$ - |
| | Fabrication | \$ - | \$ - | \$ 45,750 | \$ 45,750 |
| Streetscape and Open Space Maintenance and Upkeep (CRA Projects) | | \$ - | \$ - | \$ 150,000 | \$ 153,750 |
| Pedestrian Crosswalks (\$80K construction per crosswalk enhancement) | | | | | |
| (2 year movement) | Design/Contractor/Contingencies | \$ - | \$ - | \$ 76,800 | \$ 25,600 |
| | Installation | \$ - | \$ - | \$ 240,000 | \$ 80,000 |
| EXPENDITURES GRAND TOTAL | | \$ 691,000 | \$ 758,800 | \$ 1,470,886 | \$ 1,984,274 |

Sources

1 - Titusville CRA FY 22-23 Budget, S&ME, 2022.

2 - S&ME, 2022

3 - Cost assumptions Contingencies (20%); Design (12%); Contractor (15%)

Notes/Assumptions

Costs and expenditures unless otherwise noted are projected to grow at 2.5% annually.

TITUSVILLE PROPOSED CAPITAL IMPROVEMENTS/PROGRAMMING AND LONG-TERM IMPLEMENTATION

| | | 2026-2027 | 2027-2028 | 2028-2029 | 2029-2030 | 2030-2031 |
|---|---------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| CAPITAL OUTLAY¹ | | \$ 612,589 | \$ 115,404 | \$ 118,289 | \$ 121,246 | \$ 124,277 |
| CRA Commercial/Mixed Use Building Grants | | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Trail Town Amenities | | \$ 50,000 | \$ - | \$ - | \$ - | \$ - |
| Concrete Street Repairs | | \$ 50,000 | \$ - | \$ - | \$ - | \$ - |
| Road Resurfacing (1 mile) | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Whiteway Replacements | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Space View Park Pier | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Utilities Infrastructure (Lift Stations) | | \$ 50,000 | \$ - | \$ - | \$ - | \$ - |
| Utilities Infrastructure (Stormwater) | | \$ 50,000 | \$ - | \$ - | \$ - | \$ - |
| First Responders Memorial Upgrade | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Repair and Maintenance | | \$ 112,589 | \$ 115,404 | \$ 118,289 | \$ 121,246 | \$ 124,277 |
| Parking Structure | | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| PROPOSED PROGRAMMING² | | \$ 175,000 | \$ 120,000 | \$ 190,000 | \$ - | \$ 75,000 |
| Home Improvement Grant | | \$ 75,000 | \$ - | \$ 75,000 | \$ - | \$ 75,000 |
| Anchor Tenant Program | | \$ 100,000 | \$ 120,000 | \$ - | \$ - | \$ - |
| Downtown Architectural Design Manual Update | | \$ - | \$ - | \$ 30,000 | \$ - | \$ - |
| Future CRA Plan Update | | \$ - | \$ - | \$ 85,000 | \$ - | \$ - |
| PROPOSED CAPITAL PROJECTS² | | \$ 2,311,794 | \$ 2,100,124 | \$ 830,382 | \$ 1,719,201 | \$ 1,311,869 |
| Orange Street Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Broad Street Curbless Streetscape | Design/Contractor/Contingencies | \$ 817,913 | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ - | \$ 1,740,240 | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 1) | Design/Contractor/Contingencies | \$ - | \$ - | \$ 268,879 | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ 574,210 | \$ - |
| Main Street Festival Street (Phase 2) | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ 409,800 | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ - | \$ 871,915 |
| Julia Street Festival Street | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ 853,937 | \$ - | \$ - | \$ - | \$ - |
| Pine Street Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Palmetto Street Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Palm Avenue Streetscape | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Construction | \$ 274,500 | \$ - | \$ - | \$ - | \$ - |
| St. John's Street | Design/Contractor/Contingencies | \$ - | \$ - | \$ 131,731 | \$ - | \$ - |
| | Construction | \$ - | \$ - | \$ - | \$ 280,280 | \$ - |
| Vista Observation Decks | Design/Contractor/Contingencies | \$ - | \$ 47,000 | \$ - | \$ - | \$ - |
| | Construction | \$ 153,000 | \$ - | \$ 153,000 | \$ - | \$ - |
| Scobie Park Development (Viewing Tower) | | \$ - | \$ - | \$ - | \$ - | \$ - |
| Way-finding Signage | Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Fabrication | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Installation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Establish RR Quiet Zones | Data Gatherings | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Application Submittals | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Installation Support | \$ - | \$ - | \$ - | \$ - | \$ - |
| Gateway Signage (4 signs) | | | | | | |
| | Design/Contractor/Contingencies | \$ 29,250 | \$ - | \$ - | \$ 94,000 | \$ - |
| | Fabrication | \$ - | \$ 45,750 | \$ - | \$ - | \$ 106,000 |
| Streetscape and Open Space Maintenance and Upkeep (CRA Projects) | | \$ 157,594 | \$ 161,534 | \$ 165,572 | \$ 169,711 | \$ 173,954 |
| Pedestrian Crosswalks (5 crosswalks) | | | | | | |
| | Design/Contractor/Contingencies | \$ 25,600 | \$ 25,600 | \$ 31,200 | \$ 31,200 | \$ - |
| | Installation | \$ - | \$ 80,000 | \$ 80,000 | \$ 160,000 | \$ 160,000 |
| EXPENDITURES GRAND TOTAL | | \$ 3,099,383 | \$ 2,335,527 | \$ 1,138,671 | \$ 1,840,447 | \$ 1,511,146 |

Sources

1 - Titusville CRA FY 22-23 Budget, S&ME, 2022.

2 - S&ME, 2022

3- Cost assumptions Contingencies (20%); Design (12%); Contractor (15%)

Notes/Assumptions

Costs and expenditures unless otherwise noted are projected to grow at 2.5% annually.

TITUSVILLE PROPOSED CAPITAL IMPROVEMENTS/PROGRAMMING AND LONG-TERM IMPLEMENTATION

| | 2031-2032 | 2032-2033 | 2033-2034 | 2034-2035 | 2035-2036 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|
| CAPITAL OUTLAY¹ | \$ 127,384 | \$ 130,569 | \$ 130,569 | \$ 133,833 | \$ 133,833 |
| CRA Commercial/Mixed Use Building Grants | \$ - | \$ - | \$ - | \$ - | \$ - |
| Trail Town Amenities | \$ - | \$ - | \$ - | \$ - | \$ - |
| Concrete Street Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Road Resurfacing (1 mile) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Whiteway Replacements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Space View Park Pier | \$ - | \$ - | \$ - | \$ - | \$ - |
| Utilities Infrastructure (Lift Stations) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Utilities Infrastructure (Stormwater) | \$ - | \$ - | \$ - | \$ - | \$ - |
| First Responders Memorial Upgrade | \$ - | \$ - | \$ - | \$ - | \$ - |
| Repair and Maintenance | \$ 127,384 | \$ 130,569 | \$ 130,569 | \$ 133,833 | \$ 133,833 |
| Parking Structure | \$ - | \$ - | \$ - | \$ - | \$ - |
| PROPOSED PROGRAMMING² | \$ - | \$ 75,000 | \$ - | \$ 165,000 | \$ - |
| Home Improvement Grant | \$ - | \$ 75,000 | | \$ 75,000 | |
| Anchor Tenant Program | \$ - | \$ - | \$ - | \$ - | \$ - |
| Downtown Architectural Design Manual Update | \$ - | \$ - | \$ - | \$ - | \$ - |
| Future CRA Plan Update | \$ - | \$ - | \$ - | \$ 90,000 | \$ - |
| PROPOSED CAPITAL PROJECTS² | \$ 178,303 | \$ 197,760 | \$ 267,329 | \$ 257,013 | \$ 196,813 |
| Orange Street Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Broad Street Curbless Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 1) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 2) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Julia Street Festival Street | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pine Street Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Palmetto Street Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Palm Avenue Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| St. John's Street | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Vista Observation Decks | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Scoble Park Development (Viewing Tower) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ 15,000 | \$ 15,000 | \$ - | \$ - |
| Fabrication | \$ - | \$ - | \$ 50,000 | \$ 50,000 | \$ - |
| Installation | \$ - | \$ - | \$ 15,000 | \$ 15,000 | \$ - |
| Establish RR Quiet Zones | | | | | |
| Data Gatherings | \$ - | \$ - | \$ - | \$ - | \$ - |
| Application Submittals | \$ - | \$ - | \$ - | \$ - | \$ - |
| Installation Support | \$ - | \$ - | \$ - | \$ - | \$ - |
| Gateway Signage (4 signs) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Fabrication | \$ - | \$ - | \$ - | \$ - | \$ - |
| Streetscape and Open Space Maintenance and Upkeep (CRA Projects) | \$ 178,303 | \$ 182,760 | \$ 187,329 | \$ 192,013 | \$ 196,813 |
| Pedestrian Crosswalks (5 crosswalks) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Installation | \$ - | \$ - | \$ - | \$ - | \$ - |
| EXPENDITURES GRAND TOTAL | \$ 305,687 | \$ 403,329 | \$ 397,898 | \$ 555,846 | \$ 330,646 |

Sources

1 - Titusville CRA FY 22-23 Budget, S&ME, 2022.

2 - S&ME, 2022

3- Cost assumptions Contingencies (20%); Design (12%); Contractor (15%)

Notes/Assumptions

Costs and expenditures unless otherwise noted are projected to grow at 2.5% annually.

TITUSVILLE PROPOSED CAPITAL IMPROVEMENTS/PROGRAMMING AND LONG-TERM IMPLEMENTATION

| | 2036-2037 | 2037-2038 | 2038-2039 | 2039-2040 | 2040-2041 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|
| CAPITAL OUTLAY¹ | \$ 137,179 | \$ 140,608 | \$ 144,123 | \$ 147,726 | \$ 151,420 |
| CRA Commercial/Mixed Use Building Grants | \$ - | \$ - | \$ - | \$ - | \$ - |
| Trail Town Amenities | \$ - | \$ - | \$ - | \$ - | \$ - |
| Concrete Street Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Road Resurfacing (1 mile) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Whiteway Replacements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Space View Park Pier | \$ - | \$ - | \$ - | \$ - | \$ - |
| Utilities Infrastructure (Lift Stations) | \$ - | \$ - | \$ - | \$ - | \$ - |
| Utilities Infrastructure (Stormwater) | \$ - | \$ - | \$ - | \$ - | \$ - |
| First Responders Memorial Upgrade | \$ - | \$ - | \$ - | \$ - | \$ - |
| Repair and Maintenance | \$ 137,179 | \$ 140,608 | \$ 144,123 | \$ 147,726 | \$ 151,420 |
| Parking Structure | \$ - | \$ - | \$ - | \$ - | \$ - |
| PROPOSED PROGRAMMING² | \$ 75,000 | \$ - | \$ 165,000 | \$ - | \$ 75,000 |
| Home Improvement Grant | \$ 75,000 | | \$ 75,000 | | \$ 75,000 |
| Anchor Tenant Program | \$ - | \$ - | \$ - | \$ - | \$ - |
| Downtown Architectural Design Manual Update | \$ - | \$ - | \$ - | \$ - | \$ - |
| Future CRA Plan Update | \$ - | \$ - | \$ 90,000 | \$ - | \$ - |
| PROPOSED CAPITAL PROJECTS² | \$ 201,733 | \$ 206,777 | \$ 211,946 | \$ 217,245 | \$ 222,676 |
| Orange Street Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Broad Street Curbless Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 1) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 2) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Julia Street Festival Street | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pine Street Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Palmetto Street Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Palm Avenue Streetscape | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| St. John's Street | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Vista Observation Decks | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Scoble Park Development (Viewing Tower) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Way-finding Signage | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Fabrication | \$ - | \$ - | \$ - | \$ - | \$ - |
| Installation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Establish RR Quiet Zones | | | | | |
| Data Gatherings | \$ - | \$ - | \$ - | \$ - | \$ - |
| Application Submittals | \$ - | \$ - | \$ - | \$ - | \$ - |
| Installation Support | \$ - | \$ - | \$ - | \$ - | \$ - |
| Gateway Signage (4 signs) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Fabrication | \$ - | \$ - | \$ - | \$ - | \$ - |
| Streetscape and Open Space Maintenance and Upkeep (CRA Projects) | \$ 201,733 | \$ 206,777 | \$ 211,946 | \$ 217,245 | \$ 222,676 |
| Pedestrian Crosswalks (5 crosswalks) | | | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - | \$ - | \$ - |
| Installation | \$ - | \$ - | \$ - | \$ - | \$ - |
| EXPENDITURES GRAND TOTAL | \$ 413,912 | \$ 347,385 | \$ 521,069 | \$ 364,971 | \$ 449,095 |

Sources

1 - Titusville CRA FY 22-23 Budget, S&ME, 2022.

2 - S&ME, 2022

3- Cost assumptions Contingencies (20%); Design (12%); Contractor (15%)

Notes/Assumptions

Costs and expenditures unless otherwise noted are projected to grow at 2.5% annually.

TITUSVILLE PROPOSED CAPITAL IMPROVEMENTS/PROGRAMMING AND LONG-TERM IMPLEMENTATION

| | 2041-2042 | 2042-2043 | 2043-2044 |
|---|-------------------|-------------------|-------------------|
| CAPITAL OUTLAY¹ | \$ 155,205 | \$ 159,085 | \$ 163,062 |
| CRA Commercial/Mixed Use Building Grants | \$ - | \$ - | \$ - |
| Trail Town Amenities | \$ - | \$ - | \$ - |
| Concrete Street Repairs | \$ - | \$ - | \$ - |
| Road Resurfacing (1 mile) | \$ - | \$ - | \$ - |
| Whiteway Replacements | \$ - | \$ - | \$ - |
| Space View Park Pier | \$ - | \$ - | \$ - |
| Utilities Infrastructure (Lift Stations) | \$ - | \$ - | \$ - |
| Utilities Infrastructure (Stormwater) | \$ - | \$ - | \$ - |
| First Responders Memorial Upgrade | \$ - | \$ - | \$ - |
| Repair and Maintenance | \$ 155,205 | \$ 159,085 | \$ 163,062 |
| Parking Structure | \$ - | \$ - | \$ - |
| PROPOSED PROGRAMMING² | \$ 75,000 | \$ 75,000 | \$ 75,000 |
| Home Improvement Grant | \$ 75,000 | \$ 75,000 | \$ 75,000 |
| Anchor Tenant Program | \$ - | \$ - | \$ - |
| Downtown Architectural Design Manual Update | \$ - | \$ - | \$ - |
| Future CRA Plan Update | \$ - | \$ - | \$ - |
| PROPOSED CAPITAL PROJECTS² | \$ 243,243 | \$ 313,949 | \$ 304,798 |
| Orange Street Streetscape | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Broad Street Curbless Streetscape | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 1) | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Main Street Festival Street (Phase 2) | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Julia Street Festival Street | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Pine Street Streetscape | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Palmetto Street Streetscape | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Palm Avenue Streetscape | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| St. John's Street | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Vista Observation Decks | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Construction | \$ - | \$ - | \$ - |
| Scoble Park Development (Viewing Tower) | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Way-finding Signage | | | |
| Design/Contractor/Contingencies | \$ 15,000 | \$ 15,000 | \$ - |
| Fabrication | \$ - | \$ 50,000 | \$ 50,000 |
| Installation | \$ - | \$ 15,000 | \$ 15,000 |
| Establish RR Quiet Zones | | | |
| Data Gatherings | \$ - | \$ - | \$ - |
| Application Submittals | \$ - | \$ - | \$ - |
| Installation Support | \$ - | \$ - | \$ - |
| Gateway Signage (4 signs) | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Fabrication | \$ - | \$ - | \$ - |
| Streetscape and Open Space Maintenance and Upkeep (CRA Projects) | \$ 228,243 | \$ 233,949 | \$ 239,798 |
| Pedestrian Crosswalks (5 crosswalks) | | | |
| Design/Contractor/Contingencies | \$ - | \$ - | \$ - |
| Installation | \$ - | \$ - | \$ - |
| EXPENDITURES GRAND TOTAL | \$ 473,448 | \$ 548,034 | \$ 542,860 |

Sources

1 - Titusville CRA FY 22-23 Budget, S&ME, 2022.

2 - S&ME, 2022

3- Cost assumptions Contingencies (20%); Design (12%); Contractor (15%)

Notes/Assumptions

Costs and expenditures unless otherwise noted are projected to grow at 2.5% annually.

APPENDIX EXISTING CONDITIONS

CRA

PLAN UPDATE 2022

APPENDIX / EXISTING CONDITIONS

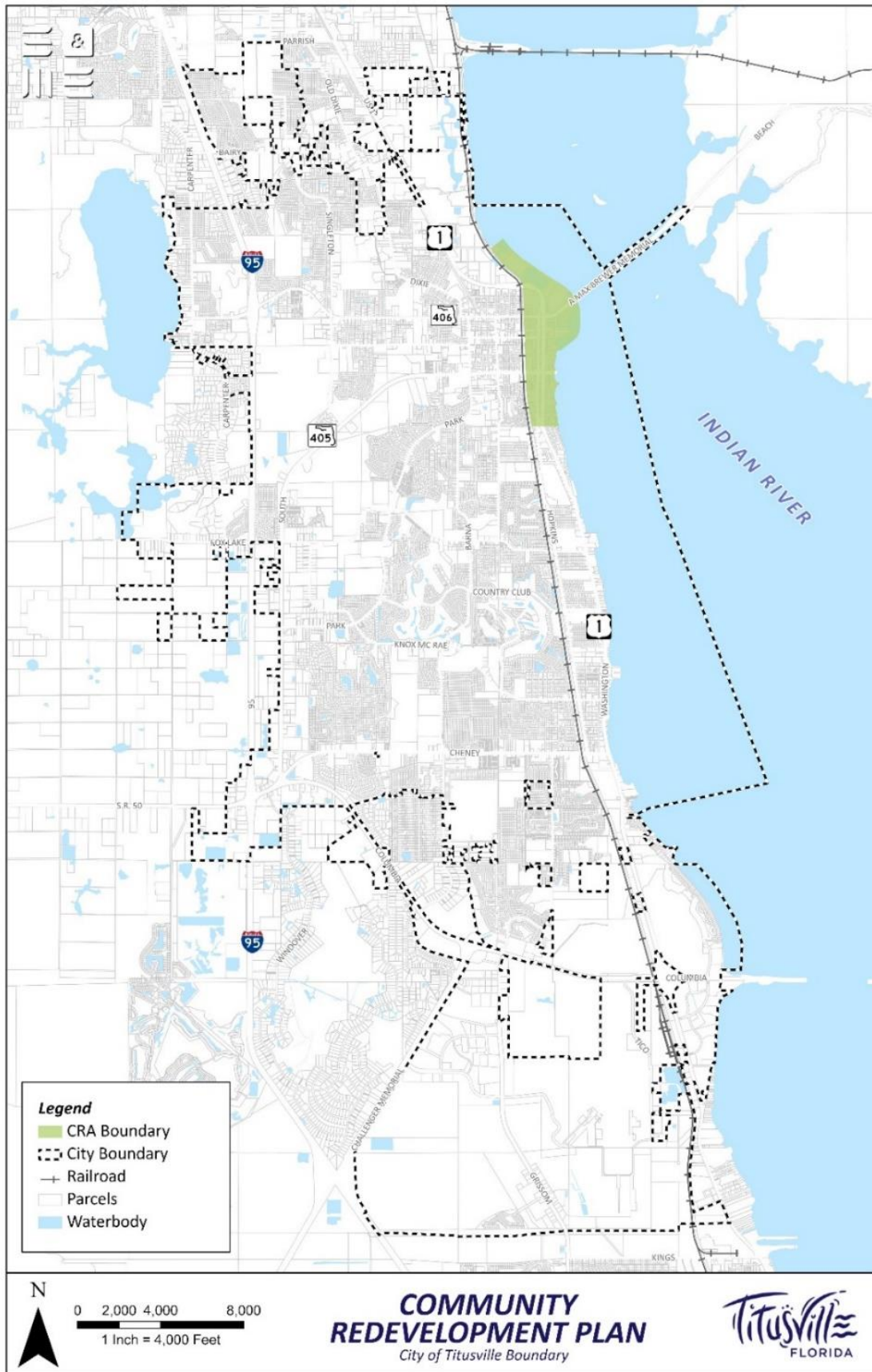
The Titusville Community Redevelopment Area is bounded by the Indian River Lagoon on the east and north, the Florida East Coast Railroad tracks on the west, and Grace Street to the south. **Figure 49** shows the City of Titusville boundary to provide context for the location and size of the Community Redevelopment Area. **Figure 50** shows the Community Redevelopment Area boundary.

The Titusville CRA was established to address conditions of slum and blight that were identified within downtown Titusville. These included:

- Downtown Image and Environmental Quality
- Pedestrian and Traffic Circulation
- Land Use

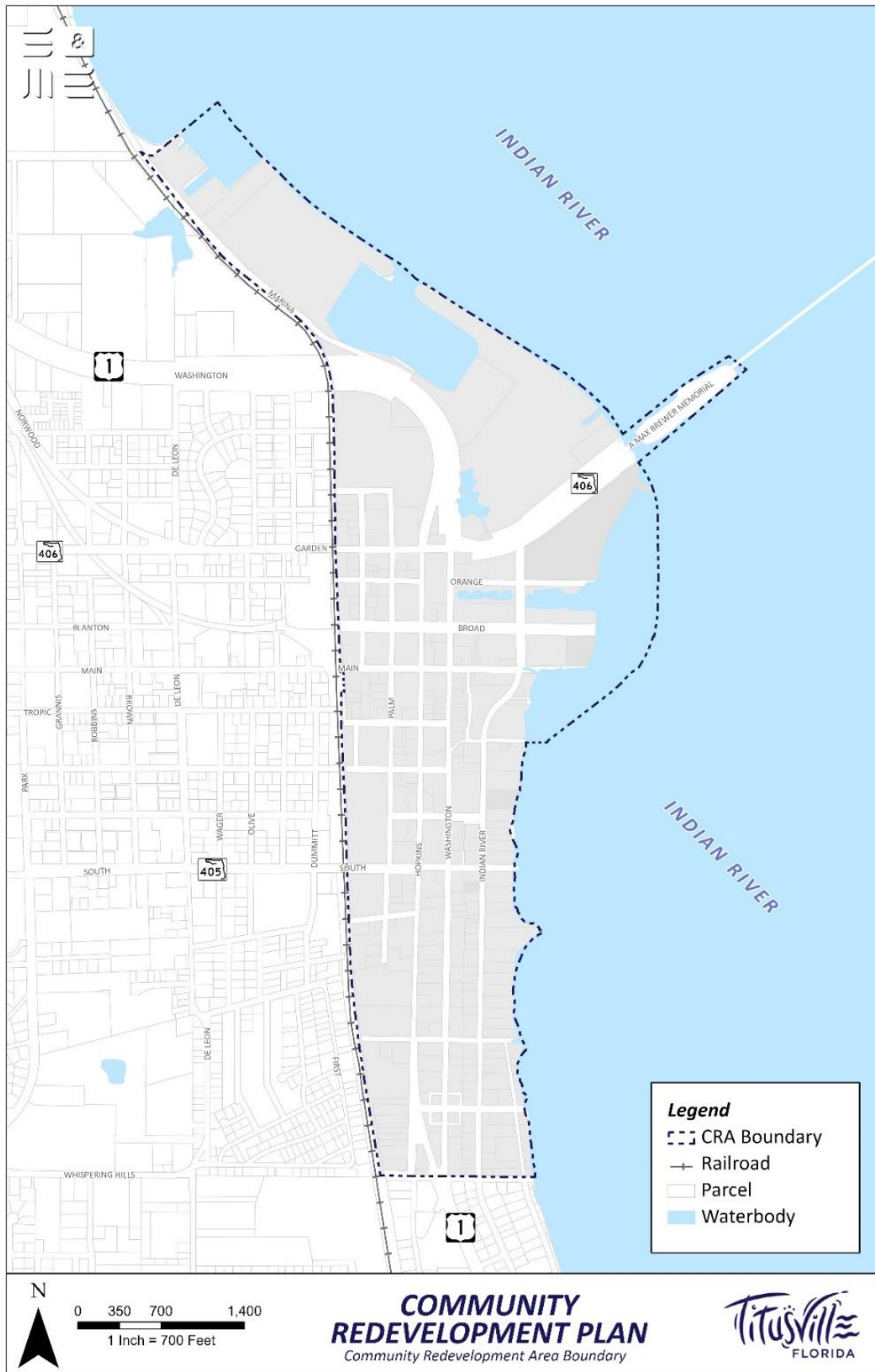
The initial Community Redevelopment Plan was adopted in 1984 and was updated in 1996, 2008, 2012, and 2015. The initial Plan and subsequent updates have called for more intense and mixed-use development and the infill development of vacant and underutilized parcels to address conditions of slum and blight.

Figure 49. CRA Boundary



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

Figure 50. Community Redevelopment Area Boundary



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

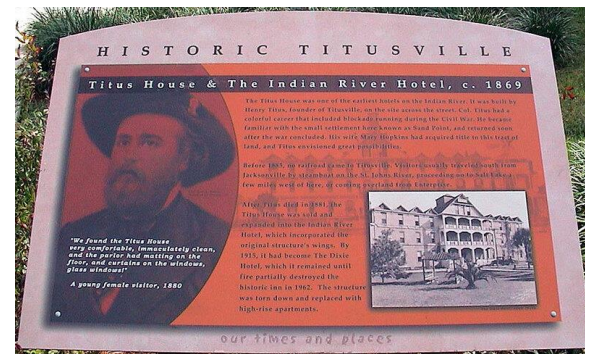
REDEVELOPMENT AREA ANALYSIS

1.0 History and Background

The CRA is comprised primarily of the City's downtown. Much of the City's early history and development once existed, took place, or remains within the CRA boundaries. A famous settler who launched his enterprises and raised his family within the area is Colonel Henry Theodore Titus. In popular legend, the name of the City, "Titusville," is credited to Colonel Titus' domino game victory against Captain Clark Rice. The settlement formerly known as "Sand Point" became "Titusville" in 1873. Colonel Titus and his wife, Mary, were early benefactors, providing the City several parcels located within the current CRA boundaries.

The Titus House, the first hotel in Titusville, was located on one of these parcels within the Titusville Community Redevelopment Area. The Titus House no longer stands, but a historic plaque marker has been erected in north Downtown, marking the building's historic presence. Currently occupying the former Titus House's location is the Titusville Towers (405 Indian River Avenue).

Figure 51 Titus House Historic Marker



Source: City of Titusville, 2021

Figure 52. Painting Depicting the Titus House



Source: North Brevard Historical Society and Museum, 2022

While the Titus House is no longer standing, there are many other historic resources in the City with most of them located within the CRA. The downtown core was listed in the National Register of Historic Places in 1990. The buildings have a period of significance from 1890 to 1930. The district

contains twenty-four structures of which twenty-one contribute to the district designation. The City also has additional structures listed in the National and local registers.

The locally designated resources include:

- St Gabriel's Episcopal Church, 414 Pine Street
- The Brady House, 602 Indian River Avenue
- The Judge Carlton House, 820 Indian River Avenue
- The Dobson House, 902 Indian River Avenue
- The Conklin House, 1120 Riverside Drive
- The Pritchard House, 242 South Washington Avenue
- The Carter House, 126 Grannis Avenue
- The Duran Building, 214 Julia Street
- The Norwood Home, 715 tropic Street
- Hill Hotel Apartments, 422 Julia Street
- Hill Grocery and Lunch Store, 428 Julia Street

Figure 53. St. Gabriel's Episcopal Church



Source: City of Titusville, 2021

Figure 54. Sample of Locally Designated properties



Hill Hotel and Apartments



The Brady House

Sources: Google Maps, S&ME, 2022



Hill Grocery Building

The Gibson-Rivers House (723 S. Palm Avenue), formerly listed in the local register, was recently approved for demolition and would represent the removal of one of the last remaining structures from Titusville's historic Black community, the Town of Joynerville. Small portions of the former Joynerville are within the CRA boundaries, adjacent to the Florida East Coast Railroad boundary of the CRA. The rest of Joynerville is outside of the CRA, directly across the railroad.

Figure 55. Gibson-Rivers House



Source: City of Titusville, 2021

The National Register resources include:

- The Pritchard House, 242 South Washington Avenue
- The Judge George Robbins House, 703 Indian River Avenue
- The Spell House, 1200 Riverside Drive
- St. Gabriel's Episcopal Church, 414 Palm Avenue
- The Wager House, 621 Indian River Avenue

Figure 56. Sample of National Register Properties



St. Gabriel's Episcopal Church



The Pritchard House



The Wager House

Sources: Google Maps; S&ME, 2022

The City adopted a historic preservation Ordinance in 2012 and became a Certified Local Government in 2015. There have been several surveys of historic resources conducted over the years. The most recent (completed in 2020) found that there are additional resources which could potentially be designated locally or in the National Register.

Many of Titusville's historic structures have been lost over time. In response, the City initiated a program to identify the locations of historic assets including those that once existed within the CRA. The marking of some assets has already been completed, including the placement of plaques on the walls of repurposed historic commercial buildings and the "Our Time and Places" interpretive signage around the South Washington Avenue commercial corridor.

Figure 57. Downtown Titusville Historic Markers



Sources: University of North Florida Digital Commons, 2010, 2011.

2.0 Population and Demographics

2.1 POPULATION GROWTH

Titusville's CRA has maintained steady growth over the past 11 years at a rate similar to that of the City as a whole, but slightly slower than the growth of Brevard County's population. The CRA's current and projected future population remains under 1,000 residents (approximately two percent (2%) of the City's total population). **Table 1** shows the CRA, City and County population projections to 2026.

Table 1. Population Projections

| | 2010 | 2021 | 11-year growth | 2026 Estimate |
|--------------------------|-----------|-----------|----------------|---------------|
| Titusville CRA | 767 | 830 | +8% | 876 |
| City of Titusville | 43,675 | 48,847 | +12% | 51,707 |
| Brevard County | 543,376 | 620,147 | +14% | 659,380 |
| CRA to City Ratio | 2% | 2% | - | 2% |

Source: ESRI ArcGIS Business Analyst, 2022

2.2 RACIAL/ETHNIC DEMOGRAPHICS

Table 2 lists the racial-ethnic demography of the CRA population in descending order according to each racial group's proportion of the CRA population. As shown in the table, most of the CRA population is White, at 87% of the 2021 population. The second largest racial group is Black (6%).

Table 2. Race-Ethnicity Demography

| | 2010 | 2021 | 11-year change | % of CRA (2021) | 2026 Estimate |
|-------------------------------|------|------|----------------|-----------------|---------------|
| White, alone | 687 | 726 | 6% | 87% | 749 |
| Black, alone | 40 | 49 | 23% | 6% | 55 |
| Asian, alone | 20 | 27 | 35% | 3% | 32 |
| Some other race, alone | 9 | 14 | 56% | 2% | 18 |
| Two (2) or more races | 8 | 11 | 38% | 1% | 13 |
| American Indian, alone | 2 | 2 | - | 0% | 2 |
| Pacific Islander, alone | - | - | - | - | - |
| Of Hispanic origin (any race) | 35 | 56 | 60% | 7% | 71 |

Source: ESRI ArcGIS Business Analyst, 2022

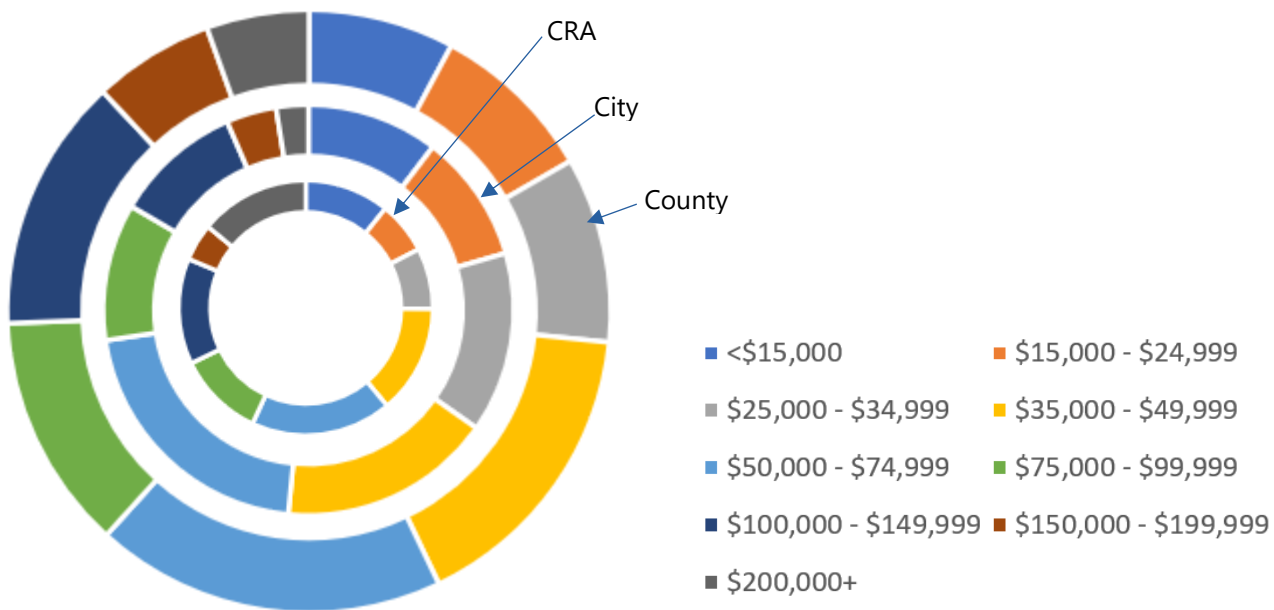
2.3 HOUSEHOLD INCOME

The household income profiles of the CRA residents closely match the household income profiles of the City of Titusville and Brevard County. Across all three geographic areas, the greatest proportion of households draw an income of \$50,000 - \$74,999. However, the per capita income of CRA residents drastically differs: their per capita income is significantly higher at \$50,905, compared to the City and the County's \$27,472 and \$34,014, respectively.

Table 3. Household & Per Capita Income (2021)

| | CRA | | City of Titusville | | Brevard County | |
|--------------------------|-----------------|-------|--------------------|-------|-----------------|-------|
| Household income range | Households | % | Households | % | Households | % |
| <\$15,000 | 57 | 9% | 2,187 | 10.4% | 20,324 | 7.8% |
| \$15,000 - \$24,999 | 35 | 6.7% | 2,142 | 10.2% | 23,011 | 8.9% |
| \$25,000 - \$34,999 | 41 | 7.9% | 3,001 | 14.2% | 25,821 | 9.9% |
| \$35,000 - \$49,999 | 73 | 14% | 3,549 | 16.8% | 42,311 | 16.3% |
| \$50,000 - \$74,999 | 95 | 18.3% | 4,442 | 21.1% | 48,832 | 18.8% |
| \$75,000 - \$99,999 | 58 | 11.2% | 2,278 | 10.8% | 32,898 | 12.7% |
| \$100,000 - \$149,999 | 71 | 13.7% | 2,125 | 10.1% | 35,410 | 13.6% |
| \$150,000 - \$199,999 | 25 | 4.8% | 834 | 4% | 16,849 | 6.5% |
| \$200,000+ | 74 | 14.2% | 534 | 2.5% | 14,271 | 5.5% |
| Median | \$54,236 | | \$48,118 | | \$57,195 | |
| Per capita income | \$50,905 | | \$27,472 | | \$34,014 | |

Source: ESRI ArcGIS Business Analyst, 2022



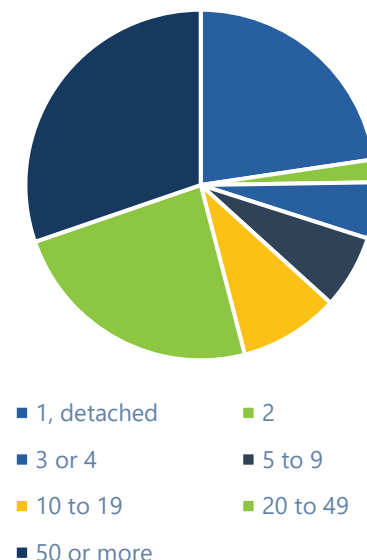
3.0 Housing

3.1 HOUSING CHARACTERISTICS

The CRA has a wide range of housing options, with nearly one-third of the housing units (187) located within buildings that contain 50 or more units, nearly one-third (204) of housing units located within buildings that contain 10 to 49 units, and approximately 23% of housing units in the form of single-family homes. **Table 4** shows the distribution of housing units in the CRA.

Table 4. Housing Units

| Structure Type (living units in structure) | No. of Units | Percent (%) |
|--|--------------|----------------|
| 1, detached | 140 | 22.65% |
| 2 | 13 | 2.10% |
| 3 or 4 | 32 | 5.18% |
| 5 to 9 | 42 | 6.80% |
| 10 to 19 | 57 | 9.22% |
| 20 to 49 | 147 | 23.79% |
| 50 or more | 187 | 30.26% |
| Mobile home | 0 | 0.00% |
| Boat, RV, van, etc. | 0 | 0.00% |
| Total Housing Units | 618 | 100.00% |



Sources: U.S. Census Bureau, 2015 – 2019 American Community Survey; S&ME, 2022

NOTE: The US Census did not acknowledge the presence of the Indian River RV Park residences (approximately 10-20 vehicles) located at 16 Main Street, within the Titusville CRA within their data sets.

3.2 AGE AND PHYSICAL CONDITION OF HOUSING UNITS

The peak periods of housing construction within the Titusville CRA coincide with nationwide housing construction peaks. The most recent increase in construction within the CRA was between 2000 and 2009. Following the 2008 Great Recession in which many Americans defaulted on their loans and lost their houses, the post-2008 market had much lower demand for new construction.

Other nationwide changes in housing construction are represented by the post-World War II (post-1945) era. This expansive growth in housing demand lasted up until the 1990s when the number of families and the size of families decreased. An economic recession in the early 90s further reduced the demand for new residential construction¹. **Table 5** shows the age of housing units in the CRA, which follows national patterns as described above. In addition, the U.S. Census Bureau summarizes that nearly 44% of the nation's housing units were built before 1970, a trend that the CRA also

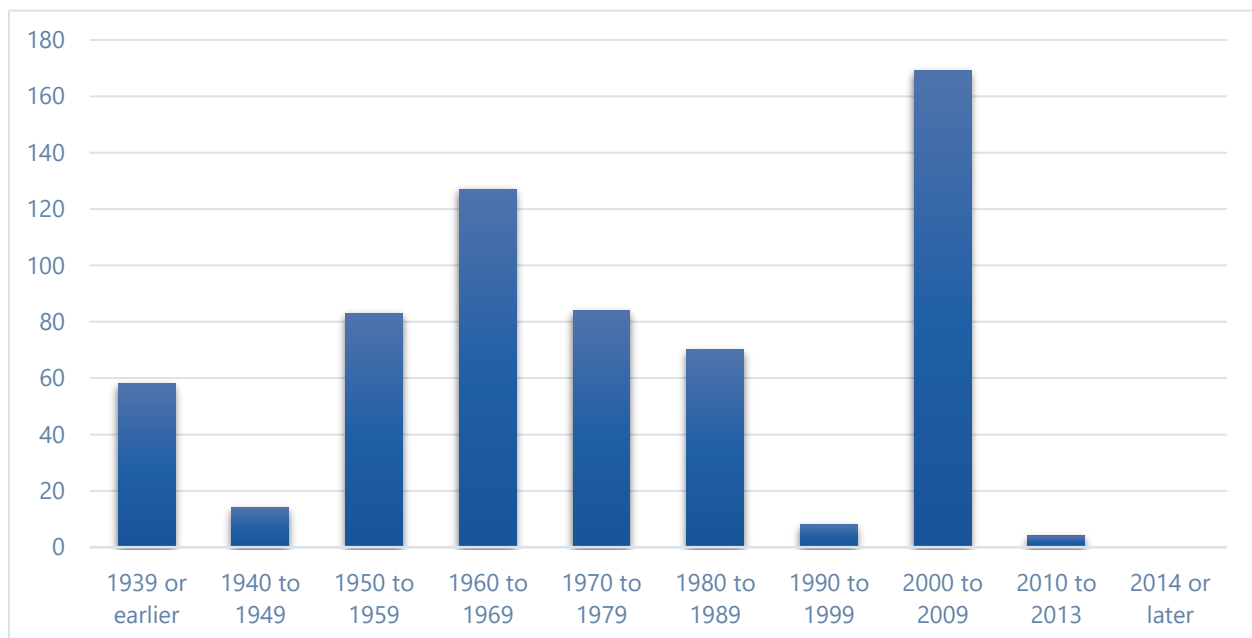
¹ Commercial Real Estate and the 1990-91 Recession in the United States (David Geltner, 2013) https://mitcre.mit.edu/wp-content/uploads/2013/10/Commercial_Real_Estate_and_the_1990-91_Recession_in_the_US.pdf

parallels – 45% of the CRA’s houses are pre-1970 construction². This building boom in the Titusville area also corresponds with the rapid development associated with the Space Center’s development impact on the local housing market during the 1950’s and 1960’s.

Table 5. Age of Housing Units in the CRA

| Construction Period | No. of Units | Percent (%) |
|-----------------------------|--------------|-------------|
| 2014 or later | 0 | 0% |
| 2010 to 2013 | 4 | 1% |
| 2000 to 2009 | 169 | 27% |
| 1990 to 1999 | 8 | 1% |
| 1980 to 1989 | 70 | 11% |
| 1970 to 1979 | 84 | 14% |
| 1960 to 1969 | 127 | 21% |
| 1950 to 1959 | 83 | 13% |
| 1940 to 1949 | 14 | 2% |
| 1939 or earlier | 58 | 9% |
| Total Housing Units | 618 | 100% |
| Median Year Structure Built | 1973 | |

Sources: U.S. Census Bureau, 2015 – 2019 American Community Survey; S&ME, 2022



² How American Homes Vary by the Year they were Built (U.S. Census Bureau, 2011) <https://www.census.gov/content/dam/Census/programs-surveys/ahs/working-papers/Housing-by-Year-Built.pdf>

4.0 Infrastructure and the Built Environment

4.1 TRANSPORTATION FACILITIES

The success of a transportation network rests upon the ability for users to reach their destinations, network cohesion, condition of facilities, and users' safety. Within the Titusville Downtown CRA, roadways are generally well connected and provide inter-CRA access for vehicles, bicycles, and pedestrians. The western portion of the city, west of the FEC rail line is somewhat cut-off from the downtown Titusville area by the limited number of east-west routes crossing the FEC railroad road tracks along the western border of the Community Redevelopment Area. At-grade crossings of the FEC railroad tracks may be found at only three (3) locations Garden Street, Main Street and South Street. The FEC railway is a physical barrier disconnecting several east west routes and limiting roadway connectivity and neighborhood connectivity to the downtown.

The CRA has actively invested in the continuity of pedestrian infrastructure, including sidewalk infill projects, crosswalk markings, and bench and trash can installations. For bicycle users, the CRA has recently added marked shared paths around core recreation areas so that pedestrians and cyclists are able to safely travel between these locations. The Titusville CRA has also coordinated with the Florida Department of Transportation (FDOT) for streetscape and roadway improvements along US-1 (Hopkins Avenue, south-bound US-1 and Washington Avenue, north-bound US-1).

The roadways and sidewalks in the historic residential areas and side streets near the CRA border differ greatly in condition compared to the core roadways in the different areas of the CRA. Many of the roads and sidewalks in the core areas have recently been resurfaced or replaced and are in excellent condition. As the Titusville CRA core is a historic community, the maintenance and replacement of older roads will be an ongoing task for the CRA Board to manage.

Figure 58 Roadway Surface – South Washington Avenue



Source: S&ME, 2022

4.2 VEHICULAR CIRCULATION

The Titusville Downtown CRA streets follow an organized pattern that has grown from the historic grid layout of Historic Downtown, centered generally south of Main Street, east of Palm Avenue, and north of Brevard Street. The vehicular circulation through the CRA is impacted by the alignment and splitting of US-1 into two (2) one-way pairs through the center of downtown Titusville and the length of the CRA. US-1, from Indian River Avenue to Laurel Place is classified as an "urban principal arterial other" and is owned and maintained by the Florida Department of Transportation (FDOT).

The context classification of a roadway is a standard adopted by FDOT that provides information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user. The context classification and transportation characteristics of a roadway determine key design criteria for all non-limited access state roadways.

FDOT classifies the whole segment of US-1 within the Titusville CRA as a the C4 context classification.

The posted speed limit varies along US-1 through the CRA. The speed limit on US-1 through the CRA (Washington Avenue and Hopkins Avenue) varies from 30 MPH to 40 MPH.

The primary north-south roadways in the Titusville CRA are US-1 (Hopkins Avenue: US-1 southbound and Washington Avenue: US-1 northbound), Palm Avenue and Indian River Avenue. The right-of-way (ROW) width of US-1 entering the CRA at Grace Street varies with a minimum of 100 feet while the US-1 ROW width entering the CRA on the northern end at the railroad track intersection is approximately 300 feet wide, narrowing to 200 feet as the roadway turns south. The rights-of way of Hopkins Avenue and Washington Avenue vary from 50 to 70 feet.

The primary east-west roadways in the Titusville CRA are Garden Street, Broad Street, Main Street, and South Street. The arrangement of the roadways creates an efficient transportation and traffic distribution network within the CRA. However, the east-west roadways near the western boundary of the Community Redevelopment Area are impacted by the Florida East Coast (FEC) Railroad corridor. Several of the east-west streets (Orange Street, Pine Street, Palmetto Street, and Union Street) are interrupted at the rail line with no continuity across the railroad right-of-way, however the roadways continue on the other side of the railroad tracks. East-west access across the railroad tracks is possible at Garden Street, Main Street and South Street. This limited east-west roadway connectivity was identified as an issue in the 2005 Downtown Master Plan/CRA Plan Update.

4.3 PARKING

Existing public parking facilities within the Titusville Community redevelopment Area consist of on-site parking lots, public parking lots, and on-street parking in various locations. US-1 northbound (Washington Avenue) provides thirty-nine (39) on-street parking spots while US-1 southbound (Hopkins Avenue) provides twenty-five (25) on-street parking spots within the one-way pair.

4.4 SAFETY AND CRASH-DATA

Crash data for the period 2011-2015 was obtained from FDOT's US-1 Concept Development Evaluation Study for the US-1 corridor through the center of the Titusville CRA, from Grace Street to Garden Street.

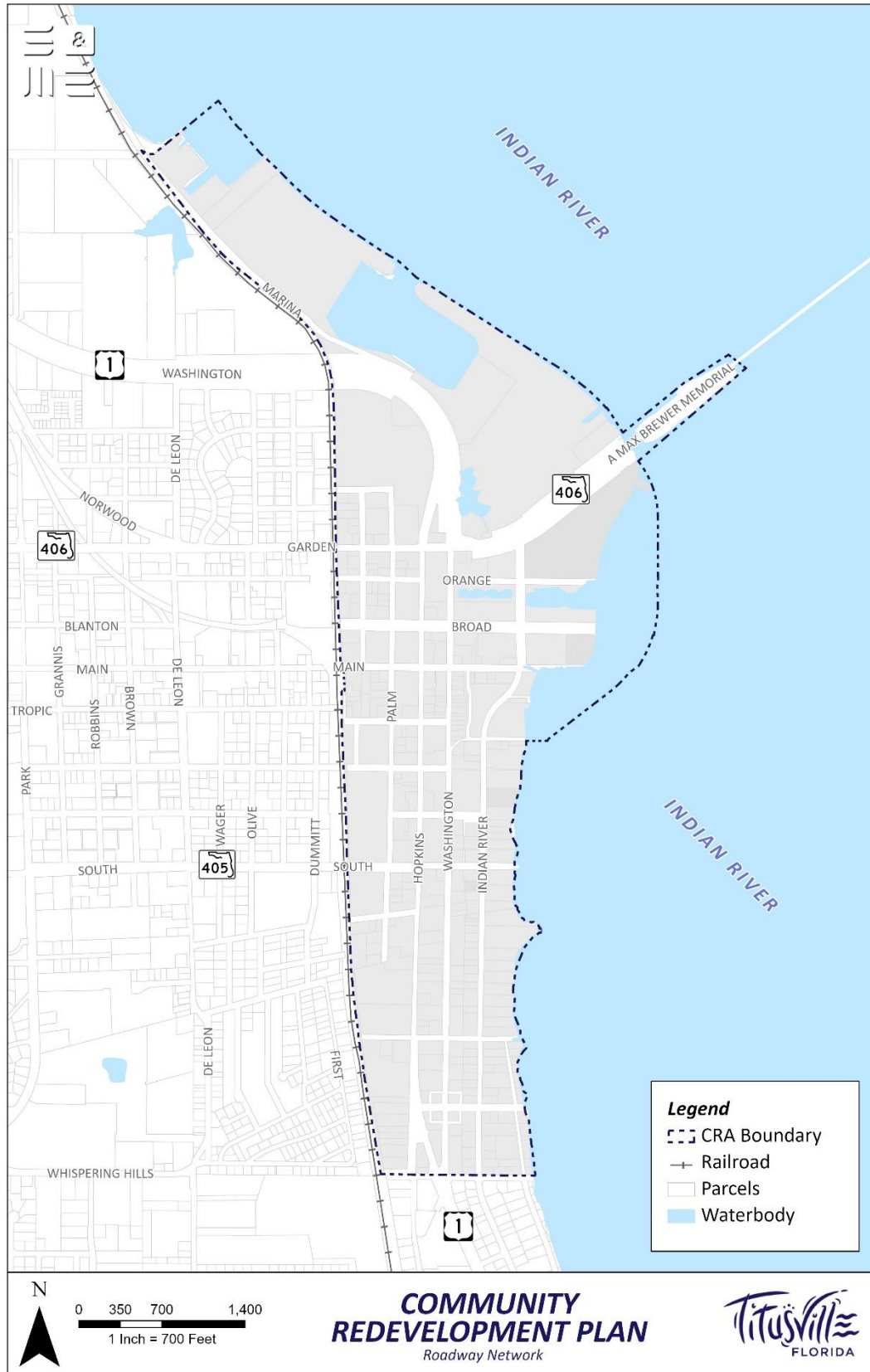
TOTAL CRASHES

During the period of 2011-2015 there were four-hundred and eighteen (418) total crashes. One-hundred and fourteen (114) of those crashes resulted in injuries. The predominant crash types were angle crashes (25.8%) and sideswipe crashes (15.9%). The intersections of US 1 and SR 406 have a higher per mile concentration of crashes when compared to the average crash rate statewide.

BICYCLE AND PEDESTRIAN CRASHES

Nine (9) crashes involving a pedestrians and cyclists occurred on US-1 within the CRA from 2011 to 2015. Of those, four (4) cyclist and one (1) pedestrian incident occurred northbound, while southbound there were two (2) of each (cyclist and pedestrian). Northbound, one incident with a bicyclist occurred during the night in dry conditions while the other four (4) happened during dry daytime conditions, including the single pedestrian collision. Southbound, three (3) of the four (4) incidents occurred during dry daytime conditions while the other happened during dry nighttime conditions.

Figure 59. Roadways



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

4.5 BICYCLE FACILITIES

Bicycle and pedestrian connectivity play an important role within the Community Redevelopment Area. There are many destinations along the corridor and within the CRA that are accessible to bicyclists and pedestrians. Bicycle facilities within the CRA include:

TRAILS

In addition to sidewalks and bike lanes, there are existing and planned regional trails and multi-use paths that connect to the Titusville CRA. These trails and paths are popular with walkers, runners, cyclists, skaters, and other recreational (non-motorized) users.

The Downtown Connector Trail crosses both US 1 northbound (Washington Avenue) and US 1 SB (Hopkins Avenue) at the Main Street intersections across the southern leg of the trail. The Downtown Connector Trail, constructed in 2017, provides an overlapping connection to the Coast to Coast trail, East Coast Greenway and the St. Johns to the Sea Loop Trail.

SHARED PATHS AND SHARROWS

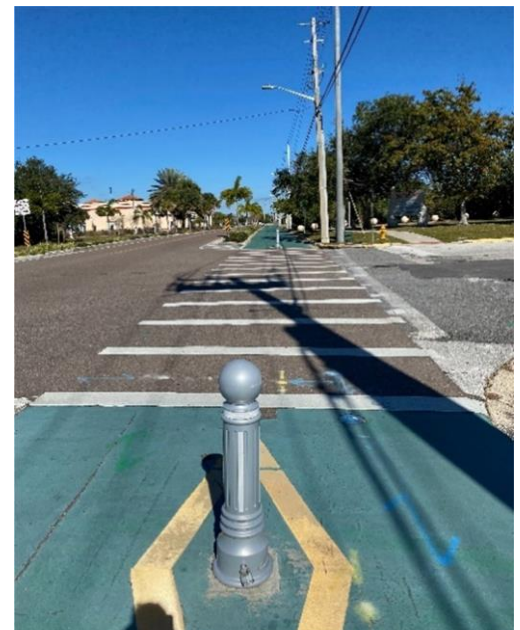
Just before the Downtown Connector Trail reaches A. Max Brewer Memorial Parkway/Garden Street, the Trail becomes an on-road bike lane with a multi-purpose sidewalk pathway immediately parallel. A “sharrow” (is roadway that is “shared” with cars cyclists) is located on the south end of the Titusville CRA along Hopkins Avenue and also along Indian River Avenue.

OTHER ROADWAYS UTILIZED BY CYCLISTS AND PEDESTRIANS

Indian River Avenue – Located one block east of US 1 NB (Washington Avenue), Indian River Avenue runs parallel to US 1 from Grace Street to the A. Max Brewer Causeway. Sidewalk coverage is sporadic and there are no designated bike lanes, however this route has been identified as a parallel route (to US-1) for bicycles due to its slower traffic speeds and lower traffic volume as compared with US-1. Signing is provided along Indian River Avenue indicate ‘Bike Sharing Roadway. The Downtown Connector intersects with Indian River Avenue at Main Street and continues north, parallel to the sidewalk on Indian River Avenue.

Palm Avenue – Located one block west of US 1 SB (Hopkins Avenue), Palm Avenue runs from Union Street, south of SR-405 (South Street) to SR 406 (Garden Street), a distance of about half a mile. There are no dedicated bicycle facilities/lanes on this street however sidewalks are provided along both sides of the road. This road is an undesignated bicyclist option because this road offers a lower traffic volume and slower speeds than parallel US-1.

Figure 60 Downtown Connector Trail



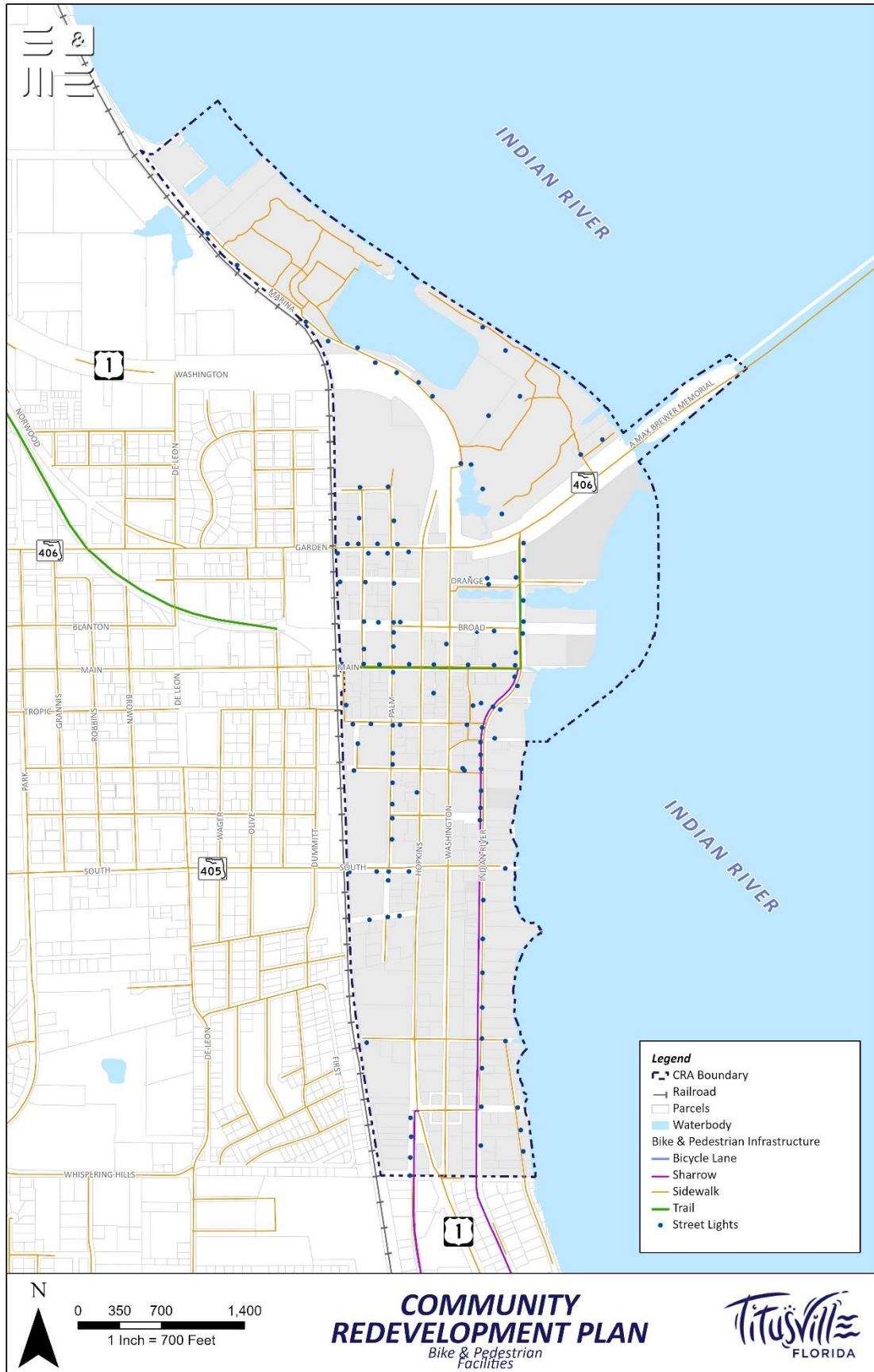
Source: S&ME, 2022

Figure 61 Downtown Connector Trail on Main Street



Source: S&ME, 2022

Figure 62 Pedestrian & Bicycle Infrastructure



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

4.6 PEDESTRIAN ENVIRONMENT

The Titusville CRA has an extensive pedestrian sidewalk network. Pedestrian connectivity via sidewalks is high.

CONNECTIVITY

US-1 has sidewalks present on both sides of the road throughout the CRA. Curb ramps are provided at most of the intersections. There are limited sidewalk gaps within the CRA. These gaps in pedestrian connectivity are located at Indian River Avenue from Grace Street north to Brevard Street; Hopkins Avenue from Grace Street to Brevard Street; Palm Avenue from Union Street south to the dead end; and portions of Orange Street from Hopkins Avenue west to the railroad tracks. **Figure 62** shows the existing sidewalk network and gaps within the Titusville CRA.

SAFETY

There is a wide range of existing pedestrian safety infrastructure within the Titusville CRA. These include signalized crosswalks, non-signalized crosswalks, and mid-block crosswalks.

Signalized crosswalks are located at:

- US 1 and Grace Street
- US 1 and SR 405 (South Street)
- Hopkins Avenue and Julia Street
- US 1 and Main Street
- US 1 and SR 406 (Garden Street)

Mid-block crosswalks are located at:

- On Washington Avenue between Palmetto Street and Pine Street (2)
- On Washington Avenue between Pine Street and Julia Street

During the period of 2011 to 2015, there were two (2) pedestrian incidents on US-1 within the CRA. Over the past 5-10 years FDOT and the City of Titusville have undertaken to provide a wide range of pedestrian and streetscape improvements along US-1 and throughout the CRA. While infrastructure improvements have greatly increased pedestrian safety and reduced the potential for pedestrian and vehicular accidents, additional safety infrastructure and pedestrian amenities are needed. Additional pedestrian amenities may include ADA accessibility improvements, and pedestrian safety infrastructure may include (crosswalk improvements, sidewalk gap closures, crosswalk signalization, lighting improvements, pedestrian signage improvements, pedestrian refuge, and shade areas, etc.).

Figure 63. Streetscape and Pedestrian Improvements – Commercial Corridor; US-1



Source: S&ME, 2022

Figure 64 Washington Avenue & Palmetto Street

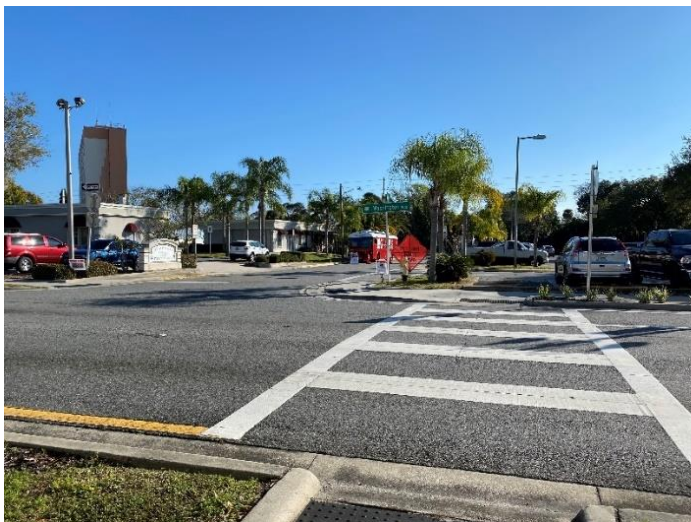
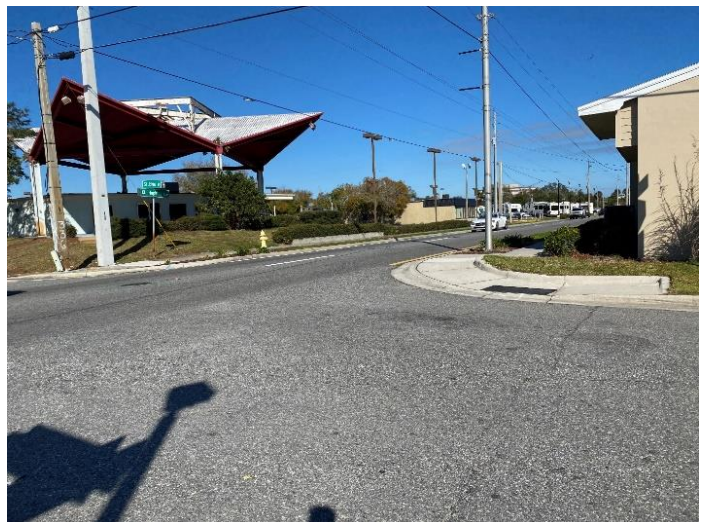


Figure 65 Hopkins Avenue & St. Johns Street



Source: S&ME, 2022

Figure 66 Mid-block Crossing – Brevard County Government Complex (400 South Street)



Source: S&ME, 2022

4.7 PUBLIC TRANSPORTATION AMENITIES

Space Coast Area Transit (SCAT) provides the following transit services within the Titusville CRA on weekdays and Saturdays except for select major holidays.

Fixed-route – Regular local bus service providing frequent stops typically spaced every two blocks. Several routes operate using “flag stops”. Flag stops enable passengers to board a bus anywhere along the route simply by waving to the bus driver.

Paratransit Service – The paratransit program provides service for eligible individuals who are not able to use the regular fixed-route bus service because of a disability or other limitations. Paratransit service is subsidized depending on the type of trip through one of the following: the Americans with Disabilities Act (ADA) program, the Transportation Disadvantaged (TD) program, or a negotiated agency contract.

Commuter Assistance Vanpools – The vanpool program provides vehicles that are purchased by the Brevard County Commission with support from federal capital grants. These vehicles are then provided to a third party, vRide, who then leases these vehicles to commuters. The leasing rate includes all maintenance, insurance, and administration costs.

The paratransit service and the commuter assistance vanpools are available on a case-by-case basis by request. **Figure 69** illustrates the three (3) Space Coast Area Transit bus routes that travel through the CRA.

Route 1 (Melbourne/Titusville – North Loop) – The North Loop of Route 1 connects Titusville with Cocoa and Melbourne to the south. It provides service along US 1 from the southern terminus of the CRA (Grace Street) to SR 405 (South Street). This route only serves the Study Area during morning and evening hours (all-day service is provided along a shorter segment of the route).

Route 2 (Titusville) – This route serves as a local circulator for Titusville, operating in a counter-clockwise loop around the city. Within the Study Area, Route 2 provides service along US 1 NB (Washington Avenue) from Grace Street to Stephen House Way and on US 1 SB (Hopkins Avenue) from SR 406 (Garden Street) to SR 405 (South Street). Limited service is provided along US 1 (both directions) north of SR 406 (Garden Street) past the northern terminus of the Study Area (A. Max Brewer Parkway).

Route 5 (Titusville/Mims) – This route connects Titusville with Mims. This route provides service along the entire length of US 1 in the CRA.

Although many of the stops do not have covered waiting areas, many have benches and trash receptacles. As seen in **Figures 67 & 68**, some bus stops have been refreshed with new amenities, but the old benches remain.

Figure 67 Bus Stop Amenities

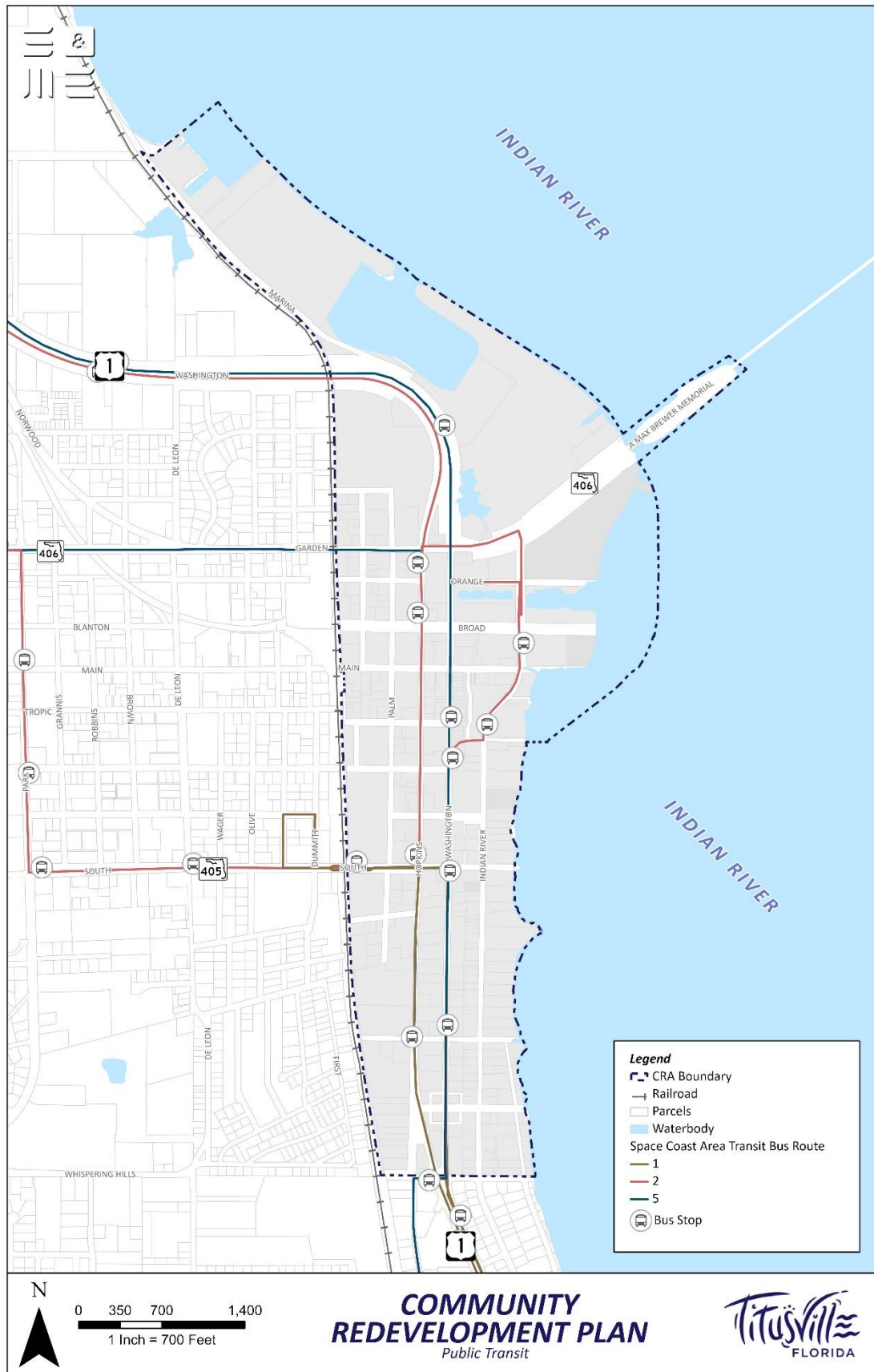


Figure 68 Bus Stop Amenities



Source: S&ME, 2022

Figure 69 Public Transit



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

4.8 ROADWAY, PEDESTRIAN, BICYCLE INFRASTRUCTURE NEEDS

The CRA has identified additional roadway, pedestrian, and bicycle infrastructure improvements for the future. These include continued street, sidewalk, and parking improvements and the establishment of additional trail connections within the CRA.

The 2022 status review of the 2015 CRA plan goals identified the following street repaving improvements that have yet to be planned or programmed.

- Wilson Avenue (Postponed due to anticipated vacating of Right-of-Way)
- Union St.
- S. Palm Ave. (between South St. & Union St.)
- Crofton Avenue
- Indian River Avenue (between Main St. & Palmetto St.) (resurfacing will occur after anticipated water main installation by Titusville Water Resources)
- N. Palm Avenue.
- N. Lemon Avenue
- Coleman Street

Pedestrian safety and concern with automobile speeds have been identified by the CRA and during public engagement activities. Reduced vehicle speeds through the downtown, wider sidewalks, an increased number of marked and flashing-signal activated crosswalks throughout the CRA and improved streetlighting from parking areas near downtown destinations were identified as needed pedestrian safety improvements.

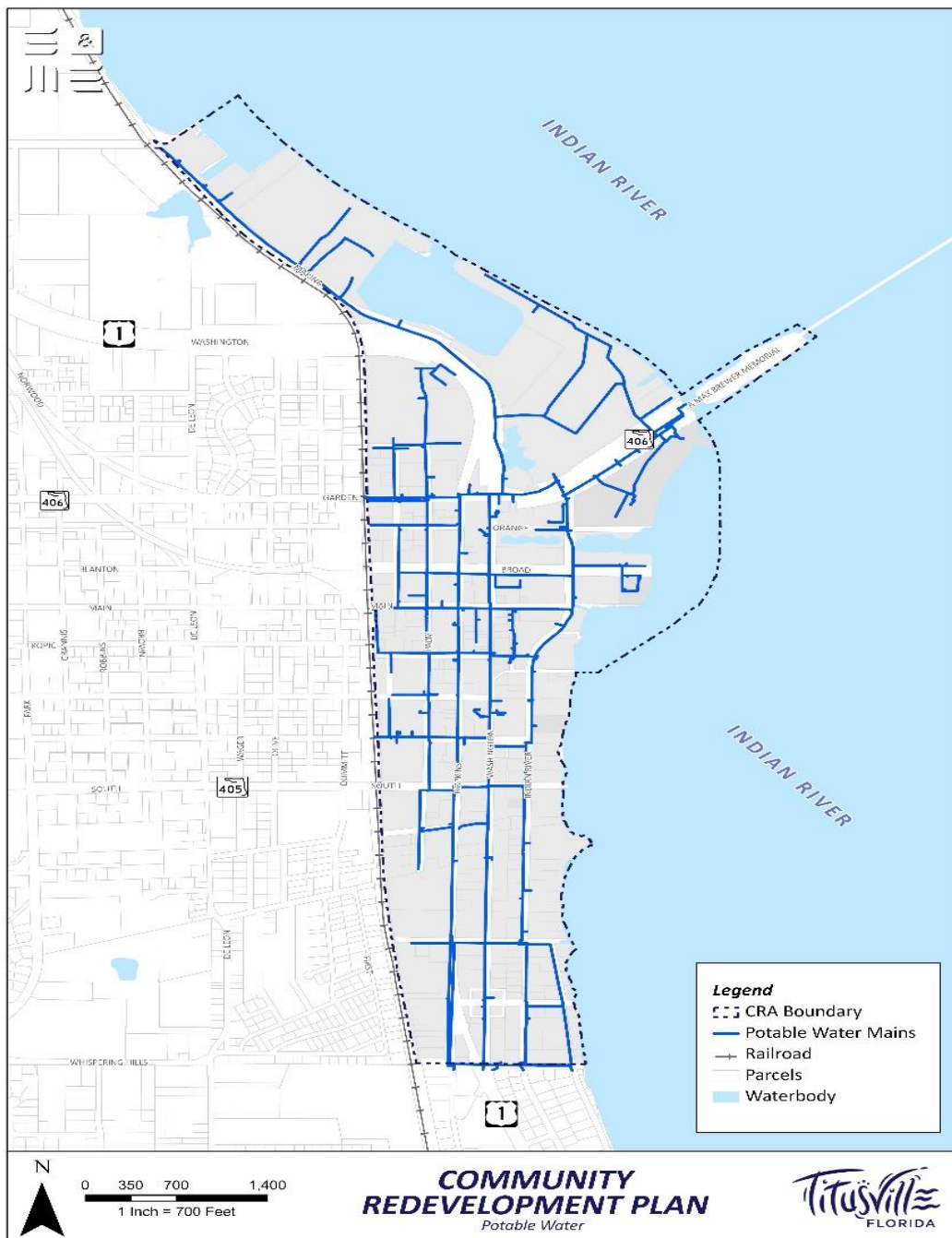
The proposed use of curb-less festival streets was also identified as a desired improvement at different locations in the CRA. The festival streets are intended to provide an additional public space for festivals, events and activities when the roadways are not in use by vehicles. Proposed locations for festival streets include the Main Street and Broad Street to serve current downtown hospitality and retail destinations. Julia Street is also proposed as a future festival street to encourage the continued development of the Titusville Arts District. Julia Street will be the center of the Titusville Arts District with entertainment venues and hospitality destinations located along the street. The festival street will be utilized during special events and festivals.

5.0 Potable Water, Sanitary Sewer, and Stormwater Management

5.1 POTABLE WATER

Potable water is provided by the City to its residents, visitors and businesses through the potable water distribution system shown in **Figure 70**. Treated potable water and non-potable reclaimed water for irrigation is available. The Water Resources Department administers the provision of potable and reclaimed water within the City. More than 90% of the water supply is drawn from the Floridan and Surficial aquifers. Less than 10% of its potable water supply is purchased from other municipal providers.

Figure 70 Potable Water Distribution System

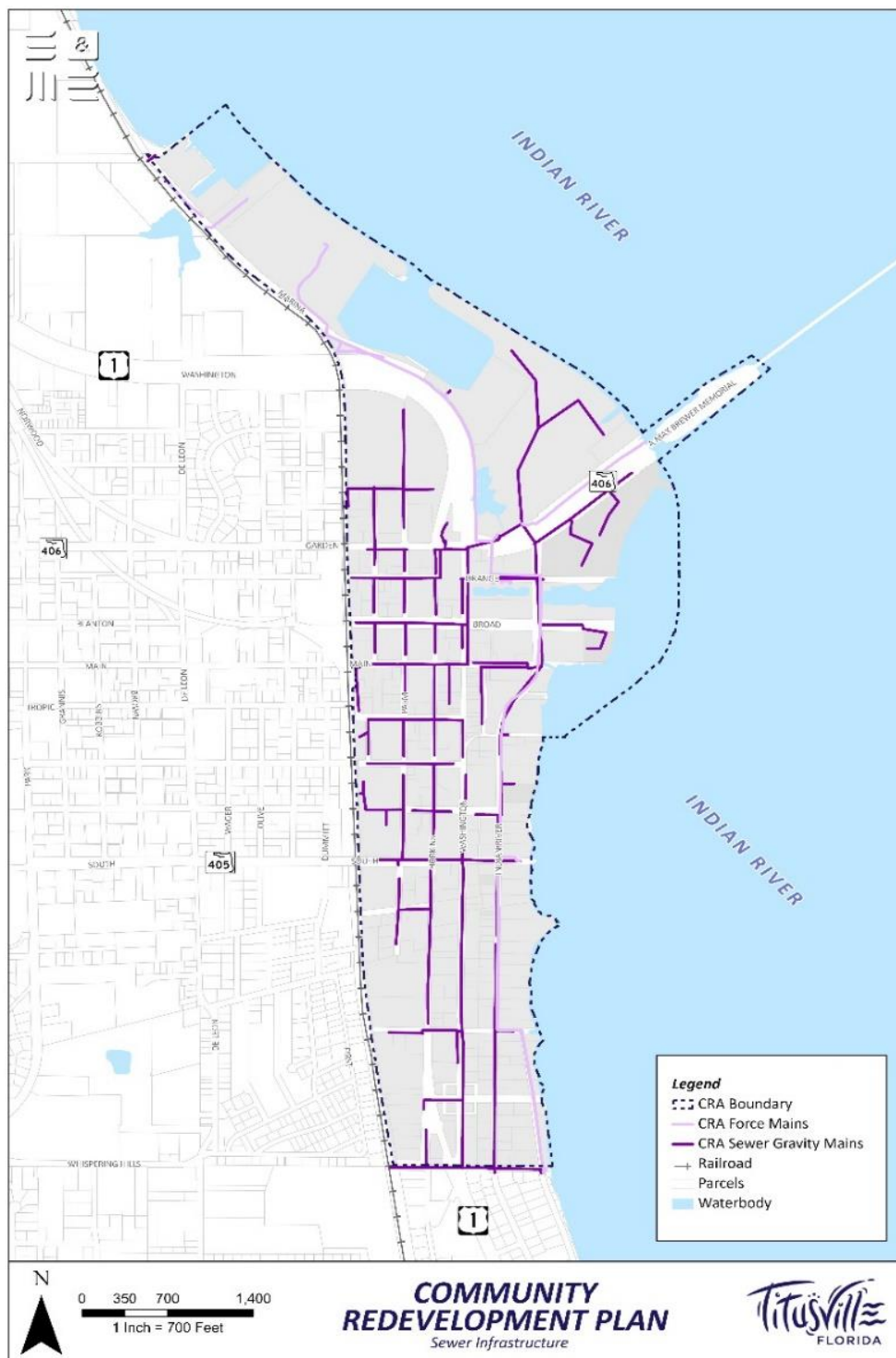


Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

5.2 SANITARY SEWER

Sanitary sewer services are provided by the City of Titusville to its residents, visitors and businesses within the City and CRA through the sanitary sewer system shown in **Figure 71**. The sanitary sewer system is comprised of gravity and pressurized collection mains and lift stations. The City of Titusville's Water Resources Department administers the provision of Sanitary Sewer Services.

Figure 71 Sanitary Sewer Service System



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

5.3 STORMWATER SYSTEMS

The Titusville CRA is in the North Indian River Lagoon Basin, which is a hydraulically open basin that is impaired for nutrients. Stormwater is required to be treated prior to its discharge to the respective water bodies. The CRA is located within the jurisdictional boundaries of the St. John's River Water Management District (SJRWMD). Stormwater utility services within the CRA are provided by the City's Public Works Department Stormwater Utility Management Division³.

Along the US-1 corridor through the center of the CRA, stormwater runoff is conveyed to a curb and gutter system that provides drainage for the US-1 corridor. Along Hopkins Avenue and Washington Avenue, curb inlets and catch basins are connected to storm sewer systems that direct runoff to either a stormwater management facility or directly to the Indian River, east of the road. Construction documents provided by FDOT show six known discharge locations in the corridor. The locations are listed below:

- Grace Street
- Brevard Street
- St. Johns Street
- South Street
- Main Street
- Orange Street

5.4 FLOODPLAIN

The Federal Emergency Management Agency (FEMA) Digital Flood Insurance Rate Map (DFIRM) for Brevard County (community panel 12009C0210G dated May 2016), shows that US 1 has a small portion of the roadway within Zone X. The area in Zone X is located at SR 406 (Garden Street) in the northern eastern quadrant of the CRA along Indian River Avenue from Main Street heading north to Garden Street and north along US-1. This zone has areas of 0.2% annual chance of flood; areas of 1% chance of flood with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance of flood. This area is also adjacent to a Floodplain Zone AE, (Sand Point Park) where the base flood elevations have been determined (1.7 North American Vertical Datum (NAVD))⁴. The remainder of the CRA is outside of Digital Flood Insurance Rate Map (DFIRM) special flood zone areas.

6.0 *Brownfield Sites and Brownfield Areas*

Florida Statute 376.79 defines brownfield sites as properties that may be complicated to use, expand, or redevelop due to contamination (or the perception of contamination). Brownfield areas are a collection of contiguous or neighboring brownfield sites. Within the Titusville CRA, there are no brownfield sites or brownfield areas to be addressed, according to the Florida Department of Environmental Protection's (FDEP) Brownfields GeoViewer mapping tool⁵. While there are no official

³ US 1 Concept Development and Evaluation Study, FDOT, 2019

⁴ US 1 Concept Development and Evaluation Study, FDOT, 2019

⁵ <https://floridadep.gov/waste/waste-cleanup/content/dep-brownfields-geoviewer>

brownfield sites within the Titusville CRA, there are several regulated sites with the potential for contamination as identified by the Florida Department of Health (FDOH) and the Florida Department of Environmental protection (FDEP). It must be noted that the facilities shown are regulated facilities which have the potential for contamination or environmental concern but are not necessarily contaminated.

Table 6. Summary of Potential Contaminated Areas

| Analysis Type | Within the CRA Area |
|--|---------------------|
| Biomedical Waste | 14 |
| Hazardous Waste Facilities | 15 |
| Petroleum Contamination Monitoring Sites | 14 |
| Storage Tank Contamination Monitoring (STCM) | 24 |
| US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities | 19 |
| Toxic Release Inventory | 0 |
| Waste Cleanup Sites | 0 |

Sources: FDOH, FDEP, FGDL, ETDM, FDOT (2019), S&ME, 2022.

Seven facilities are being monitored for petroleum contamination with clean-up work underway, four facilities have been closed and are no longer monitored, and three facilities do not require cleanup as no released contaminants have been found. No offsite contamination notices have been issued by FDEP within the Titusville CRA. No other known hazardous contamination sites were found.

Furthermore, while not listed in the existing data, railway data shows that contaminants may also be associated with the operational and maintenance activities of FEC rail lines and spurs. Work in these areas may warrant further investigation.

7.0 Parks and Open Space

The Community Redevelopment Area is home to five (5) parks totaling almost 80 acres, including water area in the Titusville Marina. Most of the parks are in the northern half of the district and border the Indian River. **Table 7** shows the acreages of each of the parks, and **Figure 72** shows their locations.

The amenities at Sand Point Park include fishing, picnicking, an exercise trail, a pavilion, and playground equipment. Titusville Marina is a full marina with public access and commercial uses. Marina Park has areas for fishing, boating, a BMX park, an exercise trail, pavilions, and play equipment. Space View Park has a Veterans memorial and access for fishing and boating. A small portion of Parrish Park, which is located along A. Max Brewer Bridge, is within the Community Redevelopment Area boundary.

A service area is based upon the approximate distance and/or time that it would take for a resident to access the park. A half-mile buffer (or 10-minute walk) was applied to the parks in the area in and around the Community Redevelopment Area. Based on this half-mile service area, the entire Community Redevelopment Area has access to parks within a 10-minute walk.

Figure 73 shows the quarter-mile service area for each of the parks in and around the Community Redevelopment Area. One quarter mile approximately represents a five-minute walk. The northern part of the redevelopment area is served by parks within a five-minute walk. However, the eastern and southern portions of the redevelopment area, where many single family homes are located, are not served by parks within a five-minute walk.

Table 7. Parks in the Community Redevelopment Area

| Park Space | Acres |
|------------------------------------|-------------|
| Sand Point Park | 29.2 |
| Titusville Marina | 22.5 |
| Marina Park | 21.6 |
| Space View/Veterans' Memorial Park | 5.2 |
| Parrish Park* | <0.1 |
| Total Land Area | 78.5 |

Sources: City of Titusville, S&ME, 2022

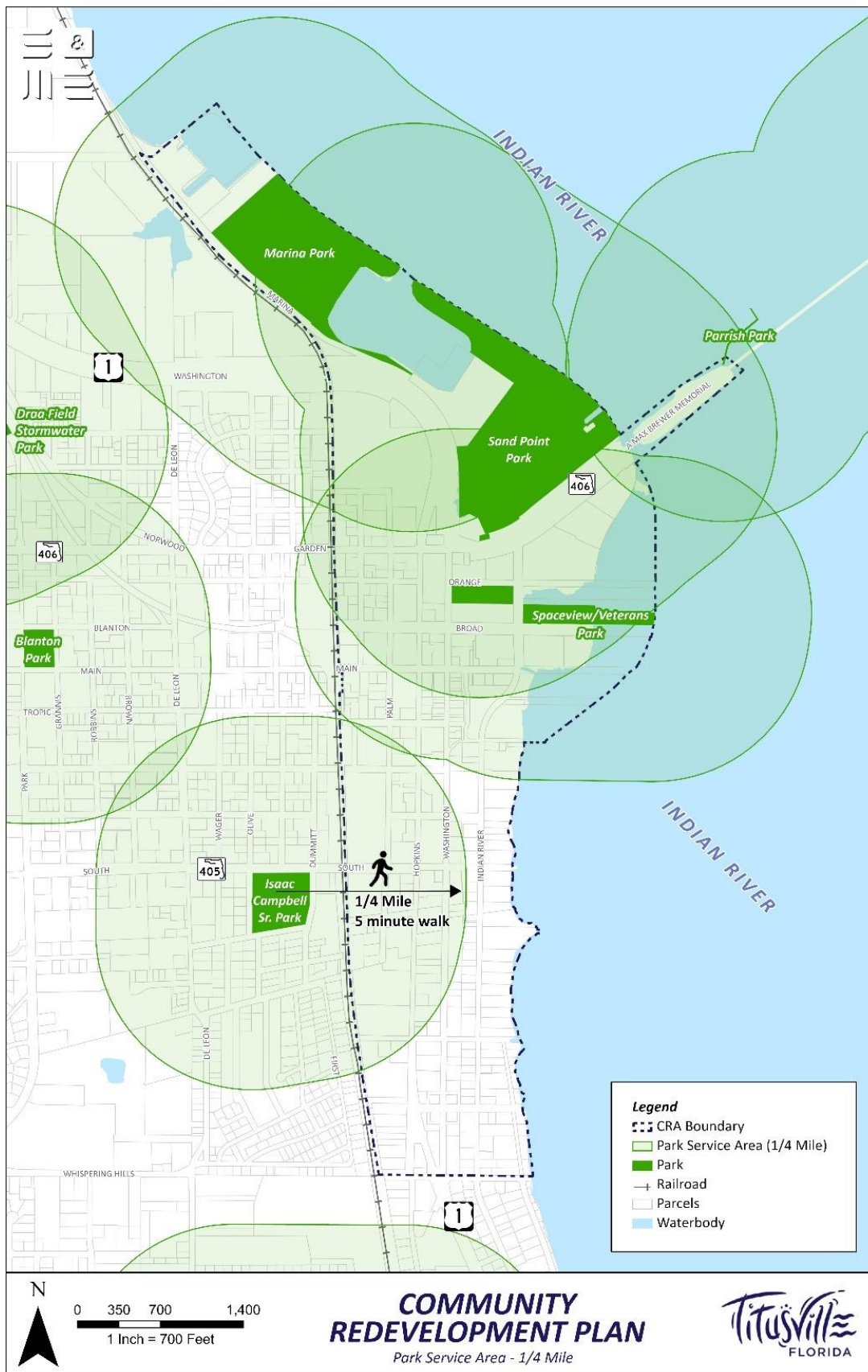
**Parrish Park is approximately 74 acres of water and land area, but only a small portion of the park is within the Community Redevelopment Area boundary.*

Figure 72. Parks & Open Space



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

Figure 73 Park Service Area (1/4 Mile)



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

Figure 74 Space View/Veterans Park – Project Gemini Launch viewing area and Space Walk of Fame



Source: S&ME, 2022.

Figure 75 Space View/Veterans Park – Project Gemini Monument



Figure 76 Space View/Veterans Park – Project Apollo



Source: S&ME, 2022.

8.0 Land Use and Zoning

8.1 EXISTING LAND USE PATTERNS

To better understand the opportunities and challenges of the Titusville Community Redevelopment Area, it is necessary to evaluate current land use patterns. **Table 8** and **Figure 77** show the development patterns within the Community Redevelopment Area. These existing land use categories are derived from the Department of Revenue (DOR) land use codes provided within the most recent version of the Brevard County Property Appraiser's parcel files.

The predominant land uses in the Community Redevelopment Area are Recreation (22.7%), Commercial (22.5%), Low Density Residential (14.0%), Public/Semi-Public (11.1%), and High Density Residential (9.6%). Vacant, Office/Professional, Industrial, Mixed Use, and Right-of-Way/Utilities land uses make up smaller portions of the rest of the Community Redevelopment Area. Approximately 6.3% (16 acres) of the land area is considered vacant land. The majority of this vacant land (as determined by DOR codes) is located in the central portion of the Community Redevelopment Area near commercial, office/professional, and mixed-use parcels. Vacant land will be discussed in more detail in the following section.

Table 8. Existing Land Use (DOR Code)

| Existing Land Use | Acres | % |
|--------------------------|--------------|-------------|
| Recreation | 59.2 | 23% |
| Commercial | 58.5 | 22% |
| Low Density Residential | 36.5 | 14% |
| Public/Semi-Public | 29.6 | 11% |
| High Density Residential | 25.0 | 10% |
| Vacant | 15.8 | 6% |
| Office/Professional | 15.3 | 6% |
| Industrial | 9.4 | 4% |
| Mixed Use | 7.0 | 3% |
| Right-of-Way, Utilities | 4.2 | 2% |
| Total Land Area | 260.4 | 100% |

Sources: Brevard County Property Appraiser, S&ME, 2022

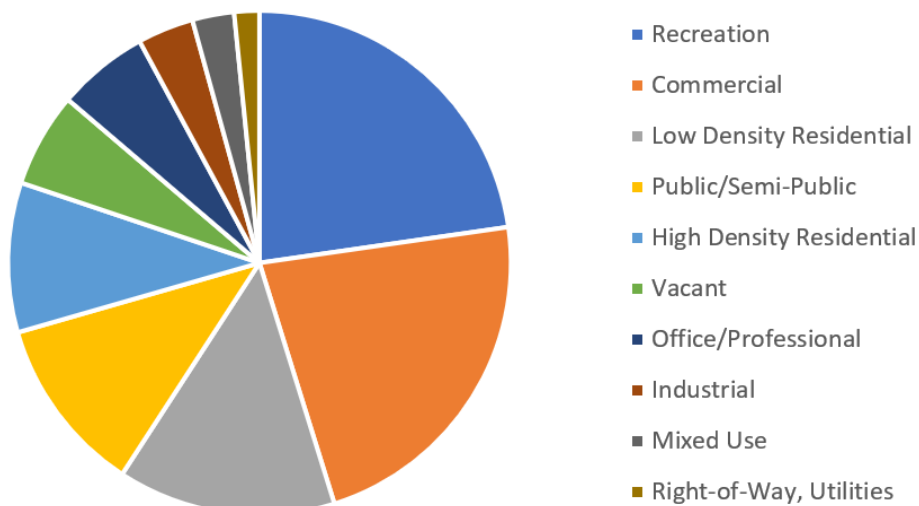
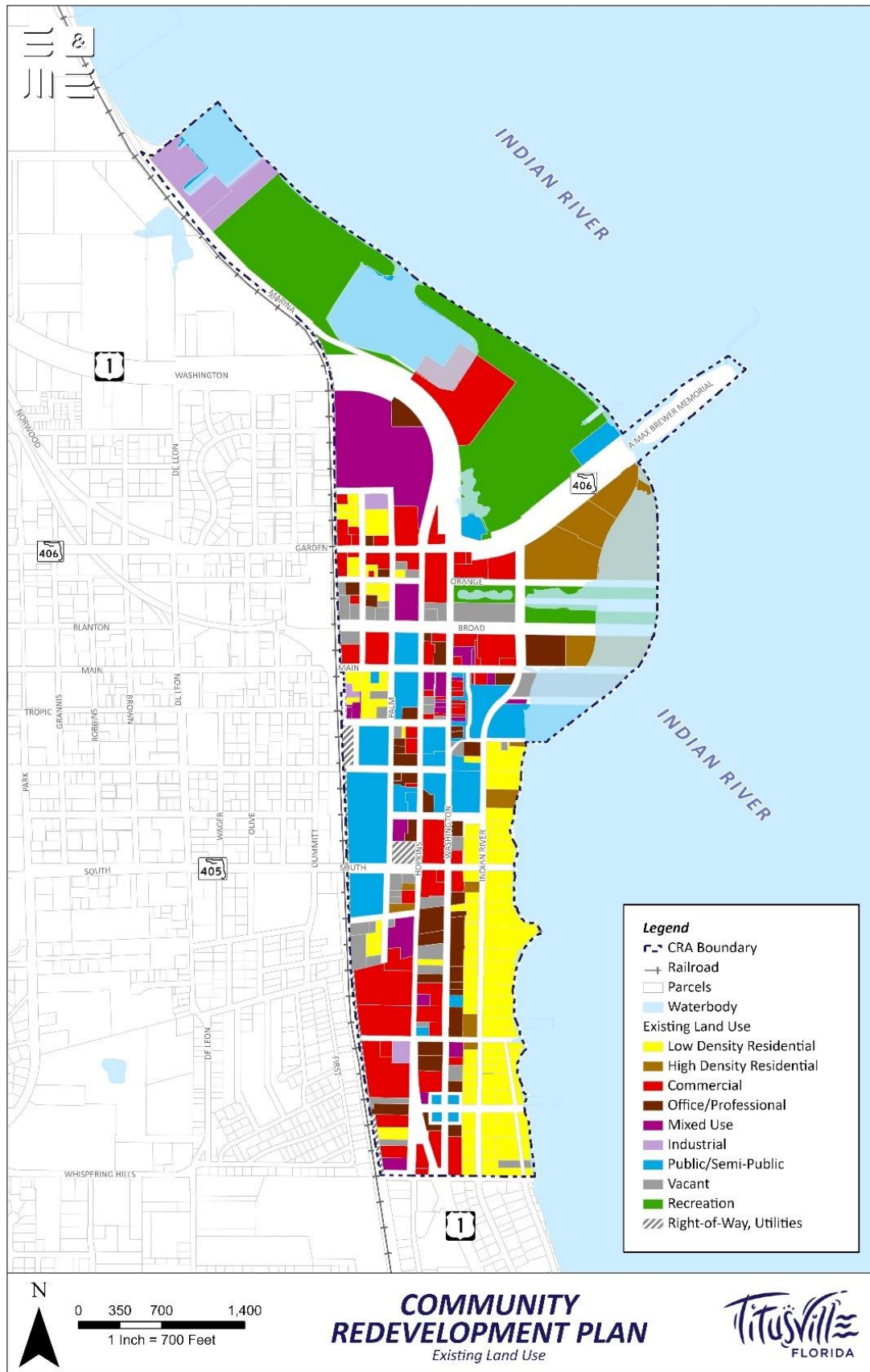


Figure 77. Existing Land Use (DOR Code)



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

8.2 VACANT LAND

As **Figure 78** shows, there are approximately 16 acres of vacant land throughout the Community Redevelopment Area. These acres are broken down into three (3) categories as classified by the Department of Revenue (DOR): vacant commercial, vacant public/semi-public, and vacant residential land. The breakdown of the acreage to each category is shown in **Table 9**, and this information is shown graphically in Figure 78.

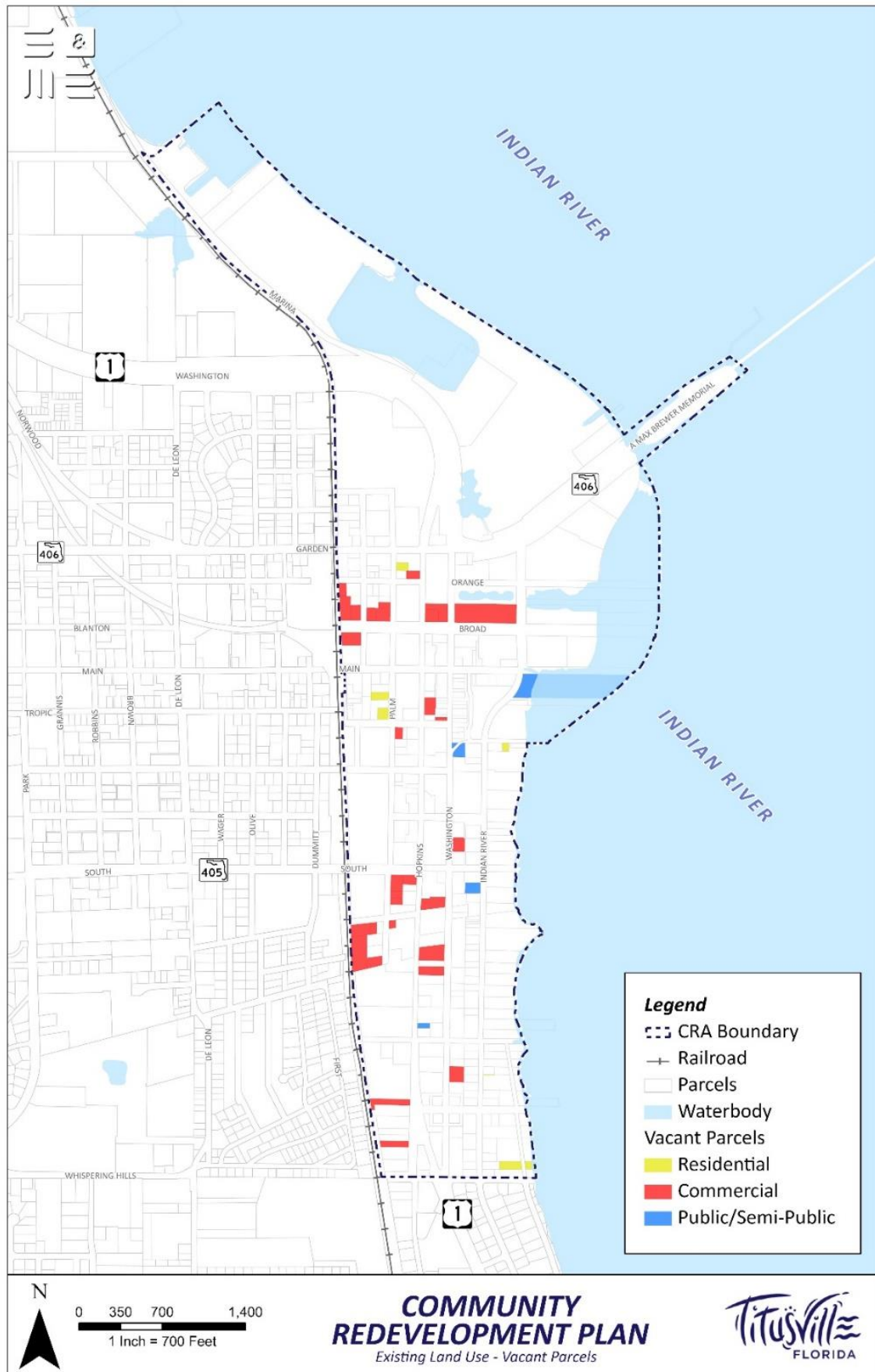
The majority of vacant land parcels in the Community Redevelopment Area is commercial land. These vacant commercial parcels are primarily located along the western edge of the redevelopment area boundary and along Broad Street. These vacant parcels provide prime opportunities for the extension of commercial development and business attraction in the redevelopment area.

Table 9. Existing Land Use – Vacant Parcels (DOR Code)

| Vacant Land Use | Acres |
|------------------------|-------------|
| Commercial | 10.4 |
| Public/Semi-Public | 5.0 |
| Residential | 1.0 |
| Total Land Area | 16.4 |

Source: City of Titusville, S&ME, 2022

Figure 78. Existing Land Use – Vacant Parcels (DOR Code)



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

8.3 FUTURE LAND USE

The City of Titusville’s Future Land Use Element of its Comprehensive Plan establishes Future Land Use (FLU) designations within the City. The purpose of the Future Land Use classifications is to direct economic growth and development in certain areas of the City, along certain corridors, and to protect environmentally sensitive areas. **Table 10** shows the FLU designations in order of most common to least common, and **Figure 79** shows the locations of the FLU designations throughout the Community Redevelopment Area. The most prominent FLU designation in the CRA is Downtown

Mixed Use (DMU) (218 acres or 85% of total land area), which encourages mixed use development in the Downtown area including office, retail, service, financial, restaurant, entertainment, lodging and residential uses through market analysis, adaptive reuse, and public improvements. Since the majority of the Community Redevelopment Area is designated as DMU, there are many opportunities for development and redevelopment that can grow the community for businesses and residents. The parcels with DMU designations are located along the northern and central sections of the Community Redevelopment Area. The next most common FLU designation is Medium Density Residential (30 acres or 12%), which

allows a maximum 10 units per acre and allows minimal non-residential development (0.2 Floor Area Ratio (FAR)). The parcels with Medium Density Residential designations are located in the southeastern portion of the redevelopment boundary, along the Indian River. Approximately 2.4% of the land area within the redevelopment boundary has a FLU designation of Conservation (6.3 acres), though much of this land is covered by the Indian River (as seen in *Figure 79*). There are two parcels in the Community Redevelopment Area which are designated as High Density Residential, accounting for approximately 1.5 acres or 0.6% of the land area. The High Density Residential designation allows for a maximum of 15 dwelling units per acre and a small amount of non-residential development (0.2 FAR).

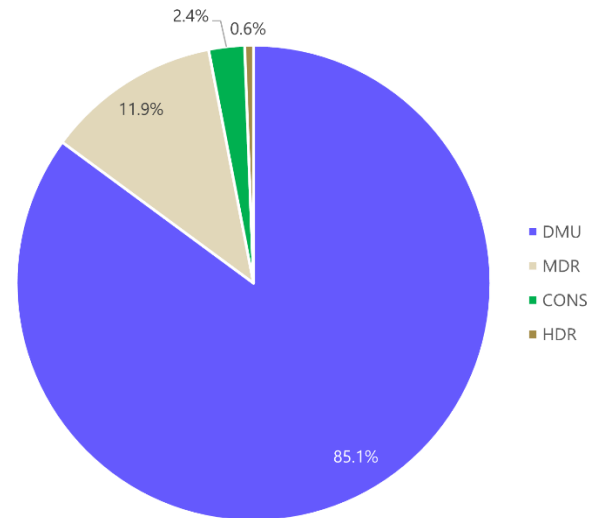


Table 10. Future Land Use Designations

| Future Land Use | Acres |
|----------------------------|--------------|
| Downtown Mixed Use | 218.2 |
| Medium Density Residential | 30.4 |
| Conservation | 6.3 |
| High Density Residential | 1.5 |
| Total Land Area | 256.4 |

Source: City of Titusville, S&ME, 2022

COMMUNITY REDEVELOPMENT PLAN
Future Land Use

Legend

- CRA Boundary
- Railroad
- Parcels
- Waterbody
- Future Land Use
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Commercial-Low Intensity
 - Commercial-High Intensity
 - Downtown Mixed Use
 - Urban Mixed Use
 - Industrial
 - Public/Semi-Public
 - Recreational
 - Conservation

0 350 700 1,400
1 Inch = 700 Feet

Titusville
FLORIDA

Titusville Community Redevelopment Plan | 111

8.4 ZONING

The Zoning Map and land development regulations assist in implementing the Comprehensive Plan by establishing zoning districts and adopting development standards for each. **Table 11** lists the zoning districts and their acreages, and [map] shows the zoning districts geographically. Zoning districts guide development and the entitlements for parcels throughout the Community Redevelopment Area. The zoning code provides a guide to permitted, prohibited, and conditional uses, site development criteria, and the size and dimensions of proposed structures.

The most prominent zoning district in the Community Redevelopment Area is the Downtown Mixed-Use Zoning District (DMU) which constitutes 86% of the total land area. The purpose of the DMU is to promote the health, safety, social and economic welfare of the residents of the City by promoting the long term economic growth and vitality of the downtown area. The DMU district encourages a mix of uses and development, pedestrian connections, and urban design which preserves the unique character and historic fabric of downtown. The DMU district permits residential densities of up to twenty (20) dwelling units per acre (DUA) and up to thirty (30) DUA in the Downtown and Uptown zoning subdistricts of the CRA. The second most common zoning district is Residential Historic Preservation (RHP), which is intended to preserve a unique and historical aesthetic. The parcels with this designation are in the southeastern corner of the Community Redevelopment Area boundary, along the Indian River.

The Community Redevelopment Area also has smaller areas of Open Space and Recreation (OR) and Multifamily High Density Residential (R-3) within its boundary. The OR designation is intended to provide for the conservation and protection of sensitive lands within the City, and these OR designated parcels are located along the Indian River south of FL-406. The R-3 designation is intended to allow the development of multi-family housing types at a maximum density of 15 units per acre. These R-3 designated parcels are also adjacent to the Indian River in the south-central portion of the Community Redevelopment Area.

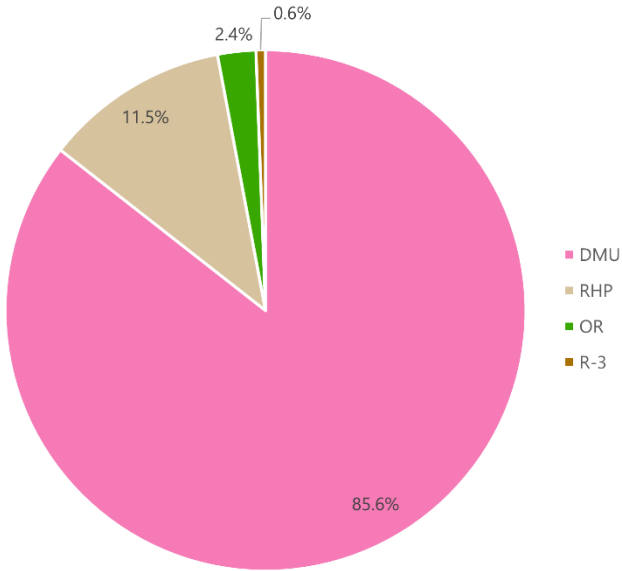
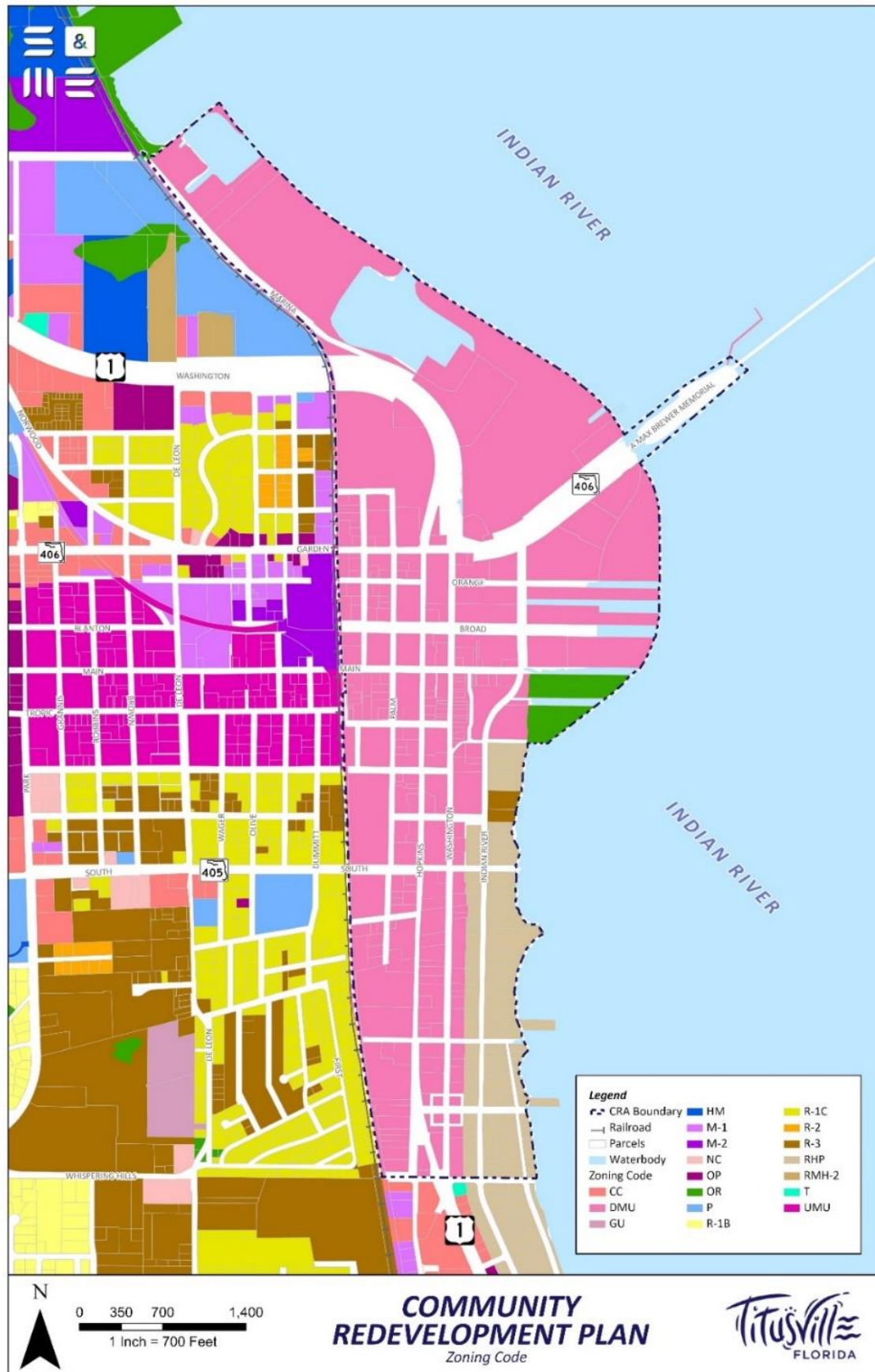


Table 11. Zoning Districts

| Zoning | Acres |
|-----------------|-------|
| DMU | 224.4 |
| RHP | 30.1 |
| OR | 6.2 |
| R-3 | 1.5 |
| Total Land Area | 262.3 |

Source: City of Titusville, S&ME, 2022

Figure 80. Zoning Map



Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME

9.0 Market Analysis

The market analysis of the Titusville Community Redevelopment Area is based upon three geographies surrounding a center point, a 0-3-mile radius, 3-5-mile radius, and 5-10-mile radius. This analysis shows business, economy, and consumer behavior. To provide the most representative analysis of the market, the center for the radii was chosen as the intersection of Broad Street and S Washington Avenue. The market analysis methodology is based upon retail sales (market supply) and retail potential (market demand), spending potential index (SPI), and Census Bureau data.

9.1 MARKET PROFILE FOR TITUSVILLE COMMUNITY REDEVELOPMENT AREA AT 0-3-MILE RADIUS

POPULATION, EMPLOYMENT, & EDUCATION

The Market Profile shows a snapshot of the population, employment, and economy of the 0-3-mile radius trade area. The population of the 0-3-mile radius trade area is estimated to be 29,776 and approximately 12,992 households. The average household size is 2.27 people per household. The median household income is \$42,666, and the median age of the population is 46.9 years. Approximately 48.1% of the population are male. The racial breakdown of the population shows that 73.5% are White alone, 18.0% are Black alone, 2.8% are Two or More Races, 1.2% are Asian alone, and 0.5% are Native American alone. Approximately 5.9% of the population is of Hispanic origin.

There are 12,348 persons in the Civilian labor force (over 16 years of age), and of that population, 94.5% are employed. The industries with the most employees are Services (48.8%), Retail Trade (11.4%), Manufacturing (9.6%), and Construction (8.9%). Approximately 56% of the population work in white-collar jobs, 23.8% of the population work in blue collar jobs, and 20% of the population work in service jobs. The rates of blue-collar and services jobs are higher in this trade area than the 3-5-mile and 5-10-mile trade areas.

The educational attainment of the population over 25 years can be seen in **Table 12** below. In this trade area, approximately 22.2% have attained a bachelor's degree or higher, which is lower than the State's higher education attainment (33.7% with a bachelor's degree or higher).⁶

Table 12. Educational Attainment – 0-3-mile radius

| Education Level | 0-3-mile radius |
|---------------------------------------|-----------------|
| Less than 9 th Grade | 2.0% |
| 9 th -12 Grade, no diploma | 7.9% |
| High School Graduate | 27.0% |
| GED / Alternative Credential | 5.3% |
| Some College, No Degree | 25.1% |
| Associate Degree | 10.4% |
| Bachelor's Degree | 14.7% |
| Graduate / Professional Degree | 7.5% |

Source: ESRI ArcGIS Business Analyst, 2022

⁶ Federal Reserve Bank of St. Louis. FRED Economic Data. <https://fred.stlouisfed.org/series/GCT1502FL>

HOME EXPENDITURES

The Home Expenditures report shows the costs that residents in this trade area experience on a day-to-day basis, many costs of which are necessary costs (housing costs, childcare costs, etc.) that can reduce a household's ability to save or spend on other consumer goods. In the 0-3-mile radius trade area, there are 15,731 housing units with 17.4% of them being vacant. Approximately 67% of housing units are occupied by their owners, while 33% are occupied by renters. The median home value for the trade area is \$184,741.

When comparing mortgage costs and other expenditures associated with home-owning, homeowners in this trade area spend approximately 40% less than the national average. When comparing rent prices (including renter's insurance and other costs associated with renting) to the national average, residents in this trade area spend approximately 35% less. This trade area sees a significantly less cost burden for both homeownership and renting households. Households in this trade area, compared to the national average, pay significantly less for childcare (46% less) and significantly less for elderly and disabled care (29% less). Looking at home expenditures for this trade area broadly, the costs associated with living in the trade area are significantly less than costs nationally.

RETAIL MARKETPLACE PROFILE

The ESRI Retail MarketPlace Profile shows a snapshot of the retail marketplace, which is critical to strategic decision making addressing economic development. This report examines the supply and demand of market dynamics and reveals market demand or retail potential. ESRI has created a Leakage/Surplus Factor which measures the relationship between supply and demand, for retail goods and services, that ranges from total leakage (all consumers leave the area to find this good) to total surplus (all consumers come to this area to find this good). Leakage in an area represents a condition where a market's supply is less than demand, while surplus in an area represents a condition where supply exceeds the area's demand.⁷ *Figure 81* depicts the Leakage/Surplus for specific retail sectors.

BIGGEST LEAKAGE INDUSTRIES

The industry subsectors with the biggest leakage (based on Leakage/Surplus Factor) in the 0-3-mile radius are General Merchandise Stores, Furniture & Home Furnishings Stores, Building Materials, Garden Equipment, and Supply Stores, and Clothing and Clothing Accessory Stores. Many subsectors in this trade area experience leakage which can be seen in *Figure 81*. General Merchandise Stores subsector represents an unmet demand of \$39 million. The Furniture & Home Furnishings Stores subsector represents \$7.9 million in unmet demand. The subsector group with the third highest leakage in this trade area is Building Materials, Garden Equipment, and Supply Stores with an unmet demand of \$16 million. Clothing and Clothing Accessory Stores represent an unmet demand of \$10 million in this trade area. Total retail trade has a leakage factor of 3.2, losing approximately \$19 million in potential sales (unmet demand) that traveled outside the trade area in 2017 to satisfy consumer needs.

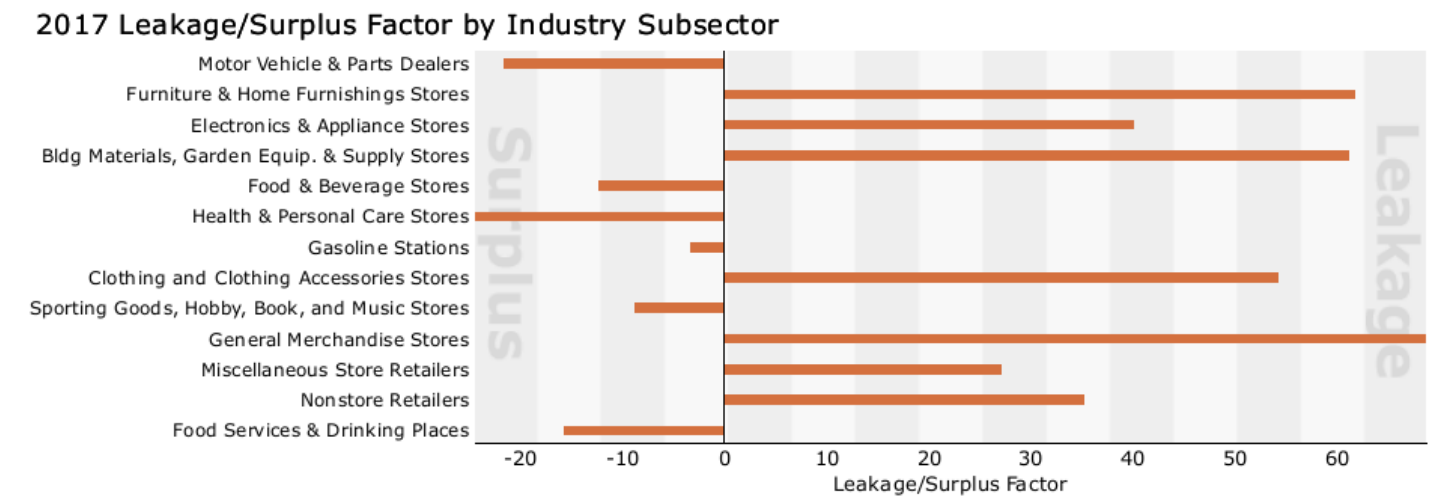
⁷ 2017 Methodology Statement: ESRI Retail MarketPlace.

http://downloads.esri.com/esri_content_doc/dbl/us/J9675_US_Retail_Marketplace_2017_in_2018_geography.pdf

BIGGEST SURPLUS INDUSTRIES

The industry subsectors with the biggest surplus in the 0-3-mile radius are Health & Personal Care Stores, Motor Vehicle & Parts Dealers, and Food Services & Drinking Places. The Health & Personal Care Stores industry subsector has the highest Surplus Factor (-24.4) attracting almost \$14 million in sales from unmet demand located outside of the trade area. The Motor Vehicle & Parts Dealers subsector has the second highest Surplus Factor (-21.5) attracting approximately \$36 million in sales from unmet demand located outside of the trade area. Food Services & Drinking Places attract \$11 million from unmet demand located outside the trade area.

Figure 81. Leakage and Surplus by Industry Subsector – 0-3-mile radius



Source: ESRI ArcGIS Business Analyst, 2022

9.2 MARKET PROFILE FOR TITUSVILLE COMMUNITY REDEVELOPMENT AREA AT 3-5-MILE RADIUS

POPULATION, EMPLOYMENT, & EDUCATION

The population of the 3-5-mile radius trade area is estimated to be 26,717 and approximately 11,175 households. The average household size is 2.37 people per household. The median household income is \$55,079, and the median age of the population is 48.4 years. Approximately 48.5% of the population are male. The racial breakdown of the population shows that 84.1% are White alone, 8.9% are Black alone, 2.9% are Two or More Races, 2.0% are Asian Alone, 1.6% are Some Other Race Alone, 0.6% are Native American Alone, and 0.1% are Pacific Islander Alone. Approximately 9.0% of the population is of Hispanic origin.

There are about 12,687 in the Civilian labor force (over 16 years of age), and of that population, 95.0% are employed. The industries with the most employees are Services (48.3%), Manufacturing (10.1%), and Retail Trade (9.5%). Approximately 65.7% of the population work in white collar jobs, 20.4% of the population work in blue-collar jobs, and 13.9% of the population work in service jobs. The rate of white-collar workers is higher in this trade area than the 0-3-mile radius trade area, and the rate of service jobs is significantly lower. The educational attainment of the population over 25 years can be seen in **Table 13** below. In this trade area, approximately 25.9% have attained a bachelor’s degree or higher. This is higher rate than the 0-3-mile radius trade area (22%) and the 5-10-mile radius trade area (24.8%), but this level is lower than the State’s higher education attainment (33.7%).

Table 13. Educational Attainment – 3-5-mile radius

| Education Level | 3-5-mile radius |
|---------------------------------------|-----------------|
| Less than 9 th Grade | 1.4% |
| 9 th -12 Grade, no diploma | 6.6% |
| High School Graduate | 24.5% |
| GED / Alternative Credential | 7.0% |
| Some College, No Degree | 20.7% |
| Associate Degree | 14.4% |
| Bachelor's Degree | 15.5% |
| Graduate / Professional Degree | 9.9% |

Source: ESRI ArcGIS Business Analyst, 2022

HOME EXPENDITURES

In the 3-5-mile radius trade area, there are 12,498 housing units with a 10.6% vacancy rate. Approximately 81.3% of housing units are occupied by their owners, while 18.7% are occupied by renters. The median home value for the trade area is \$218,733. The vacancy rate in this trade area is lower than in the 0-3-mile radius.

When comparing mortgage costs and other expenditures associated with home-owning, homeowners in this trade area spend approximately 19% less than the national average. When comparing rent prices (including renter's insurance and other costs associated with renting) to the national average, residents in this trade area spend approximately 43% less. In this trade area, homeowners and renters spend significantly less than the national average on housing costs, allowing for more expenditures outside of mortgage and rent costs.

Households in this trade area, compared to the national average, spend 30% less on childcare costs and 10% less on elderly and disabled care. The costs in this trade area are slightly higher than the 0-3-mile radius trade area. Looking at home expenditures for this trade area broadly, the costs associated with living in the trade area are lower than costs nationally.

BIGGEST LEAKAGE INDUSTRIES

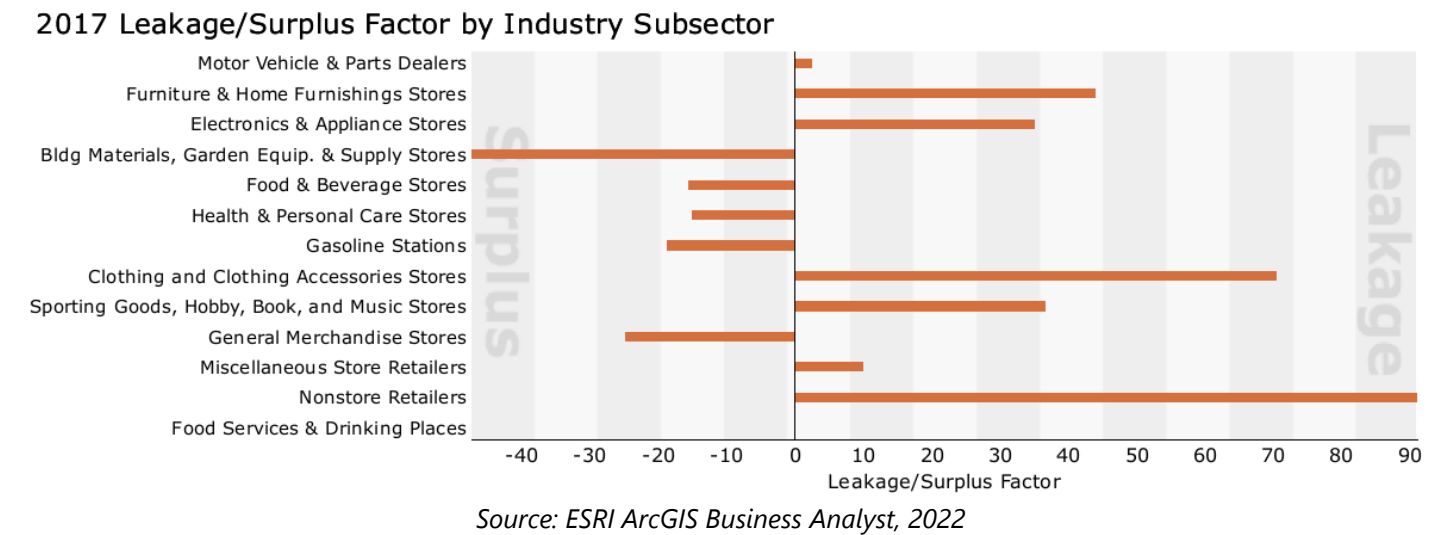
Compared to the 0-3-mile trade area, there is less leakage at the 3-5-mile radius (**Figure 82**). The industries with the biggest leakage (based on Leakage/Surplus Factor) in the 3-5-mile radius trade area are Non-store Retailers, Clothing and Clothing Accessories Stores, and Furniture & Home Furnishings Stores. Non-store Retailers (including Electronic Shopping, Vending Machine Operators, and Direct Selling Establishments) have an unmet demand of approximately \$8 million. This trend aligns with the 0-3-mile trade area, which also experienced leakage for this industry subsector. The Clothing and Clothing Accessories Stores subsector represents an unmet demand of over \$12 million, which is being met by stores and vendors outside of the trade area. Again, this leakage aligns with the 0-3-mile trade area, which also experiences sizable leakage in this subsector. The Furniture & Home Furnishings Stores subsector leaks approximately \$7 million to outside trade areas, which is consistent with the leakage at the smaller trade area.

BIGGEST SURPLUS INDUSTRIES

The industry subsector with the biggest surplus (by Surplus Factor) in the 3-5-mile radius from the geographic center are Building Materials, Garden Equipment & Supply Stores, General Merchandise Stores, and Gasoline Stations. The Building Materials, Garden Equipment & Supply Stores subsector

attracts over \$40 million in sales to the trade area. By magnitude, this industry group has the largest surplus in this trade area. This corresponds with the large leakage factor in the 0-3-mile trade area for this industry subsector, which loses \$16 million to surrounding trade areas (including this one and others). The General Merchandise Stores subsector attracts almost \$33 million to the trade area. This corresponds with the large leakage factor in the 0-3-mile trade area for this industry subsector, which loses \$40 million to surrounding trade areas. The Gasoline Stations subsector attracts almost \$15 million to the trade area. Total retail trade and food & drink attracts approximately \$75 million in sales from outside the trade area in 2017, though the sales are primarily in retails sales. The Total Food and Drink Industry only attracts around \$100,000 to the trade area from others.

Figure 82. Leakage and Surplus by Industry Subsector – 3-5-mile



9.3 MARKET PROFILE FOR TITUSVILLE COMMUNITY REDEVELOPMENT AREA AT 5-10-MILE RADIUS

POPULATION, EMPLOYMENT, & EDUCATION

The population of the 5-10-mile radius trade area is estimated to be 33,867 and approximately 13,393 households. The average household size is 2.53 people per household. The median household income is \$62,521, and the median age of the population is 48.9 years. Approximately 50.1% of the population are male. The racial breakdown of the population shows that 89.5% are White alone, 4.4% are Black alone, 2.8% are Two or More Races, 1.2% are Asian Alone, 0.8% are Some Other Race Alone, 0.4% are Native American Alone, and 0.1% are Pacific Islander Alone. Approximately 5.0% of the population is of Hispanic origin. There are about 17,080 in the Civilian labor force (over 16 years of age), and of that population, 95.6% are employed. The industries with the most employees are Services (48.0%), Retail Trade (10.9%), Manufacturing (7.7%), and Construction (7.4%). Approximately 64.4% of the population work in white collar jobs, 21.1% of the population work in blue-collar jobs, and 14.6% of the population work in service jobs. The educational attainment of the population over 25 years can be seen in **Table 14** below. In this trade area, approximately 24.8% have attained a bachelor's degree or higher.

Table 14. Education Level – 5-10-mile radius

| Education Level | 5-10-mile radius |
|---------------------------------------|------------------|
| Less than 9 th Grade | 1.7% |
| 9 th -12 Grade, no diploma | 6.3% |
| High School Graduate | 24.1% |
| GED / Alternative Credential | 7.0% |
| Some College, No Degree | 22.7% |
| Associate Degree | 13.2% |
| Bachelor's Degree | 16.5% |
| Graduate / Professional Degree | 8.3% |

Source: ESRI ArcGIS Business Analyst, 2022

HOME EXPENDITURES

In the 5-10-mile radius trade area, there are 15,117 housing units with a 11.4% vacancy rate. Approximately 87.7% of housing units are occupied by their owners, while 12.3% are occupied by renters. The median home value for the trade area is \$236,748. This trade area has the highest median home value.

When comparing mortgage costs and other expenditures associated with home-owning, homeowners in this trade area spend approximately 7% less than the national average. When comparing rent prices (including renter's insurance and other costs associated with renting) to the national average, residents in this trade area spend approximately 35% less. While homeowners, on average, pay slightly less than the national average, renters pay significantly less than the national average in this trade area.

Households in this trade area, compared to the national average, pay significantly less (20%) for childcare costs and slightly less for elderly and disabled care (8%). Looking at home expenditures for this trade area compared to the other trade areas discussed, this trade area experiences the highest costs associated with homeownership and elder care. Regardless, the costs associated with living in the trade area are less than the costs nationally.

BIGGEST LEAKAGE INDUSTRIES

The industry subsectors with the biggest leakage in the 5-10-mile radius from the center are Non-store Retailers, Furniture & Home Furnishings Stores, Clothing & Clothing Accessories Stores, and General Merchandise Stores. Many other industries have unmet need in this trade area as can be seen in *Figure 83*. The Non-store Retailer industry subsector has an unmet demand of \$10 million per year that is met by vendors located outside of the trade area. The Furniture & Home Furnishings Store industry subsector has an unmet demand of approximately \$14 million per year that is met by retail vendors located outside of the trade area. This is an industry which has high leakage factors in each trade area included in this analysis. The Clothing & Clothing Accessories Stores subsector has an unmet demand of \$16 million per year that is met by retail vendors located outside of the trade area. This is an industry which experiences leakage in each trade area and could be explored for its market potential in the area. The General Merchandise Stores subsector has an unmet demand of approximately \$50 million which is consistent with the 0-3-mile trade area, though the 3-5-mile trade area has a surplus in this subsector. This is a market with potential for growth within the smallest and

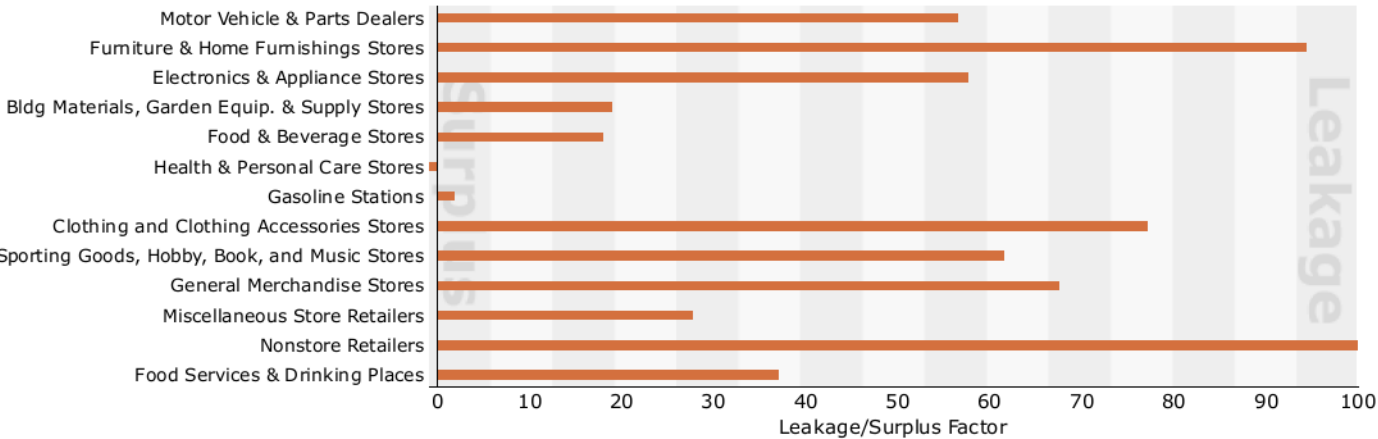
largest trade areas. The Total Retail Trade and Food & Drink Industry Summary shows a Leakage Factor of 35.8 and loses \$227 million to surrounding trade areas.

BIGGEST SURPLUS INDUSTRIES

As can be seen in **Figure 83**, this trade area experiences the most leakage and the least surplus in the industry subsectors. There is only one (1) subsector with surplus: Health & Personal Care Stores., as seen in **Figure 83**. This subsector attracts approximately \$500,000 to the trade area.

Figure 83. Leakage and Surplus by Industry Subsector – 5-10-mile radius

2017 Leakage/Surplus Factor by Industry Subsector



Source: ESRI ArcGIS Business Analyst, 2022

GAP ASSESSMENT

The following tables summarize the accomplishments and achievements of the Titusville CRA. The GAP Assessment reviews the Goals, Projects and Objectives of the previous Titusville Community Redevelopment Plan and evaluates the “GAP” between what was planned and proposed and what was achieved or accomplished. The City of Titusville’s 2015 Community Redevelopment Agency’s Community Redevelopment Plan was evaluated to determine what goals and activities identified within the 2015 Plan have been achieved and which projects or programs have not been achieved or fully implemented subsequent to the Plan’s adoption to the current date (2022)

The Titusville Community Redevelopment Agency has successfully implemented many of the projects associated with the plan goals identified in the 2015 Community Redevelopment Plan. Since 2015, notable achievements within the CRA include extensive enhancements to the bike trail, parks/civic/open spaces renovations, bike/pedestrian infrastructure amenities, enhancing the CRA’s wayfinding, and increased arts and culture installations. Many of the programs or projects are on-going or multi-year in nature and are reflected accordingly in the following table.

The following table lists the CRA initiatives included in the 2015 Community Redevelopment Plan’s and their current status:

| Plan Goals | Status | Items Completed | Items to Do |
|------------------------------|------------|---|--|
| Becoming a Trail Town | Continuing | <ul style="list-style-type: none"> • Downtown Connector Trail (FY 19) • Downtown Wayfinding Signs (FY 17) • Business Directory Signs (FY 17) • Downtown Welcome Center – operational (FY 17) • Bike Racks (ongoing, as needed) • State Trail Town Designation (FY 18) • Trail Bollards replacements (FY 19) • Trail Counter (FY 18) • South Hopkins Avenue benches, trash cans, and bike racks (FY 17) • Logo bike racks at City Hall and at the Marina (FY 18) | <ul style="list-style-type: none"> • League of American Bicyclist Friendly Community Report Card Items to attain Diamond rank • Additional Wayfinding Signage • Bike Repair Stations • Advocate for trail completion to Canaveral National Seashore |
| Vibrant Community Initiative | Continuing | <ul style="list-style-type: none"> • Increased residential density from 20 du/ac. to 30 du/ac. in Downtown (FY 18) & Uptown Subdistricts (FY 19) • Increased building height in the Uptown Subdistrict • Traffic Box art wraps (FY 19) • Building murals by private parties supported (FY 19) • Space View Park Connecting Pedestrian Pier feasibility study (FY 21) • Splash Pad (FY 17) • BMX Track at Marina Park (FY 16) • Memorial Bench (Anthony Koramilas) at Sand Point Park (FY 16) • Skateboard facility | <ul style="list-style-type: none"> • Increase Residential Density in the CRA (ongoing) • Support the Arts • Support entertainment facilities • Integrate recreational sites • Develop Park Master Plan • Develop streetscape Master Plan |

| Plan Goals | Status | Items Completed | Items to Do |
|---|------------|---|--|
| | | <ul style="list-style-type: none"> • Julia & Nevins Courtyards renovation (FY 19) • Space View Park monument addition (FY 18) • Street light pole seasonal decorations (annual) • Logo bike racks at City Hall and at the Marina (FY 18) • Permit and fee grant program created (FY 18, renewed annually) • Solar power roof panels at the Welcome Center (FY 19) • Electric vehicle (EV) charging station at the Welcome Center (FY 18) • Downtown Welcome Center – Bathroom facilities (FY 17) • Additional trash can installations downtown (FY 19) | |
| Community Policing | Continuing | <ul style="list-style-type: none"> • Surveillance cameras installed (FY 20) • Parking lot lighting on Julia St. (FY 16) • Landscaping lighting – Julia parking lot (FY 19) • Police details, (ongoing) • Post-hurricane repair: the Commons parking lot lights (FY 19) • Pedestrian safety crossings: South Washington Ave. at Julia St. (FY 16) • Landscaping: Commons parking lot (FY 20) • Trash can dome replacements – Commons Parking Lot (FY 19) • Additional trash can installations – downtown (FY 19) | <ul style="list-style-type: none"> • Public Safety and Traffic Control |
| Historic Preservation | Continuing | <ul style="list-style-type: none"> • Historic Landmark Brochure printed (FY 20) • Annual HPB Public Workshops • Ad Valorem Tax Exemption Ordinance created (FY 20) • Grant obtained for Historic Booklet & Walking/Driving Tour (FY 20) • Updated historic interpretive signage (FY 20) • Commercial Interior Building Renovation Grant Program created (FY 17, renewed annually) • Commercial Beautification Grant Program re-instated (FY 19, renewed annually) | <ul style="list-style-type: none"> • Increase the number of Local Historic Register designations in the CRA • Promote rehabilitation of historic and potentially historic buildings |
| Commercial Beautification & Structural Rehabilitation | In Use | <ul style="list-style-type: none"> • Commercial Interior Building Renovation Grant Program created (FY 17, renewed annually) • Commercial Beautification Grant Program re-instated (FY 19, renewed annually) | <ul style="list-style-type: none"> • Continue funding the grant programs |
| Side Street Streetscape | Continuing | <ul style="list-style-type: none"> • Main St. paved & trail installed (FY 16) • Paved the following side streets: <ul style="list-style-type: none"> ○ Orange St., west of Hopkins Ave. (FY 20) ○ Orange St., east of S Washington Ave. (FY 19) ○ S. Palm Ave. (Garden St. to South St.) (FY 19) ○ Pine St. (west of Hopkins Ave.) (FY 20) ○ Lemon Ave. (FY 20) | <ul style="list-style-type: none"> • Streets in need of repaving: <ul style="list-style-type: none"> ○ Julia St. (west of Hopkins Ave.) ○ Palmetto Ave. (west of Hopkins Ave.) ○ Wilson St. ○ Broad St. (west of Hopkins Ave.) |

| Plan Goals | Status | Items Completed | Items to Do |
|-------------------------------|------------|--|---|
| | | <ul style="list-style-type: none"> o Indian River Ave. & St Johns St. (FY 17) o Grace St. and Riverside Dr. (FY 16) | <ul style="list-style-type: none"> o Union St. o S. Palm Ave. (between South St. & Union St.) o Crofton Ave. o Indian River Ave. (between Main St. & Palmetto St.) o N. Palm Ave. o N. Lemon Ave. o Coleman Street |
| Underground Utilities | Inactive | <ul style="list-style-type: none"> • Cost Estimate Study (found cost prohibitive to do) | <ul style="list-style-type: none"> • Additional funding will be required to install utilities underground • Replace utilities underground during future infrastructure and streetscape construction projects when the opportunity presents itself |
| Targeted Property Acquisition | Inactive | <ul style="list-style-type: none"> • Financially unfeasible at this time | <ul style="list-style-type: none"> • Additional funding or loan will be needed to acquire property if the need arises |
| Wayfinding Signage Program | Continuing | <ul style="list-style-type: none"> • Downtown Directional Signs installed (FY 17) • Business Directory Signs installed (FY 17) • Historic walking tour panel signs replacement (FY 18) • Welcome Center directional pole signs (FY 18) | <ul style="list-style-type: none"> • Add directional signage consistent with the N. Brevard Trails Group standards, to include: <ul style="list-style-type: none"> o Mile marker signs o Trail pavement markings o Landmark signage |
| Event Sponsorship & Marketing | Inactive | <ul style="list-style-type: none"> • Board preference to fund brick & mortar projects. | <ul style="list-style-type: none"> • Marketing transferred to the Economic Development Director |
| Banner Signs | Continuing | <ul style="list-style-type: none"> • 150th Anniversary banners purchased (FY 17) • Holiday banners purchased (FY 20) • Downtown activities banners installation (FY 20) • City attributes banners purchased (FY 17) | <ul style="list-style-type: none"> • Update banners when needed |
| Downtown Stormwater Plan | Suspended | <ul style="list-style-type: none"> • 2010 Master Storm Water Plan found that providing stormwater facilities too cost prohibitive. Plan finalization suspended. | <ul style="list-style-type: none"> • Board opted to use Low Impact Development Storm Water techniques and public – private partnerships to handle storm water drainage • Consider LID techniques by Right |

PLANNING FRAMEWORK REVIEW

The regulatory environment affecting the Titusville Community Redevelopment Area directly influences the private sector development activity and overall economic activity. This review evaluates the regulatory documents that affect the Community Redevelopment Area, including the 2005 Downtown Master Plan / CRA Plan, the 2007 Waterfront Design Master Plan, the 2006 US-1 Master Plan, the 2018 Comprehensive Plan, the Land Development Regulations (Municipal Code), the Urban Design Manual, the 2019 Multimodal Master Plan, the Titusville Historic Preservation Plan (2018), and the 2019 Resilient Titusville report.

DOWNTOWN MASTER PLAN / CRA PLAN (2005)

The regulatory planning context for the CRA in the 2005 Downtown Master Plan / CRA Plan Update was organized into three approaches: private sector initiatives, public sector initiatives, and recommended regulatory changes. The Downtown Master Plan / CRA Plan Update was written more than 15 years ago. Many of the regulatory context and recommendations are no longer applicable to today’s market and the development conditions within the CRA have changed. The 2005 Downtown Master Plan/CRA Plan Update led to a Downtown Mixed Use Smart Code for the CRA, which was adopted in 2010. These standards were intended to encourage mixed-use buildings for infill development and new public facilities, while maintaining the historic character of the community. These codes were revised in 2013.

The majority of the 2005 Downtown Master Plan/CRA Plan Update recommendations made through the Plan can be sequenced into four umbrella categories:

- Create a sense of place and memorable identity
- Encourage mass use of the streets
- Invest in the public realm to attract private sector investment and infill development
- Develop the CRA while maintaining historical integrity through orderly planning practices

Planned initiatives were provided into a three-phase breakdown, shown below. The column titled “Regulatory Issues” summarizes regulatory actions that need to be taken by the CRA board. Many of the listed pursuits have been reviewed, implemented, or deferred. Still, the table of phases serves as a comprehensive collection of needs the CRA may continue to revisit in the future.

| Phase I: 5 to 8 Years | | |
|--|--|---|
| Private | Public | Regulatory Issues |
| <ul style="list-style-type: none">• Implement Nelson’s Marina development.• Implement River Park mixed-use development next to Stormwater Park. | <ul style="list-style-type: none">• Conduct (real estate) market analysis and feasibility study for CRA area.• Acquire land and assemble feasible development parcels around the Garden Street/U.S. 1 intersection. | <ul style="list-style-type: none">• Adopt long-range development plan for CRA area.• Modify Comprehensive Plan to reflect Town Center concept.• Modify existing zoning or establish overlay district to |

Phase I: 5 to 8 Years

| | | |
|---|---|--|
| <ul style="list-style-type: none"> • Develop a variety of new residential opportunities throughout the CRA area. • Develop infill housing in the North and South Palm Avenue areas and adjacent to the FEC Railroad. • Begin development of the Sand Point Plaza area. | <ul style="list-style-type: none"> • Acquire land in the North Palm & South Palm Avenue areas • Implement Stormwater Park project. • Acquire land in the Town Center, Civic Center and Southern Gateway areas for central parking and stormwater facilities. • Implement a priority Streetscape enhancement program throughout the CRA area and at major entry points. • Implement proposed D.O.T. improvements along Washington Avenue and Hopkins Avenue | <p>attract desired type of development.</p> <ul style="list-style-type: none"> • Adopt “form-based” code and development standards. • Create local historic district for Old Town residential area. • Establish historic preservation criteria for commercial properties in the Town Center area. |
|---|---|--|

Phase II: 7 to 15 Years

| Private | Public | Regulatory Issues |
|---|--|---|
| <ul style="list-style-type: none"> • Continue development of the Sand Point Plaza area. • Continue development of infill housing in the North and South Palm Avenue areas. • Implement “destination-oriented” mixed-use entertainment complex in the Town Center area. • Develop office and business structures in the Southern Gateway area. • Develop a new hotel and conference center at the South Street entry area. • Implement grocery store in the Titusville Village area. | <ul style="list-style-type: none"> • Install priority streetscape enhancements along Washington Avenue and Hopkins Avenue and at major points of entry into the downtown. • Implement new stormwater facilities in the CRA area. • Implement new parking structures in the CRA area. • Create Riverwalk esplanade and waterfront park improvements. • Continue priority streetscape enhancements along all CRA corridors and connector streets. | <ul style="list-style-type: none"> • Establish new design review criteria for all future projects within the CRA area. |

Phase III: 14 to 20 Years

| Private | Public | Regulatory Issues |
|---|--|-------------------|
| <ul style="list-style-type: none">Continue Sand Point Plaza mixed-use development. Continue office and business development in Southern Gateway area. Continue infill housing in the North and South Palm Avenue areas. | <ul style="list-style-type: none">Implement expanded city marina.Continue to implement new stormwater facilities throughout the CRA area.Continue to implement open space amenities in each CRA sub-area.Implement cultural facilities in Town Center and Civic Center areas. | |

COMMUNITY REDEVELOPMENT PLAN UPDATE (SUPPLEMENT) (2015)

The 2015 Titusville CRA Community Redevelopment Supplemental Plan update was created to “develop a plan for coordinated growth in the Downtown CRA” and to create a downtown area with a vibrant mixed use town center environment. Several of the redevelopment programs have been realized including streetscape projects along US-1 and private sector investment projects. The development of a “vibrant mixed-use town center environment” remains a priority of the Titusville Community Redevelopment Agency.

US HIGHWAY 1 CORRIDOR MASTER PLAN (2006)

The US Highway 1 Corridor traverses through the middle of the Titusville CRA. The US Highway 1 Corridor Master Plan addresses economic development, land use, transportation, neighborhood preservation, recreation, and community planning considerations. The Plan includes design guidelines, implementation strategies, project/program initiatives, preservation plans, and commercial development ideas. The proposed capital improvements, commercial development plans, and streetscape improvements have a direct impact on the commercial and social well-being of the Titusville Community Redevelopment Area. Several of the roadway improvement projects have been implemented.

WATERFRONT DESIGN MASTER PLAN (2007)

The Titusville Waterfront Design Master Plan addressed concepts surrounding waterfront access in South Titusville (outside of the CRA) and connect this area to other trails through trail paths. Some of these trails pass through the Titusville CRA. Implementation of this Plan included the re-design and enhancement of parks along the Southern Titusville coast to invite additional park users and offers a natural outdoor experience. The impact of enhanced connectivity between recreation / civic / green space within North and South Titusville provides additional transportation options to access downtown and the Community Redevelopment Area. The Waterfront Design Master Plan is an initiative that serves as a follow up to waterfront access desires identified in the 2006 US-1 Master Plan.

HISTORIC RESOURCES SURVEY (2012)

Historic Assets within the CRA provide both social and economic benefits for the CRA and the greater Titusville community. The 2012 Historic Resources Survey recorded the historic resources that are located within the Downtown CRA and proposed recommended preservation activities. One hundred eighty-five (185) historic resources were identified through this survey, including 183 structures, one (1) existing historic district, and one (1) potential historic district. Six (6) historic resources were listed in the National Register at the time of this survey: St. Gabriel's Episcopal Church, the Wager House, Judge Robbins' House, the Spell House, the Pritchard House, and the Titusville Commercial District. The survey notes that some resources had been demolished since their last recording. Preservation activities that come about as a result of this survey can prevent the further loss of other historic assets. These historic assets are cultural resources for residents, and draws visitors to the CRA. The inclusion of newly recorded historic resources offers additional sites to be added to the Historic Tour that is mapped throughout the CRA's historic sites.

HISTORIC PRESERVATION PLAN AND SURVEY (2016 & 2018)

The Historic Preservation Plan revisits the list of currently recorded and potential historic resources and provides recommendations and strategies for protecting the City's historic assets. These recommendations address engaging and educating the public about the historic resources, updating the City's Comprehensive Plan, and strengthening the existing Historic Preservation Ordinance to provide additional protections for historic assets. Since the Historic Preservation Plan's publishing, many of the recommendations have been implemented or are in the process, including the creation of local district Design Guidelines (underway), the addition of signage requirements in historic districts, and updates to the Land Development Code addressing the intentional neglect of historic properties by owners. The acknowledgement and support of the Historic Preservation Plan recommendations in the Community Redevelopment Plan will assist with the preservation of historic assets and maintain the unique features that distinguish the greater Downtown Titusville area.

The City of Titusville Survey of Historical Resources was conducted between November 2017 and May 2018 to identify the historic structures within the City. This survey assessed areas outside of the CRA borders, but the presence of historic structures within close proximity to the CRA is an asset that can be used to draw visitors into the CRA. 160 historic structures were found in the survey (129 contributing resources; 31 non-contributing resources), including the former Titusville Negro School (approximately located at 725 South DeLeon Avenue). More than 30 contributing sites are located within a 5-minute walk (1/4 mile or less) from the CRA's eastern railroad border, placing them nearby historic sites within the CRA. These nearby sites have the potential to be connected to the current historic tour routes promoted by the Historic Society, emphasizing CRA historic assets.

ECONOMIC DEVELOPMENT PLAN (2017)

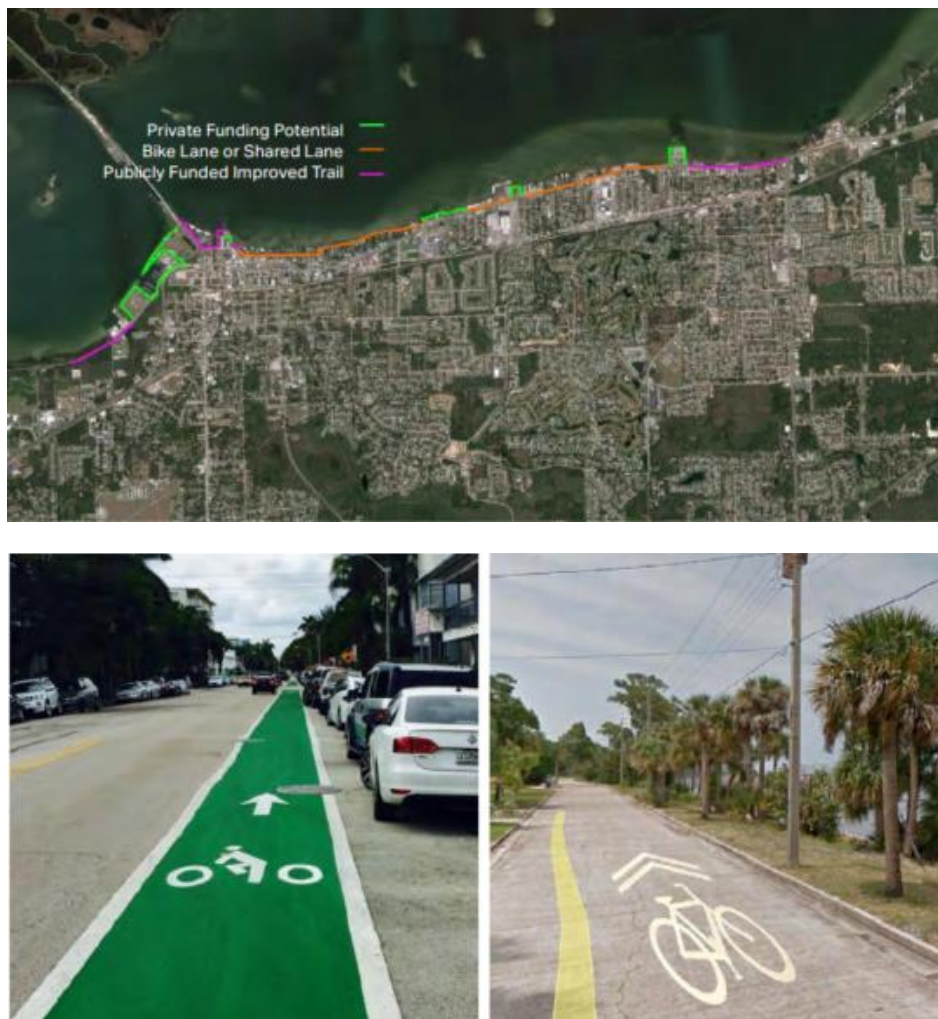
The Economic Development Plan identified several potential projects within the Titusville CRA boundaries. These opportunities included the Sand Point development site (vacant site at northern end of US-1, the Launch Now development site (former Walker Hotel-Apartments and the First federal Bank) and the area south of and adjacent to Space View Park. All three of these areas

identified in the 2017 Economic Development Plan have active development proposals or projects underway.

The 2017 Economic Development Plan also recommended the pursuit of a new hotel in the downtown Titusville area and increased residential density within the CRA area. The Plan analyzed potential outcomes at increases to 50 and 75 units per acre – since the Plan’s writing, the Downtown and Uptown districts’ residential densities have been increased to 30 units per acre.

For future use, the Economic Development identifies a number of sites, privately or City-owned that may be used to improve the commercial development environment as well as to expand the trail network and bicycle lane extensions and visibility enhancements.

Figure 84. Opportunity Sites and Bike Facilities Enhancements



COMPREHENSIVE PLAN (2018)

The City of Titusville’s Comprehensive Plan is divided into nine elements (chapters), which are the categories under which planning policies are organized. Most policies directly or indirectly impact the CRA as it is a part of the City of Titusville, especially policies that regulate how redevelopment and development shall be allowed and their design preference. However, the Comprehensive Plan only has one policy that is directed exclusively towards the CRA, which is Policy 1.10.7 in the Future Land Use Element:

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

Policy 1.10.7 affirms that the Community Redevelopment agency has regulatory and financial support from the City of Titusville government.

A detailed analysis of how the Future Land Use Element (FLUE)'s land use categories affect planning within the CRA is available within this 2022 CRA Plan Update in Section 8.0 Land Use and Zoning. The Comprehensive Plan's Five-Year Capital Improvements Schedule includes several projects that are consistent with and support the redevelopment activities of the Community Redevelopment Agency. These include road/street/sidewalk repairs, roadway resurfacing, and sidewalk gap infill.

LAND DEVELOPMENT REGULATIONS (LDR)⁸

To address the needs of the CRA (referred to as DCRA – Downtown CRA in the LDR), the City of Titusville revised the LDR with a Downtown Mixed Use Smart Code (DMU) in 2010, (Ordinance 31-2010). The strategies and initiatives included in the DMU seek to make understanding the development desires of the CRA more accessible and user-friendly manner in a development "snapshot"⁹ manner. In addition, the City intends to incorporate the Smart Growth model in positioning the CRA for maximum, sustainable investment within the CRA. Except for land parcels classified with the Residential Historic Preservation Zoning District (RHP), the DMU district is intended to apply to all land within the CRA boundaries according to Section 28-30 to the Titusville LDR.

The DMU district intends to create a cohesive look throughout the CRA that matches energy efficiency and modernization with the character of cohesive buildings. Additionally, the code provides that major (35% or more of building area) restoration of preexisting rehabilitation projects must meet the DMU district's requirements and Downtown Urban Design Manual. Such provision ensures that the modification of modern buildings, built before the DMU district was created, supports the environmental aesthetic and sense of place expressed in the LDR for the CRA. In addition, the regulations prevent the modification of historic buildings in a manner that causes the loss of historical character and aesthetics.

DOWNTOWN CRA SUBDISTRICTS

The Downtown CRA is organized into five subdistricts (Downtown, Uptown, Midtown, Civic Waterfront, and Residential Historic District), each with their own development standards, although many of the sub-district standards are similar. The first four subdistricts are all required to be developed with civic/public space of at least 500 square feet, typically with 50 – 100% of maximum building coverage¹⁰ (varies by subdistrict), and a range of open space¹¹ requirements (0 – 50%). The Residential Historic District has separate land development regulations to reflect the desire to

⁸ https://library.municode.com/fl/titusville/codes/land_development_regulations

⁹ The LDR states that the goal is to have "everything anyone ever wanted to know" about development in Downtown Titusville" available in one place.

¹⁰ Maximum building coverage is an alternative measure to Floor-Area-Ratio (FAR) in defining development intensity. Building coverage is the total amount of the lot's surface covered by building divided by the total lot area; the percentage of the lot covered by building area.

¹¹ Open space differs from civic/public open spaces since it includes setback, parking, stormwater, and other impervious areas.

especially preserve historic assets and character within the CRA's largest concentration of historic homes.

UPTOWN

According to the Downtown Mixed-Use Zoning Subdistricts Map within Section 28.44 of the LDR, the Uptown subdistrict represents the northern third of the CRA and is the area between the waterfront and the railway line, north of Garden Street and A. Max Brewer Memorial Parkway. This is the north entry of the CRA.

Presently, most of Uptown is either vacant or has sizeable parcels containing just a few buildings or water body areas. East of US-1 is the waterfront area, containing Westland marina (private). Sand Point Park is mostly a civic open space spanning part of the length of US-1 with a few small building structures within the park. West of US-1 has the greatest development potential and includes large vacant spaces and a small cluster of structures.

The LDR intends for Uptown to contain dense, tall (maximums of five (5) and ten (10) stories¹²) buildings that incorporate a wide variety of uses, including important civic buildings, entertainment spaces, and cultural uses. Additionally, the form of the built environment of Uptown should contain attached, street-oriented buildings that form a continuous wall street and encourage a lot of pedestrian activity. Mixed-use developments in Uptown require a minimum of 20% residential space, a minimum of 30% non-residential space, a minimum of 30% open space, a maximum of 60% building coverage, and a 40-foot arterial setback.¹³

Redevelopment efforts that apply the revised development code for Uptown may need to invest in large mixed-use projects in the underdeveloped areas or construct smaller new developments close to the Uptown's southern edge where a small cluster of businesses already exists. Additionally, as Uptown is the physical and visual northern gateway to the CRA, careful attention to the Downtown District Design Guidelines is required in order to establish a sense of the CRA's identity upon entry. Uptown provides the most significant opportunity for new investment as the underdeveloped land, proximity to water, permitted building heights and uses allow for development project flexibility. However, the dense, pedestrian-oriented land development regulations for the Uptown area are ambitious with consideration of the current land layout of large parcels without buildings.

CIVIC WATERFRONT

The area is designated as an opportunity for public use of and engagement with the waterfront. The Civic Waterfront sub-district contains Sand Point Park and Marina Park. There are few associated development regulations in the LDR – the primary requirement is that uses be open to the public at least ten (10) hours per day and water-dependent/related.

DOWNTOWN

Located just south of Garden Street/A. Max Brewer Memorial Parkway and ending at South Street/State Road 405, Downtown is the mostly developed commercial, entertainment, and civic heart of the CRA – it has very few vacant spaces but allows for the highest development density and intensity. Mixed-use developments in Downtown are permitted up to 100% residential space and up

¹² Building story maximum depends on building use.

¹³ Arterial setbacks are measured from the center of an arterial roadway's right of way.

to 100% non-residential space. Development may have a maximum of 100% building coverage and does not require open space or any arterial setback; height maximums are five (5) stories.

This parameter allows “mixed-use” developments that do not truly contain a mix of uses, but the allowances are reflective of the fact that most of Downtown is heavily developed with a wide variety of uses in close proximity. The LDR formalizes continuity of the existing pattern of dense, urban, pedestrian and transit-oriented development, tightly spaced buildings, and easily-accessible entryways.

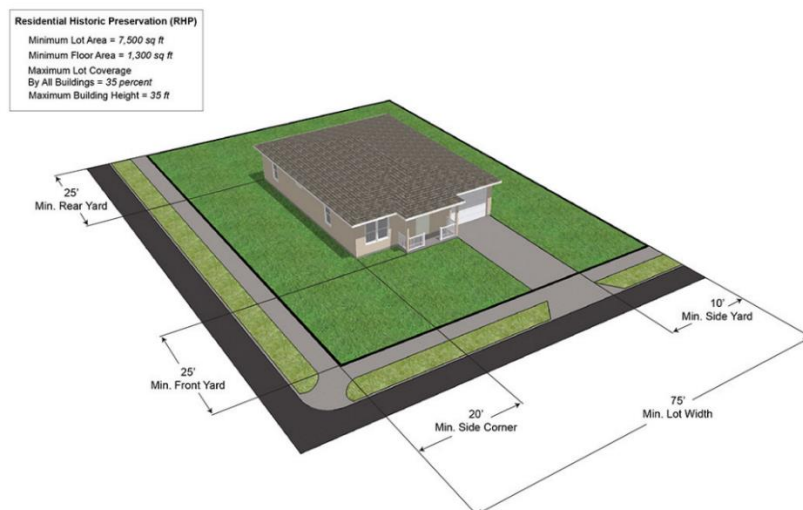
MIDTOWN

Midtown has nearly identical mixed-use development parameters to Downtown, reflecting a desire to have a similarly dense concentration of development in Midtown. The biggest difference is that while Downtown may have up to 100% building coverage, Midtown may only have up to 50% building coverage and has an open space requirement, which the Downtown sub-district does not have. Currently, the LDR notes that Midtown is noticeably more suburban than Downtown, but commercial and industrial uses are common throughout the sub-district. The lesser building coverage allowance in Midtown helps to ensure a transition between Downtown, Midtown, and the residential areas on the outskirts of Midtown. The regulations for the Downtown Mixed Use zoning district were developed with the Smart Growth transect model in which different parts of a city are organized into “zones (transects)” that are classified according to their environment, generally progressing from rural to urban zones. The strategic positioning for Midtown is increasing infill development while maintaining a progressively less dense (albeit still dense) environment, which the LDR explicitly supports.

RESIDENTIAL HISTORIC

The Residential Historic subdistrict is governed by the regulations of the Residential Historic Preservation (RHP) zoning district standards instead of those within the Downtown Mixed Use (DMU) Smart Code. Regulations for this district are very specific as they serve to maintain harmony between the existing structures and any future residential development or modification within the CRA’s historic residential neighborhood. **Figure 85** an illustration of the development standards. The area is not intended or expected to experience a great deal of development in the future.

Figure 85. RHP Typical Development Configuration



Source: City of Titusville Municipal Code, 2018

URBAN DESIGN MANUAL

DOWNTOWN DISTRICT DESIGN GUIDELINES¹⁴

The Downtown District Design Guidelines supplement the Downtown Mixed Used Smart Code (DMU) in Titusville's Land Development Regulations (LDR). The guidelines provide a brief description and many examples of the architecture and aesthetics expected in the Downtown Sub-district. Specifically, the guidelines inform about architecture, compatible infill, additions, renovations, district edges, retail identity, and signage.

Architecture recommendations in Downtown include Art Deco, Beaux-Arts, Masonry Vernacular, Mission Style, Neo-Classical, and Spanish Revival. To be compatible to existing structures, infill development is recommended to have the exact same architectural styles or their modern interpretation with attention to the ground floor and main entrance's prominence. The infill, additions, and renovations section of the design guidelines focuses on a cohesive, welcoming aesthetic, a pedestrian-friendly environment, high-quality construction materials, and the provision and use of adequate space at the ground floor level. Other details provided within this section of the guidelines match the DMU development standards in the LDR.

The ground floor level is a highly desirable location for retail. The Retail Identity section of the guidelines bolsters the architectural recommendations by requiring specific features, such as recessed entries, transom windows, and colonnades. To encourage a pedestrian-oriented environment, the guidelines express a minimum of 65% glass transparency for windows, merchandise displays that can be clearly seen from outside, and a disallowance of storefront windows set back from the sidewalk.

Accompanying storefront designs is the requirement for distinct retail signage,

Figure 86. Architecture Design Example in Urban Design Manual



Source: City of Titusville, adopted, 2010

Figure 87. Transom Window Example in Urban Design Manual



Source: City of Titusville, adopted, 2010.

¹⁴ <https://www.titusville.com/706/XII-Downtown-District-Guidelines>

which can be of any of the following sign styles: blade signs, historic signage, marquee signs (iconic locations, only), wall-mounted signs, and window signs.

The Smart Growth Transect Model that is applied to Titusville's CRA requires a transition of the environment between zones (transects). Such transitions are acknowledged by the design standards with the LDR. The Downtown District Design Guidelines also support such transition with recommendations for development within "District Edges". District edges are areas adjacent to other districts or the CRA's boundary. The guidelines focus on the transition of height and density in the edges, prohibiting more than a 30-foot height difference between structures in adjoining districts and emphasizing consideration for the building scale and nature of adjacent areas.

OTHER APPLICABLE DESIGN GUIDELINES SUB-DISTRICTS

The CRA sub-districts (Uptown, Midtown, Civic Waterfront, and Historic Residential) also have individual design guidelines that follow the same or similar format as the Downtown District Guidelines. Each set of design guidelines includes guidance for Architectural Style, District Edges, Retail Identity, Signage, and Compatible Infill, Additions, and Renovations. The Urban Design Manual was created as a centralized location to inform the potential manifestation of potential projects throughout the CRA.

Additional guidelines that are not particular to a sub-district include an Approved Plant List, Landscape Standards (with design examples), and guidelines for Sustainable Design, Signage, Retail, and Street Furniture. The Manual is also supplemented with educational reference information and illustrative examples explaining what is meant by terms used in the Design Manual. The provision of such comprehensive material empowers the CRA to regulate the final manifestation of project design and aesthetics. Together, the guidelines and LDR ensure the continuity of the historically influenced downtown aesthetic and pedestrian and transit-friendly environment.

TITUSVILLE MULTIMODAL MASTER PLAN (2019)

The City of Titusville and the CRA have made investments in the street infrastructure to support and enhance the vehicle, bicycle, and pedestrian experience throughout the CRA. Within the CRA, the 2019 Multimodal Master Plan prioritizes investment focus on connections between the US-1 / East Coast Greenway – Brevard Corridor Trail, the Titusville Gap Trail, and the Parrish Park Trailhead.

RESILIENT TITUSVILLE (2019)

This Report's (Resilient Titusville) review of impacts to critical facilities (**Table 2**) in Titusville identifies five (5) critical facilities within the CRA that have a natural hazards exposure level of three (3) or four (4) – level 4 being the highest. These at-risk facilities are concentrated by the A. Max Brewer Memorial Parkway / Garden Street, primarily within the Civic Waterfront District in or near the marinas, which is 100-Year Flood Zone AE.

Figure 88. Sand Point Park Waterfront (Marina View)



Source: S&ME, Inc., 2022

Sandpoint Park is within this flood zone, and as observed during the S&ME site visit, the park includes grassy inland areas that successfully collect excess stormwater, diverting it away from recreation areas. Within the commercial and residential core of the CRA, critical facilities have a low level of exposure.

The Report (Resilient Titusville) notes that over time, exposure to storm surges can degrade underground utilities, water mains, and the foundations of critical facilities; and destroy electrical equipment, roadways, and sidewalks.

Protection and monitoring of the Indian River Lagoon is a recommendation made within the Resilient Titusville Report. The Indian River Lagoon is identified as an economic driver for the Space Coast region, including the CRA. Damage to the water body may result in negative economic and civic impacts in the CRA. Most of the lift stations and wastewater facilities located in or servicing the CRA are at least at a natural hazard exposure level of one (1) out of four (4) levels, with one recorded at level two (2).

NEIGHBORHOOD IMPACT STATEMENT

CRA

PLAN UPDATE 2022

NEIGHBORHOOD IMPACT STATEMENT

This section of the Redevelopment Plan addresses the requirements of Chapter 163 Part III of the Florida Statutes, Sections 163.360 and 163.362.

The implementation of the Redevelopment Plan will foster many positive impacts to the quality of life for the downtown area and surrounding communities. Neighborhoods will benefit from the redevelopment programming, through improvements to the public realm, improved community facilities, and infrastructure improvements. These activities are to address conditions of slum and blight that were found present in the community.

Successfully addressing the conditions of blight will improve the quality of life for residents and visitors it will also improve the economic environment for business owners, employers and workers within Titusville and Brevard County.

While all impacts cannot be determined without site-specific proposals for which to evaluate impacts, the following section presents the range of potential impacts that can be anticipated expected to occur in the categories required by Chapter 163 Part III of the Florida Statutes, Sections 163.360 and 163.362.

RELOCATION

The City of Titusville has an adopted relocation policy, which provides equitable payment for all property, owners and tenants in the event of displacement from property acquisition by the Redevelopment Agency. The Titusville Community Redevelopment Agency seeks to avoid displacement of households and businesses as a general policy. The proposed elements of this Redevelopment Plan specifically seek to promote the reuse of existing structures when appropriate, aid with neighborhood revitalization, and allow the current residents to revive their neighborhoods.

It is anticipated that property acquisitions within the Redevelopment area will occur through private enterprise. Private sector land acquisition and redevelopment projects are not subject to the same regulatory provisions as land acquisitions activities undertaken by the public agencies.

If a voluntary sale is made, relocation of occupants, whether tenants or owners, is the responsibility of the parties to that sale. In the case of tenants displaced as a consequence of a voluntary sale, the Redevelopment Agency, if requested, will assist by providing technical assistance and by referring the displaced parties to known local private and public housing providers to assure that replacement housing is available to them.

Should the Titusville Community Redevelopment Agency undertake a future project, at which would require involuntary relocation, the City's relocation policy would be utilized. Displaced parties would be treated fairly and courteously. All efforts of accommodation would be made to minimize any undue hardship on any displaced resident or business occupant. Relocation benefits would be provided consistent with adopted City policy. If any project requiring relocation involves federal funding, then, as required the regulations under the Uniform Relocation Act would be followed.

RESIDENTIAL DEVELOPMENT

The efforts undertaken by the Titusville Community Redevelopment Agency, as described in this Redevelopment Plan, are intended encourage high quality of residential use within the redevelopment district and encourage home ownership, fix up and repair.

Redevelopment program activities are designed to encourage private sector investment in residential development within the redevelopment district.

The establishment of a revitalized and expanded residential base within the downtown core and adjacent neighborhoods is the objective of a successful economic redevelopment and residential development program.

AFFORDABLE HOUSING

The 2022 Titusville Community Redevelopment Plan makes provisions for affordable housing for existing moderate-income markets, through rehabilitation and new construction. The 2022 Titusville Community Redevelopment Plan also provides opportunities for home ownership and home improvements and fix-up. The Plan also supports the identification of potential sites for the development of affordable owner-occupied housing in concert with community housing development agencies (Habitat for Humanity, etc.).

Programming that enhances the buying power of the low and moderate-income homebuyers are also proposed within the 2022 Titusville Community Redevelopment Plan.

ENVIRONMENTAL QUALITY

Drainage

Curb and gutter and storm drainage infrastructure Improvements are proposed throughout the redevelopment area. These improvements are to be provided concurrently with streetscape improvements and will be consistent with low-impact design techniques to minimize and mitigate potential drainage impacts upon the Indian River lagoon.

Vegetation

No loss of vegetation is expected due to the implementation of the Redevelopment Plan. Additional street trees, open spaces and green spaces are proposed within the 2022 Titusville Community Redevelopment Plan.

Noise

It is anticipated that construction activities may cause a temporary increase in local noise levels, however, these activities will occur during normal working hours and should not create a hardship for local residents and businesses.

Water Quality

Improvements to the infrastructure serving the Titusville CRA, including potable water delivery infrastructure, are proposed throughout the redevelopment area. As development and redevelopment occurs, a new and upgraded transmissions system will be constructed, thereby improving potable water supply and quality. Upgrading deficient sanitary sewer systems and water systems during the course of redevelopment activities will also improve the water supply system. Individual projects will be analyzed by the Redevelopment Agency and the City Water Resources Department to determine their impacts on water flow. Improvements to the stormwater drainage system infrastructure during the redevelopment process will be consistent with low-impact design techniques to minimize and mitigate potential drainage impacts upon the Indian River lagoon.

Air Quality

The implementation of the 2022 Titusville Community Redevelopment Plan does not involve the addition of any anticipated point sources of air pollution that would require State or Federal permits. Proposed construction activities that occur as a part of project development or redevelopment activities will be a source of airborne dirt and dust. Dust control mitigation measures may be employed during these activities. Traffic circulation and pedestrian mobility improvements should provide long-term benefits for the air quality in the downtown by increasing the efficiency of traffic flow and decreasing dependency on the automobile for short trips in town.

TRANSPORTATION

The 2022 Titusville Community Redevelopment Plan proposes streetscape improvements, pedestrian improvements and improved bicyclist amenities throughout the CRA. These projects will maintain or improve downtown traffic circulation and parking as well as the flow of regional through traffic while enhancing the pedestrian character of the district.

Annual streetscaping projects will emphasize the provision of enhanced pedestrian facilities and bicycle facilities. While regional traffic is maintained, the pedestrian environment will be enhanced, and bicycle facilities expanded. Neighborhood revitalization incorporating new local employment is expected to provide some relief to traffic congestion in the community by fostering the development of traditional neighborhood characteristics. The closer proximity between various land uses encourages pedestrian, rather than automobile, trips. The CRA in close coordination with the City will utilize maintenance of traffic (MOT) and maintenance of business (MOB) plans to manage traffic flow and to ensure easy access to local businesses during construction periods.

POLICE AND FIRE SERVICES

The 2022 Titusville Community Redevelopment Plan supports the use of Community Oriented Policing (COPs) programs and Crime Prevention Through Environmental Design (CPTED) planning and design principles during neighborhood planning and when reviewing new private sector development. The Titusville Police and Fire Departments currently provide high quality police and fire service. The 2022 Titusville Community Redevelopment Plan endorses the use of improved street

lighting and sidewalks in residential areas to address residents' concerns of potential crime of opportunity.

Additionally, by reducing the number of unsafe, deteriorating, vacant, or poorly maintained structures the potential for fires is proportionally decreased. This supports the City's capacity for the provision of Fire Department services. As new multi-story construction, the City, the Community Redevelopment Agency, City of Titusville Water Resources Department and Fire Department should plan for increased demand on the water system and ensure sufficient flow for fire suppression systems.

SCHOOL POPULATION

Potential housing development and population growth within the CRA are not anticipated to significantly increase the amount of school age children. The population growth of Titusville and Brevard County has been relatively flat. Last year the City's population grew .42% while the Brevard County population grew at 1.2%. While significant increases in the population of school age children are not anticipated within the Titusville CRA, population trends should be monitored for changes in these trends.

EMPLOYMENT

The long-term implementation of the 2022 Titusville Community Redevelopment Plan is anticipated to increase employment activities within the CRA and increase employment opportunities for the residents of the redevelopment area. Small business development is a key factor to providing a stronger, more diverse employment base that is more resistant to fluctuating economic cycles and decisions regarding capital mobility. The 2022 Titusville Community Redevelopment Plan supports the establishment and revitalization of neighborhood commercial, retail, hospitality and office use in appropriate locations throughout the community redevelopment area.

COMMUNITY REDEVELOPMENT PLAN APPROVAL

In accordance with Chapter 163.360, Florida Statutes, the Titusville Community Redevelopment Agency shall submit any Redevelopment Plan it recommends for approval together with its written recommendations, to the local planning agency then Titusville City Council. The governing board shall hold a public hearing on the Community Redevelopment Plan after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the county or municipality. The notice shall describe the time, date, place, and purpose of the hearing, identify generally the Redevelopment area covered by the Plan, and outline the general scope of the Redevelopment Plan under consideration.

Following such a hearing, the governing board may approve the Community Redevelopment Plan therefore if it finds that:

- A feasible method exists for the location of families who will be displaced from the Community Redevelopment Area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;

- The Community Redevelopment Plan conforms to the overall Goals, Policies and Objectives of the City's adopted Comprehensive Plan;
- The Community Redevelopment Plan provides due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the Community Redevelopment Plan; and,
- The Community Redevelopment Plan will afford for the maximum opportunity, consistent with the sound needs of the county or municipality as a whole, for the rehabilitation or redevelopment of the Community Redevelopment area by private enterprise.

Upon approval by the Titusville City Council, the 2022 Titusville Redevelopment Plan shall be considered in full force and effect for the respective Redevelopment area and the City may then cause the Community Redevelopment Agency to carry out the implementation of the Community Redevelopment Plan.

DURATION OF PLAN

The provisions of the 2022 Titusville Community Redevelopment Plan shall remain in effect and serve as a guide for the Titusville Community Redevelopment Agency's future redevelopment activities in the designated Downtown Titusville Community Redevelopment Area through 2044.

AMENDMENT OF PLAN

The Redevelopment Plan may be modified, changed, or amended at any time by Titusville City Council upon the recommendation of the Community Redevelopment Agency, provided that if modified, changed, or amended after the lease or sale of property by the Redevelopment Agency, the modification may be consented to by the developer or redevelopers of such property or his successors or their successors in interest affected by the proposed modification. This means that if a developer acquired title, lease rights, or other form of development agreement from the Titusville Community Redevelopment Agency to a piece of property within the Community Redevelopment Area with the intention of developing it in conformance with the 2022 Titusville Community Redevelopment Plan, any amendment, which might substantially affect their ability to proceed with that development may require their (developer) consent. When considering modifications, changes, or amendments in the Community Redevelopment Plan, the Community Redevelopment Agency will take into consideration the recommendations of interested area property owners, residents, and business operators. Proposed minor changes in the Titusville Community Redevelopment Plan will be communicated by the agency responsible to the affected property owner(s).

SAFEGUARDS AND RETENTION OF CONTROL

The 2022 Titusville Community Redevelopment Plan is the guiding document for future development, redevelopment and ancillary programs, projects and activities in and for the Titusville Community Redevelopment Area. To assure that redevelopment will take place in conformance with the projects, goals and policies expressed in this plan, the Titusville Community Redevelopment Agency will utilize

the regulatory devices, instruments and systems used by the City of Titusville to permit development and redevelopment within its jurisdiction. These regulatory devices, etc., include but are not limited to the adopted Comprehensive Plan, the Land Development Code, the Zoning Code, adopted design guidelines, performance standards and City authorized development review, permitting and approval processes. In accordance with Florida Statutes, the Titusville City Council retains the vested authority and responsibility for:

- The power to grant final approval to Community Redevelopment Plans and modifications.
- The power to authorize issuance of revenue bonds as set forth in Section 163.385, F.S.
- The power to approve the acquisition, demolition, removal or disposal of property as provided in Section 163.370(3), F.S. and the power to assume the responsibility to bear loss as provided in Section 163.370(3), F.S.

The Community Redevelopment Agency Governing Board shall be fully subject to the Florida Sunshine Law and will convene, at a publicly noticed meeting, at least on a monthly basis in a public forum.

The Community Redevelopment Agency shall file an Annual Report with the State's Auditor General's Office and with the City of Titusville. This report shall contain a programmatic overview of the activities of the Agency as allowed by the Redevelopment Plan. In addition to an annual audit as part of the City's Annual Comprehensive Financial Report (ACFR), the Titusville CRA shall also be audited annually by a third-party auditor. The findings of the audit shall be presented at a meeting of the Redevelopment Board and such findings shall be forwarded to the State Auditor General's Office by March 31 of each year for the preceding year, which shall run from October 1 through September 30. The Annual Report, ACFR and third-party audit of the Community Redevelopment Agency shall be provided to the City of Titusville and the City Clerk's Office for public review and availability. Legal notice in a newspaper of general circulation shall be provided to inform the public of the availability for review of the Annual Audit Report and the Annual Report. The Redevelopment Agency shall provide adequate safeguards to ensure that all leases, deeds, contracts, agreements, and declarations of restrictions relative to any real property conveyed shall contain restrictions and/or covenants to run with the land and its uses, or other provisions necessary to carry out the goals and objectives of the Community Redevelopment Plan.

SEVERABILITY

Should any provision, section, subsection, sentence, clause, or phrase of this Community Redevelopment Plan be declared by the courts to be invalid or unconstitutional, such declaration shall not affect validity of the remaining portion or portions of 2022 Titusville Community Redevelopment Plan.

LEGAL DESCRIPTION

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LEGAL DESCRIPTION

The following Legal Descriptions for the Titusville Community Redevelopment Area was excerpted from the establishing City of Titusville Ordinance No. 66-1982.

NORTH: The Northwest property line of Parcel 28, Section 33, running southwest-northeast and extending from FEC railroad on the west to the center of the navigable portion of the Indian River on the east.

WEST: A line running generally north and south and parallel to the FEC railroad and extending from the intersection of the north boundary to the centerline of Grace Street on the south.

SOUTH: An east-west line running parallel with the centerline of Grace Street and extending from the FEC railroad on the west to the center of the navigable portion of the Indian River on the east.

EAST: A line running generally north and south continuous to the center of the navigable portion of the Indian River and extending from the intersection with the south boundary as described above intersection with the north boundary as described above.

CAPITAL PROJECT OPINIONS OF PROBABLE COSTS

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CAPITAL PROJECTS OPINIONS OF PROBABLE COSTS

The following opinions of probable costs are applicable to the proposed capital projects listed **Chapter 4**, Capital Projects. The proposed capital projects include allocations for Contingencies, Contractor Costs and Soft Costs (Design costs, Survey, Permitting, etc.).

Summary of Project Costs

| Street | Cost |
|-------------------|-----------------------|
| Broad Street | \$2,558,152.80 |
| Main Street – PH1 | \$1,281,715.05 |
| Main Street – PH2 | \$844,088.70 |
| Julia Street | \$1,255,287.39 |
| Pine Street | \$120,916.32 |
| Orange Street | \$175,165.20 |
| Palmetto Street | \$147,808.50 |
| Palm Avenue | \$403,515.00 |
| St. Johns Street | \$147,808.50 |
| Total Cost | \$6,934,457.46 |

Additional Improvements

| Gateways | Cost |
|------------------------------------|---------------------|
| South Gateway | \$75,000.00 |
| West @ South St. Gateway | \$75,000.00 |
| West @ Main St. Gateway | \$75,000.00 |
| North @ Garden St. Gateway | \$200,000.00 |
| Pier with Observation Viewing Area | \$200,000.00 |
| Total Cost | \$625,000.00 |

Source: S&ME, Inc., 2022

| Broad Street (From S Hopkins Ave to Veterans Memorial Park) | | | | 100' ROW | 1,050 | Total Length (LF) |
|---|--|-------|-------------|----------|----------------|-----------------------|
| | Item | Units | Unit Cost | Quantity | Cost | |
| A. Site Work & Hardscape | | | | | | |
| | 1 Sidewalk, Roadway & Curb Demo (73') | SF | \$2.00 | 76650 | \$153,300.00 | |
| | 2 12' Sidewalk (Both Sides) | SF | \$5.00 | 25200 | \$126,000.00 | |
| | 3 Striping | LF | \$1.00 | 3500 | \$3,500.00 | |
| | 4 Decorative paver roadway (60' width) | SF | \$20.00 | 60000 | \$1,200,000.00 | |
| | 5 Intersection Improvement | EA | \$20,000.00 | 3 | \$60,000.00 | |
| | Subtotal | | | | | \$1,542,800.00 |
| B. Site Furnishings & Amenities | | | | | | |
| | 1 Street Lights (80' oc Both Sides) | EA | \$3,500.00 | 26 | \$91,000.00 | |
| | 2 Litter Receptacles | EA | \$1,000.00 | 4 | \$4,000.00 | |
| | 3 Recycling Receptacle | EA | \$1,200.00 | 4 | \$4,800.00 | |
| | 4 Bike Racks | EA | \$250.00 | 4 | \$1,000.00 | |
| | 4 Bench | EA | \$1,500.00 | 22 | \$33,000.00 | |
| | 5 Vehicular Bollards (9' oc) | EA | \$250.00 | 84 | \$21,000.00 | |
| | Subtotal | | | | | \$154,800.00 |
| C. Landscaping & Irrigation | | | | | | |
| | 1 Trees (Understory Tree - 40' oc) | EA | \$600.00 | 19 | \$11,400.00 | |
| | 1 Trees (Canopy Tree 40' oc) | EA | \$800.00 | 21 | \$16,800.00 | |
| | 2 Tree Irrigation | EA | \$100.00 | 40 | \$4,000.00 | |
| | 3 Sod | SF | \$0.30 | 16800 | \$5,040.00 | |
| | 4 Irrigation | SF | \$1.00 | 16800 | \$16,800.00 | |
| | 5 Tree Planters(9'x9') | EA | \$500.00 | 40 | \$20,000.00 | |
| | Subtotal | | | | | \$42,640.00 |
| | Total | | | | | \$1,740,240.00 |
| Additional Costs | | | | | | |
| | Contingencies (20%) | | | | \$348,048.00 | |
| | Contractor Costs (15%) | | | | \$261,036.00 | |
| | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$208,828.80 | |
| | Total Project Costs | | | | | \$2,558,152.80 |

| Main Street - Phase 1 (From Washington Ave to Indian River Ave) | | | | 60' ROW | 553 | Total Length (LF) |
|---|--|--|-------|-------------|----------|-------------------|
| | | Item | Units | Unit Cost | Quantity | Cost |
| A. Site Work & Hardscape | | | | | | |
| | | 1 Sidewalk, Roadway & Curb Demo (55') | SF | \$2.00 | 30415 | \$60,830.00 |
| | | 2 5' Sidewalk (each side) | SF | \$5.00 | 5500 | \$27,500.00 |
| | | 3 12' Cycle Track (one side) | SF | \$5.00 | 6636 | \$33,180.00 |
| | | 4 Decorative paver roadway (28') | SF | \$20.00 | 15500 | \$310,000.00 |
| | | 5 Intersection Improvement | EA | \$20,000.00 | 1 | \$20,000.00 |
| | | 6 Striping | LF | \$1.00 | 1100 | \$1,100.00 |
| | | Subtotal | | | | \$452,610.00 |
| B. Site Furnishings & Amenities | | | | | | |
| | | 1 Street Lights (80' oc both sides) | EA | \$3,500.00 | 14 | \$49,000.00 |
| | | 2 Litter Receptacle | EA | \$1,200.00 | 2 | \$2,400.00 |
| | | 3 Recycling Receptacle | EA | \$1,200.00 | 2 | \$2,400.00 |
| | | 4 Bike Racks | EA | \$250.00 | 2 | \$500.00 |
| | | 5 Bench | EA | \$1,500.00 | 6 | \$9,000.00 |
| | | 6 Tree Grates (4'x4') | EA | \$1,200.00 | 25 | \$30,000.00 |
| | | 7 Dome Separators | ALLOW | \$3,000.00 | 1 | \$3,000.00 |
| | | Subtotal | | | | \$96,300.00 |
| C. Landscaping & Irrigation | | | | | | |
| | | 1 Trees (Understory Tree - 30' oc) | EA | \$600.00 | 16 | \$9,600.00 |
| | | 1 Trees (Canopy Tree - 40' oc) | EA | \$800.00 | 14 | \$11,200.00 |
| | | 2 Tree Irrigation | EA | \$150.00 | 30 | \$4,500.00 |
| | | Subtotal | | | | \$25,300.00 |
| | | Total | | | | \$574,210.00 |
| Additional Costs | | | | | | |
| | | Contingencies (20%) | | | | \$114,842.00 |
| | | Contractor Costs (15%) | | | | \$86,131.50 |
| | | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$68,905.20 |
| Total Project Costs | | | | | | \$844,088.70 |

| Main Street - Phase 2 (from Railroad to Washington Ave) | | | 60' ROW | 822 Total Length (LF) | | |
|---|---|--|---------|-----------------------|----------|----------------|
| | | Item | Units | Unit Cost | Quantity | Cost |
| A. Site Work & Hardscape | | | | | | |
| | 1 | Sidewalk, Roadway & Curb Demo (55') | SF | \$2.00 | 45210 | \$90,420.00 |
| | 2 | 5' Sidewalk (each side) | SF | \$5.00 | 8220 | \$41,100.00 |
| | 3 | 12' Cycle Track (one side) | SF | \$5.00 | 9870 | \$49,350.00 |
| | 4 | Decorative paver roadway (30') | SF | \$20.00 | 24700 | \$494,000.00 |
| | 5 | Striping | LF | \$1.00 | 1645 | \$1,645.00 |
| Subtotal | | | | | | \$676,515.00 |
| B. Site Furnishings & Amenities | | | | | | |
| | 1 | Street Lights (80' oc Both sides) | EA | \$3,500.00 | 20 | \$70,000.00 |
| | 2 | Litter Receptacle | EA | \$1,200.00 | 4 | \$4,800.00 |
| | 3 | Recycling Receptacle | EA | \$1,200.00 | 4 | \$4,800.00 |
| | 4 | Bike Racks | EA | \$250.00 | 3 | \$750.00 |
| | 5 | Bench | EA | \$1,500.00 | 20 | \$30,000.00 |
| | 6 | Tree Grates (4'x4') | EA | \$1,200.00 | 34 | \$40,800.00 |
| | 7 | Dome Separators | ALLOW | \$5,000.00 | 1 | \$5,000.00 |
| Subtotal | | | | | | \$156,150.00 |
| C. Landscaping & Irrigation | | | | | | |
| | 1 | Trees (Understory - 30' oc) | EA | \$600.00 | 27 | \$16,200.00 |
| | 1 | Trees (Canopy Tree - 40' oc) | EA | \$800.00 | 20 | \$16,000.00 |
| | 2 | Tree Irrigation | EA | \$150.00 | 47 | \$7,050.00 |
| Subtotal | | | | | | \$39,250.00 |
| Total | | | | | | \$871,915.00 |
| Additional Costs | | | | | | |
| | | Contingencies (20%) | | | | \$174,383.00 |
| | | Contractor Costs (15%) | | | | \$130,787.25 |
| | | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$104,629.80 |
| Total Project Costs | | | | | | \$1,281,715.05 |

| Julia Street (From Wilson Ave to S Hopkins Ave) | | | 60' ROW | 608 | Total Length (LF) | |
|---|--|--|---------|-------------|-------------------|----------------|
| | | Item | Units | Unit Cost | Quantity | Cost |
| A. Site Work & Hardscape | | | | | | |
| | | 1 Sidewalk, Roadway & Curb Demo (60') | SF | \$2.00 | 36480 | \$72,960.00 |
| | | 3 11' Sidewalk (Both Sides) | SF | \$12.00 | 13376 | \$160,512.00 |
| | | 4 Decorative paver roadway (38') | SF | \$20.00 | 23100 | \$462,000.00 |
| | | 5 Intersection Improvement | EA | \$20,000.00 | 1 | \$20,000.00 |
| | | 6 Striping | LF | \$1.00 | 1215 | \$1,215.00 |
| Subtotal | | | | | | \$716,687.00 |
| B. Site Furnishings & Amenities | | | | | | |
| | | 1 Street Lights (80' oc Both Sides) | EA | \$3,500.00 | 14 | \$49,000.00 |
| | | 2 Litter Receptacle | EA | \$1,200.00 | 4 | \$4,800.00 |
| | | 3 Recycling Receptacle | EA | \$1,200.00 | 4 | \$4,800.00 |
| | | 4 Tree Grates (5'x5') | EA | \$1,500.00 | 16 | \$24,000.00 |
| | | 5 Bike Racks | EA | \$150.00 | 3 | \$450.00 |
| | | 6 Bench | EA | \$1,500.00 | 10 | \$15,000.00 |
| | | 7 Vehicular Bollards (8' oc) | EA | \$200.00 | 120 | \$24,000.00 |
| Subtotal | | | | | | \$122,050.00 |
| C. Landscaping & Irrigation | | | | | | |
| | | 1 Trees (Canopy tree - 1 per grate) | EA | \$800.00 | 16 | \$12,800.00 |
| | | 2 Tree Irrigation | EA | \$150.00 | 16 | \$2,400.00 |
| Subtotal | | | | | | \$15,200.00 |
| Total | | | | | | \$853,937.00 |
| Additional Costs | | | | | | |
| | | Contingencies (20%) | | | | \$170,787.40 |
| | | Contractor Costs (15%) | | | | \$128,090.55 |
| | | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$102,472.44 |
| Total Project Costs | | | | | | \$1,255,287.39 |

| Pine Street (From Watson Ave to Washington Ave) | | | 60' ROW | 742 | Total Length (LF) | |
|---|---|--|---------|-------------|-------------------|--------------|
| | | Item | Units | Unit Cost | Quantity | Cost |
| A. Site Furnishings & Amenities | | | | | | |
| | 1 | Street Lights (80' oc) | EA | \$3,500.00 | 6 | \$21,000.00 |
| | 2 | Litter Receptacle | EA | \$1,200.00 | 6 | \$7,200.00 |
| | 3 | Intersection Improvement | EA | \$20,000.00 | 1 | \$20,000.00 |
| | 4 | Recycling Receptacle | EA | \$1,200.00 | 6 | \$7,200.00 |
| Subtotal | | | | | | \$55,400.00 |
| B. Landscaping & Irrigation | | | | | | |
| | 1 | Trees (40' oc Both Sides) | EA | \$600.00 | 18 | \$10,800.00 |
| | 2 | Tree Irrigation | EA | \$150.00 | 18 | \$2,700.00 |
| | 3 | Sod | SF | \$0.30 | 7420 | \$2,226.00 |
| | 4 | Irrigation | SF | \$1.50 | 7420 | \$11,130.00 |
| Subtotal | | | | | | \$26,856.00 |
| Total | | | | | | \$82,256.00 |
| Additional Costs | | | | | | |
| | | Contingencies (20%) | | | | \$16,451.20 |
| | | Contractor Costs (15%) | | | | \$12,338.40 |
| | | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$9,870.72 |
| Total Project Costs | | | | | | \$120,916.32 |

| Orange Street (From Railroad to S Hopkins Ave) | | | 50' ROW | 432 | Total Length (LF) | |
|--|---|--|---------|------------|-------------------|--------------|
| | | Item | Units | Unit Cost | Quantity | Cost |
| A. Site Work & Hardscape | | | | | | |
| | 1 | Sidewalk, Roadway & Curb Demo (30') | SF | \$2.00 | 12960 | \$25,920.00 |
| | 3 | 5' Sidewalk | SF | \$5.00 | 2160 | \$10,800.00 |
| | 4 | Striping | LF | \$1.00 | 864 | \$864.00 |
| Subtotal | | | | | | \$37,584.00 |
| B. Site Furnishings & Amenities | | | | | | |
| | 1 | Street Lights (80' oc) | EA | \$3,500.00 | 10 | \$35,000.00 |
| | 2 | Litter Receptacle | EA | \$1,200.00 | 2 | \$2,400.00 |
| | 3 | Bench | EA | \$1,500.00 | 10 | \$15,000.00 |
| | 4 | Recycling Receptacle | EA | \$1,200.00 | 2 | \$2,400.00 |
| Subtotal | | | | | | \$54,800.00 |
| C. Landscaping & Irrigation | | | | | | |
| | 1 | Trees (Canopy Tree - 40' oc) | EA | \$800.00 | 20 | \$16,000.00 |
| | 2 | Tree Irrigation | EA | \$150.00 | 20 | \$3,000.00 |
| | 3 | Sod | SF | \$0.30 | 4320 | \$1,296.00 |
| | 4 | Irrigation | SF | \$1.50 | 4320 | \$6,480.00 |
| Subtotal | | | | | | \$26,776.00 |
| Total | | | | | | \$119,160.00 |
| Additional Costs | | | | | | |
| | | Contingencies (20%) | | | | \$23,832.00 |
| | | Contractor Costs (15%) | | | | \$17,874.00 |
| | | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$14,299.20 |
| Total Project Costs | | | | | | \$175,165.20 |

| Palmetto Street (From S Hopkins Ave to Indian River Ave) | | | 60'ROW | 475 | Total Length (LF) |
|--|--|-------|-------------|----------|---------------------|
| | Item | Units | Unit Cost | Quantity | Cost |
| A. Site Furnishings & Amenities | | | | | |
| | 1 Street Lights (80' oc) | EA | \$3,500.00 | 11 | \$38,500.00 |
| | 2 Litter Receptacle | EA | \$1,200.00 | 2 | \$2,400.00 |
| | 3 Intersection Improvement | EA | \$20,000.00 | 2 | \$40,000.00 |
| | 4 Recycling Receptacle | EA | \$1,200.00 | 2 | \$2,400.00 |
| | Subtotal | | | | \$83,300.00 |
| B. Landscaping & Irrigation | | | | | |
| | 1 Trees (40' oc Both Sides) | EA | \$600.00 | 23 | \$13,800.00 |
| | 2 Tree Irrigation | EA | \$150.00 | 23 | \$3,450.00 |
| | Subtotal | | | | \$17,250.00 |
| | Total | | | | \$100,550.00 |
| | Additional Costs | | | | |
| | Contingencies (20%) | | | | \$20,110.00 |
| | Contractor Costs (15%) | | | | \$15,082.50 |
| | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$12,066.00 |
| | Total Project Costs | | | | \$147,808.50 |

| St. Johns Street (From Railroad to Riverside Dr) | | | 40' ROW | 1,110 | Total Length (LF) |
|--|--|-------|------------|----------|---------------------|
| | Item | Units | Unit Cost | Quantity | Cost |
| A. Site Work & Hardscape | | | | | |
| | 1 Sidewalk, Roadway & Curb Demo (30') | SF | \$2.00 | 33300 | \$66,600.00 |
| | 2 5' Sidewalk (Both Sides) | SF | \$5.00 | 11100 | \$55,500.00 |
| | 3 Striping | LF | \$1.00 | 2450 | \$2,450.00 |
| | Subtotal | | | | \$124,550.00 |
| B. Site Furnishings & Amenities | | | | | |
| | 1 Street Lights (80' oc Both Sides) | EA | \$3,500.00 | 27 | \$94,500.00 |
| | Subtotal | | | | \$94,500.00 |
| C. Landscaping & Irrigation | | | | | |
| | 1 Trees (40' oc Both Sides) | EA | \$600.00 | 55 | \$33,000.00 |
| | 2 Tree Irrigation | EA | \$150.00 | 55 | \$8,250.00 |
| | 3 Sod | SF | \$0.30 | 11100 | \$3,330.00 |
| | 4 Irrigation | SF | \$1.50 | 11100 | \$16,650.00 |
| | Subtotal | | | | \$61,230.00 |
| | Total | | | | \$280,280.00 |
| | Additional Costs | | | | |
| | Contingencies (20%) | | | | \$56,056.00 |
| | Contractor Costs (15%) | | | | \$42,042.00 |
| | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$33,633.60 |
| | Total Project Costs | | | | \$412,011.60 |

| Palm Avenue (From Garden St to South St) | | | | 50' ROW | 2,300 | Total Length (LF) |
|--|---|--|-------|-------------|----------|---------------------|
| | | Item | Units | Unit Cost | Quantity | Cost |
| A. Site Furnishings & Amenities | | | | | | |
| | 1 | Intersection Improvement | EA | \$20,000.00 | 1 | \$20,000.00 |
| | 2 | Street Lights (80' oc Both Sides) | EA | \$3,500.00 | 57 | \$199,500.00 |
| | | Subtotal | | | | \$199,500.00 |
| B. Landscaping & Irrigation | | | | | | |
| | 1 | Trees (40' oc Both Sides) | EA | \$600.00 | 100 | \$60,000.00 |
| | 2 | Tree Irrigation | EA | \$150.00 | 100 | \$15,000.00 |
| | | Subtotal | | | | \$75,000.00 |
| | | Total | | | | \$274,500.00 |
| Additional Costs | | | | | | |
| | | Contingencies (20%) | | | | \$54,900.00 |
| | | Contractor Costs (15%) | | | | \$41,175.00 |
| | | Design Fees and Soft Costs - Survey, Permitting etc. (12%) | | | | \$32,940.00 |
| Total Project Costs | | | | | | \$403,515.00 |