



CITY OF TITUSVILLE

COMMUNITY REDEVELOPMENT AGENCY

AGENDA

Regular Meeting

August 12, 2025 - 5:30 PM

Council Chamber at City Hall

555 South Washington Avenue, Titusville, FL 32796

Any person who decides to appeal any decision of the Community Redevelopment Agency with respect to any matter considered at this meeting will need a record of the proceedings, and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The City desires to accommodate persons with disabilities. Accordingly, any physically handicapped person, pursuant to Chapter 286.26 Florida Statutes, should, at least 48 hours prior to the meeting, submit a written request to the chairperson that the physically handicapped person desires to attend the meeting.

**1. CALL TO ORDER**

**2. DETERMINATION OF A QUORUM**

**3. INVOCATION**

A. **A moment of silence will be held.**

**4. PLEDGE OF ALLEGIANCE**

**5. APPROVAL OF MINUTES**

A. **Minutes**

Approve the minutes of the regular Community Redevelopment Agency meeting on July 8, 2025.

**6. SPECIAL RECOGNITIONS & PRESENTATIONS**

**7. OLD BUSINESS**

A. **CRA Capital Projects - Broad Street**

Approve moving forward with the Broad Street Curbless Streetscape in the Approved CRA Plan and provide guidance on the type of financing available to finance the project.

**8. NEW BUSINESS**

**A. Commercial Beautification Grant Application - 1111 South Washington Avenue**

Approve the award of a Commercial Beautification Grant in the amount of \$46,229 to Sachin Shenoy, for property located at 1111 South Washington Avenue.

**B. Commercial Interior Grant Application - 1111 South Washington Avenue**

Approve the award of a Commercial Interior Grant in the amount of \$28,762 to Sachin Shenoy for property located at 1111 South Washington Avenue.

**9. PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT**

**10. EXECUTIVE DIRECTOR'S REPORT**

**A. Executive Director's Report August 2025**

The Executive Director's Report is included in the agenda packet. No action is requested.

**11. ADJOURNMENT**

**City of Titusville**  
"Gateway to Nature and Space"

REPORT

**To:** Members of the Community Redevelopment Agency  
**From:** Thomas Abbate, City Manager  
**Subject:** **Minutes**  
**Department/Office:** City Clerk

**Recommended Action:**

Approve the minutes of the regular Community Redevelopment Agency meeting on July 8, 2025.

**Summary Explanation & Background:**

**Alternatives:**

**Item Budgeted:**

**Source/Use of Funds/Budget Book Page:**

**Strategic Plan:**

**Strategic Plan Impact:**

**ATTACHMENTS:**

1. CRA minutes 7-8-25

The Community Redevelopment Agency (CRA) of the City of Titusville, Florida met in regular session in the Council Chamber of City Hall, 555 South Washington Avenue, on Tuesday, July 8, 2025.

xxx

### **Call to Order/Determination of a Quorum**

Chairperson Connors called the meeting to order at 5:30 p.m. Present were Chairperson Andrew Connors, Vice-Chairperson Herman Cole, Jr. Col USAF Retired, and Members Megan Moscoso, Jo Lynn Nelson, Dr. Sarah Stoeckel, Greg Aker and Jim Ball, Interim Executive Director Tom Abbate, Community Redevelopment Agency (CRA) Attorney Jim Stokes, and Sr. Administrative Assistant Emily Campbell were also present. Sr. Administrative Assistant Emily Campbell completed the minutes of the meeting.

xxx

### **Invocation/Pledge of Allegiance**

Chairperson Connors asked for a moment of silence and then led the entire assembly in the *Pledge of Allegiance to the Flag*. Sr. Administrative Assistant Emily Campbell read the procedure for public comment.

xxx

### **Approval of Minutes**

The request was to approve the minutes of the regular Community Redevelopment Agency meeting on June 10, 2025.

Motion: Member Nelson moved to approve the minutes of the Community Redevelopment Agency meeting on June 10, 2025, as submitted. Member Ball seconded the motion.

The motion carried unanimously.

xxx

**Special Recognitions and Presentations** – None.

## **Old Business**

Spaceview Park - Gemini Handprint Monuments – Renovations - Interim Executive Director Abbate advised the request was to recommend approval of Option 1 to the City Council for the Spaceview Park Gemini Handprint Monuments Renovations.

At the May 13, 2025 CRA meeting, the Community Redevelopment Agency (CRA) Board approved the allocation of \$98,527—remaining funds from FY2024—for repairs and maintenance along the Space View/Gemini Park walkway. This included monument restoration, lighting, and irrigation work. CRA staff, in collaboration with Code Enforcement and Public Works, recommend Option 1, prioritizing safety and preservation of handprint monuments. Landscaping and irrigation would be added when more funds were available and/or if the estimates came in under budget. The CRA Board requested detailed plans for review and approval before work begins. Option 2, if selected, would result in an estimated \$100 monthly irrigation charge, paid from CRA account 104-5555-515.46-01 project CR2502, titled Landscape Improvements.

Redevelopment Planner Sue Williams reviewed the two options.

Member Stoeckel stated that she was in support of option 1 and then add the landscaping later when the funds were available.

Member Moscoso stated that she was in support of option 2 and she stated that landscaping and curb appeal was important.

Member Aker stated that he was in support of option 1 and add the landscaping later.

Member Ball stated that he agreed with the staff's analysis and believed that additional lighting was a higher priority than landscaping at this time.

Member Moscoso discussed the maintenance of Spaceview Park and ensuring that Brevard County Parks and Recreation continued to maintain the park once the improvements were complete.

Lisa Mosier stated that she was in support of option 2. She stated that staff could add in more lighting when more funds became available.

Toni Shifalo stated that she was in support of option 2 because it included the landscaping and the maintenance of the park. Ms. Shifalo stated that more lighting could be added when the funds became available.

Member Stoeckel asked for more information on why staff recommended option 1.

Redevelopment Planner Sue Williams stated that staff expressed a safety concern regarding option 2, noting that the proposed use of only four lights could result in dark spots, potentially compromising visibility and safety.

Member Ball stated that he was in support of including the lighting and landscaping for the project. He asked if there were any unexpended or carryover funds from the current budget that could be included in a budget amendment for this project.

Redevelopment Planner Sue Williams advised that there were funds available in the Spaceview Pier line item.

Member Ball suggested a budget amendment to transfer \$27,000 for the additional lighting and \$1,200 for recurring irrigation fee for the entire scope of the project to be funded.

Redevelopment Planner Sue Williams advised that if the Community Redevelopment Agency was in support of completing the whole project at once, the cost would be \$125,000.

Motion: Member Nelson moved to recommend approval for the complete project, by including a budget amendment to come back to the Community Redevelopment Agency for the Spaceview Park Gemini Handprint Monuments Renovations. Vice-Chair seconded the motion. The motion carried unanimously.

xxx

**New Business** – None.

xxx

### **Petitions and Request from the Public Present**

Toni Shifalo stated that the Preservation on Main Street 2025 conference was at Fernandina Beach on Jul 14, 2025. Ms. Shifalo and staff members from the City would be attending the conference.

xxx

### **Executive Directors Report**

Interim Executive Director Abbate submitted his written report and advised that all items were informational only.

xxx

Chairperson Connors advised that he was meeting with District Secretary Tyler from Florida Department of Transportation (FDOT) District five to discuss the speed of traffic on US Highway 1 in Downtown Titusville.

xxx

With no further business to discuss, the meeting adjourned at 5:51 p.m.

**City of Titusville**  
"Gateway to Nature and Space"

REPORT

**To:** Members of the Community Redevelopment Agency  
**From:** Thomas Abbate, City Manager  
**Subject:** **CRA Capital Projects - Broad Street**  
**Department/Office:** Community Development

**Recommended Action:**

Approve moving forward with the Broad Street Curbless Streetscape in the Approved CRA Plan and provide guidance on the type of financing available to finance the project.

**Summary Explanation & Background:**

This item was presented at the June 10, 2025, Community Redevelopment Agency (CRA) meeting and was tabled to the August 12, 2025, meeting.

Broad Street, located in the Downtown sub-district of the CRA between Veterans Memorial Park and the FEC railroad tracks, is a key corridor in the downtown. Proposed improvements aim to enhance the functionality of the street as a flexible open space for festivals, additional parking, and to add streetside amenities that support future residential development. These improvements align with CRA redevelopment strategies, including Supporting Planned and Programmed Redevelopment, Reinforcing CRA Branding and Marketing, Reinforcing Connections, and Developing Additional Housing.

**The Broad Street concept can be found on page 22 of the PDF, page 17 of the plan.**

According to the Titusville Opportunity Sites Map (see pdf page 33), seven of the eight identified Opportunity Sites in the adopted CRA Plan are located along Broad Street. These sites were selected by City and CRA staff based on factors such as current use, development potential, strategic location, and proximity to ongoing or planned development. This positions Broad Street as a central focus for redevelopment within the CRA district.

Based on a review of the Proposed Capital Projects in the Adopted CRA Redevelopment Plan, the staff's recommendation is to move forward with the Broad Street Curbless Streetscape project (see page 17 of the enclosed CRA Plan). The probable cost of the Broad Street Curbless Streetscape in the approved and adopted 2022 Community Redevelopment Agency Plan is \$2,558,152.80 (see pages 150-151 of the Plan).

Currently, \$250,000 is allocated to the Broad Street paving project. In Fiscal Year 2025, the Community Redevelopment Agency (CRA) approved the allocation of \$150,000 to create approximately 20 new parking spaces on Broad Street between US 1 North and Palm Avenue. For the Fiscal Year 2026 proposed budget, the CRA approved the allocation of

\$100,000 for pervious pavement for the Broad Street Parking Project. The duration of this project will be based on the direction provided by the CRA Board and City Council regarding the funding. The financed option will be competitively bid and will require annual debt service appropriations from currently available TIF revenues. Should the CRA Board and City Council decide to finance this project, the contract and financing will be brought back to the CRA Board and City Council for approval.

**Funding strategy options:**

**Option 1. Pay-As-You-Go - NOT recommended**

- a. Funded through phased annual CRA allocations.
- b. Slower implementation.
- c. No long-term financial obligation

**Option 2. Bank financing - Recommended**

- a. Allows full funding upfront.
- b. Requires long-term debt service, including closing costs.
- c. Suitable for large infrastructure investments.
- d. Provides for generational equity\*

\*What is Generational equity? Generational equity is the principle that the costs and benefits of public policies or projects should be fairly shared across current and future generations. In the context of public finance or infrastructure funding, it means those who benefit from a project over time should also help pay for it. For example, if a city builds a new bridge or upgrades a downtown district, the benefits will last for decades. Generational equity argues that the cost shouldn't fall solely on today's taxpayers, but should be spread out—typically through long-term financing like bonds—so that future residents who use and benefit from the project also contribute to its cost. This approach:

- o Promotes fairness across generations.
- o Prevents overburdening current taxpayers.
- o Encourages strategic, long-term investment in community infrastructure.

Previous example. On January 13, 2009, the City and CRA entered into a Loan Agreement wherein the City agreed to obtain Two Million Five Hundred Thousand (2,500,000.00) Dollars of funds through City Multi-Purpose Revenue Bonds and to disburse said funds to the CRA for projects consisting of US 1 streetscape improvements, Julia Street parking lot, street curb, sidewalk, landscaping and related improvements in conjunction with the Main Streetscape project and the Garden Street Complete Streets project within the CRA district boundaries. There is Six Hundred Thousand (\$600,000) remaining to be paid by October 1, 2029.

**Alternatives:**

1. Approve moving forward with the Broad Street Curbless Streetscape in the Approved CRA Plan.
2. No action
3. Seek Financing
4. "Pay-As-You-Go"

**Item Budgeted:**

Partially - included in the CRA Plan and a portion in the FY2025 Budget

**Source/Use of Funds/Budget Book Page:**

Broad Street Capital Improvement - 104-5555-513.65-00-CR2501

**Strategic Plan:**

This action ensures the continuing effectiveness of the Community Redevelopment Agency by implementing a Capital Project identified in the CRA Plan, and improves quality of life, economic development, and effective services by committing to funding infrastructure and implementing desired community design.

**Strategic Plan Impact:**

This addresses the City of Titusville's Strategic Goals and Objectives including

- Objective 1.b enhancing the appearance of the city
- Objective 2.a to commit to funding a capital improvement plan, including infrastructure
- Objective 2.c to continue implementation of the sustainability plan
- Objective 3.b to plan for future capital obligations
- Objective 4.c and 4.d to continue redevelopment efforts and to establish additional parking capacity downtown
- Objective 6.3 in Goal 6 Community Design that seeks to encourage managed growth using low impact development principles as a means of developing an attractive built environment.

In addition, this project would impact a variety of goals and policies established in the adopted 2022 CRA Plan. This includes but is not limited to;

Policy / Goal	Description	Project Impact
Policy 1.1.1.1	Utilize funding from TIF revenues and other sources for capital improvements identified in the CRA Plan.	The project was funded using CRA TIF revenues, demonstrating alignment with the CRA's intended capital investment strategy.
Policy 1.2.1.1	Collaborate with City departments to develop cost-effective programs supporting redevelopment objectives.	Project was implemented in coordination with Public Works and Community Development to deliver cost-effective, impactful redevelopment.
Objective 4.2.2	Establish and maintain safe, well-lit, pedestrian-friendly environments for residents, visitors, and businesses.	The new curbless design and streetscape improvements increase pedestrian safety and comfort, especially for those with mobility limitations.
Policy 4.2.2.2	Prioritize infrastructure and amenities that attract and retain businesses and visitors.	Enhances the street's aesthetic and functional appeal, encouraging more foot traffic and economic activity.
Goal 5.1	Create safe and accessible public spaces within the CRA.	Provides universally accessible sidewalks and bikeways, reinforcing safety and usability for all community members.
Policy 5.2.1.6	Increase canopy tree coverage and street trees along sidewalks in the CRA.	Includes street landscaping and tree planting to provide shade and enhance the pedestrian environment.
Policy 5.5.1.2	Prioritize pedestrian accessibility around public gathering spaces.	The project design removes barriers such as curbs and elevation changes, facilitating easy access to nearby community destinations.
Goals 6.1	Promote a sense of place,	Supports place-making by

& 6.2	walkability, safety, and prioritize infrastructure for new development and redevelopment.	integrating walkable, aesthetically pleasing, and functional infrastructure that encourages redevelopment.
Policy 6.4.1.3	Utilize Low Impact Development (LID) standards on public land.	Features a bioswale and pervious paving to manage stormwater sustainably, serving as a public demonstration of LID techniques.
Policy 7.2.1.3	Support improved pedestrian and cyclist amenities to increase safety for residents and visitors.	Curbless design and clear pedestrian/cyclist routes improve safety and mobility, especially at intersections and across shared public spaces.

The proposed Broad Street Curbless Streetcape Capital Project may also achieve identified goals adopted in the 2023 Sustainability Action Plan (SAP) - including but not limited to;

SAP Item	Definition	Impact
1.3.1	Provide safe and comfortable sidewalks, bikeways, crosswalks, and public places that are unobstructed and barrier-free for cyclists, pedestrians, and people with disabilities.	Curbless designs eliminate the elevation barriers of traditional curbs, creating a smooth, accessible surface that enhances mobility for pedestrians, cyclists, and individuals with disabilities.
2.1	Prioritize the use of green infrastructure, low impact development, and nature-based solutions	Curbless designs as well as planing interceptor trees are LID Best Management Practices that were adopted in the City's Technical Manual under Sec. 11.5.12 and Sec. 11.5.17
2.2.1	Continue to develop an inventory of low impact development public projects and establish a network of demonstration sites with educational material and signage	This would be the second LID demonstration project in the CRA further building an inventory of LID public projects in order to help build an network of demo sites
6.5	Increase access to pedestrian and bicycle infrastructure	This item expands and improves access to more pedestrian and bicycle infrastructure
6.5.1	Provide safe and comfortable sidewalks, bikeways, crosswalks, and public places that are	Curbless designs eliminate the elevation barriers of traditional curbs, creating a smooth,

unobstructed and barrier-free for cyclists, pedestrians, and people with low vision.

accessible surface that enhances mobility for pedestrians, cyclists, and individuals with low vision.

**ATTACHMENTS:**

1. Broad Street Concept CRA 8-12-25
2. Adopted Plan Update 2022 plan only (3)
3. Downtown Parking Study by CPH
4. Downtown Parking Study by Kwabena Ofofu City Engineer
5. Downtown Parking Study by Trevor Traphagen Senior Planner - Walmart
6. Parking Garage Cost Estimate - 400 spaces
7. Parking Best Practices by the City of Tampa
8. New City Hall and Parking Garage Concept by AECOM



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FLORIDA

## **Streetscape Concept: Broad Street**

Community Redevelopment Agency (CRA) August 12, 2025

# CRA Plan

## Executive Summary

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.

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

Source: Page 5 of the CRA Plan adopted in 2022



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# CRA Plan Capital Projects

Proposed capital projects in the public realm implement the CRA Plan redevelopment strategies

Source: Pages 17 and 145 of the CRA Plan adopted in 2022

## 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
<b>Total Cost</b>	<b>\$6,934,457.46</b>
<b>Additional Improvements</b>	
<b>Gateways</b>	
	<b>Cost</b>
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
<b>Pier with Observation Viewing Area</b>	<b>\$200,000.00</b>
<b>Total Cost</b>	<b>\$625,000.00</b>

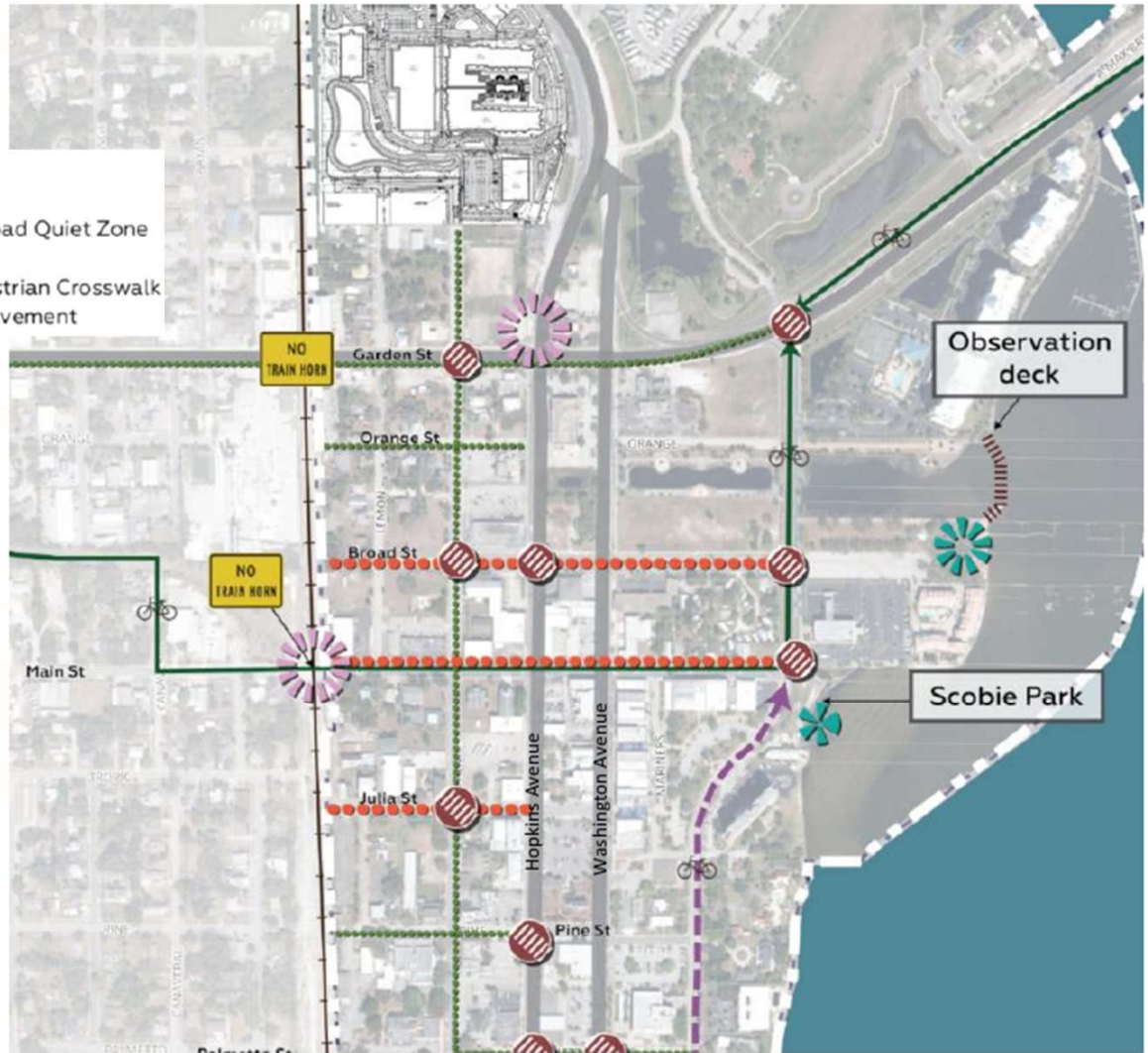
Source: S&ME, Inc., 2022



# CRA Plan Capital Projects

## LEGEND

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



Source: Page 16 of the CRA Plan adopted in 2022



## **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 **(1) 12' sidewalks on both sides of the street with (2) streetlights, angled on-street (3) parking, and a (4) curb-less street for festivals and special events**.

Source: Page 17 of the CRA Plan adopted in 2022



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# BROAD STREET

100' R.O.W.

**12' sidewalks** on both sides of the street with **streetlights**, angled on-street **parking**, and a **curb-less street**

Estimated cost \$2,558,152.80



Source: Pages 17 and 145 of the CRA Plan adopted in 2022



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# Parking studies



Community Development

## DOWNTOWN AND REDEVELOPMENT AREA PARKING ANALYSIS

for  
**SCOTT LARESE,**  
CITY MANAGER

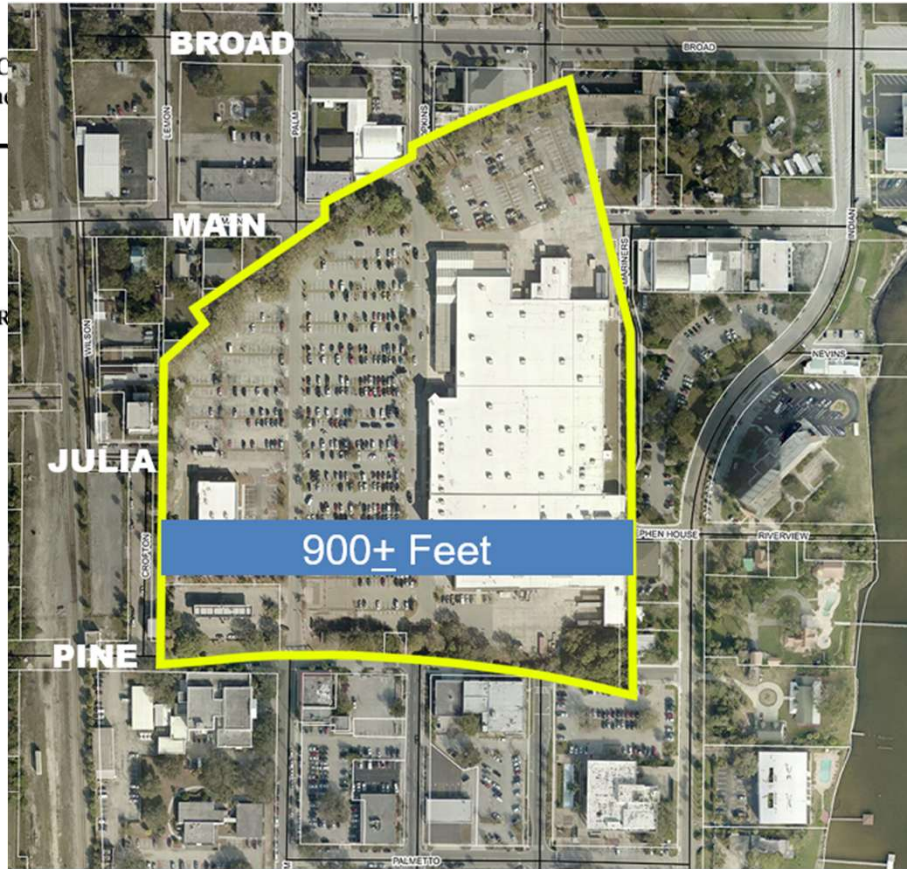
**DRAFT**

Prepared By:

Kwabena Oforu, P.E., PTOE  
Community Development Engineer

&  
Tim Ford  
Redevelopment Planner  
City of Titusville, FL.

Date: March 2017



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Fax: 813.288.0433

## Draft Memo

August 22, 2017

Kevin Cook, City of Titusville

Sandra Gorman, P.E.

Titusville Parking study- Existing Conditions Summary

Project No.: T3923

The study was performed for the Downtown Titusville Area at the request of the City. The purpose of the parking study was to evaluate current onsite parking patterns, and determine any potential parking deficiencies in the area to improve parking efficiency and identify any potential parking deficiencies in the area for future development. The limits of the study were from Garden Street south to Pine Street, and east from the railroad crossing to the Indian River.

The parking supply was calculated by counting all private and public parking within the study area. Single family homes were not included in the parking supply count. On-street parking was available but not explicitly delineated, additional parking was noted, but not included in the overall supply numbers.

The parking study was conducted using drone aerial photography during three different peak periods identified by the City:  
June 8 from 5:00 PM – 7:00 PM  
June 9 from 6:00 PM – 8:00 PM  
June 10 from 10:00 AM – 12:00 PM

The study noted that the parking observations coincided with the 7<sup>th</sup> Annual Titusville Sea Festival.

The parking demand for the observation period was on Friday evening at 7:30 PM. During this time it was noted that 897 vehicles were parked within the study area, for a parking occupancy of 100%. The majority of the parking demand was observed closest to Washington Street during the festival was staged. The block of Washington Street from Main Street to Stephen Street was observed to have several vehicles parked in no parking areas, however, this was for the purposes of the festival. This pattern was not observed during the non-festival periods.

times observed.



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# High cost of a parking garage

- Cost per structured parking space: \$42,650
- Estimated total cost: \$17,060,000
- High cost to maintain



# Findings

- Proposed CRA Plan Capital Improvements help transform the downtown from an **automobile-centric into an active pedestrian-oriented** downtown by adding amenities and creating spaces.
- No parking issue in the downtown.
- Parking garages are expensive and consume space.
- Staff can present alternative parking strategies from other communities at a future meeting for the CRA's consideration.
- Option 1 Pay as you go is not recommended. It increases the risk of projects inconsistent with the aims and branding described in the plan.
- Option 2 Seek financing is optimum. It is easier to be consistent with the strategies and branding described in the plan.



# CRA

*PLAN UPDATE 2022*



## Community Redevelopment Plan

8/17/2022

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# INTRODUCTION

**CRA**

PLAN UPDATE 2022

1

# 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.

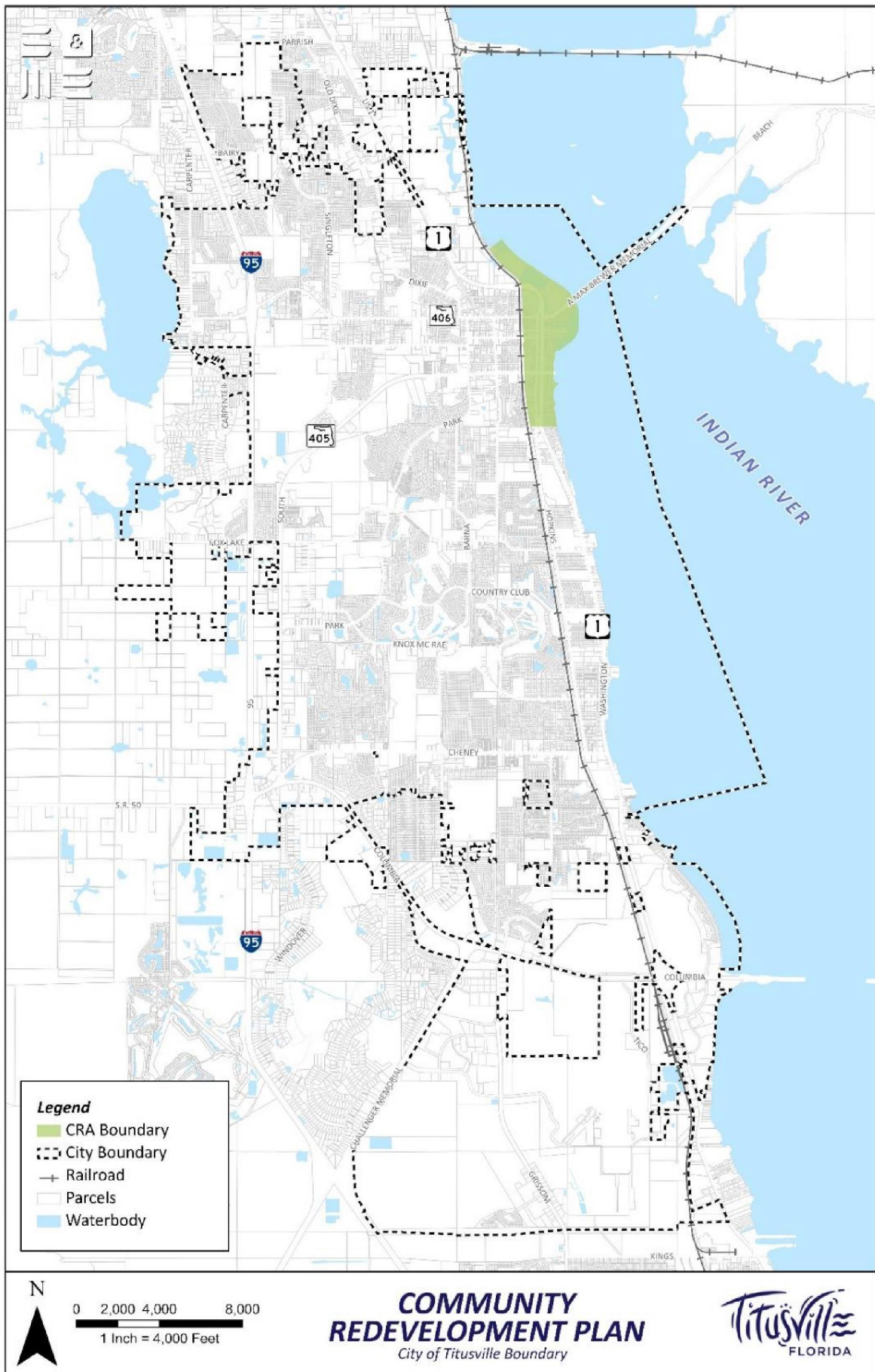
## **Land Use**

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.

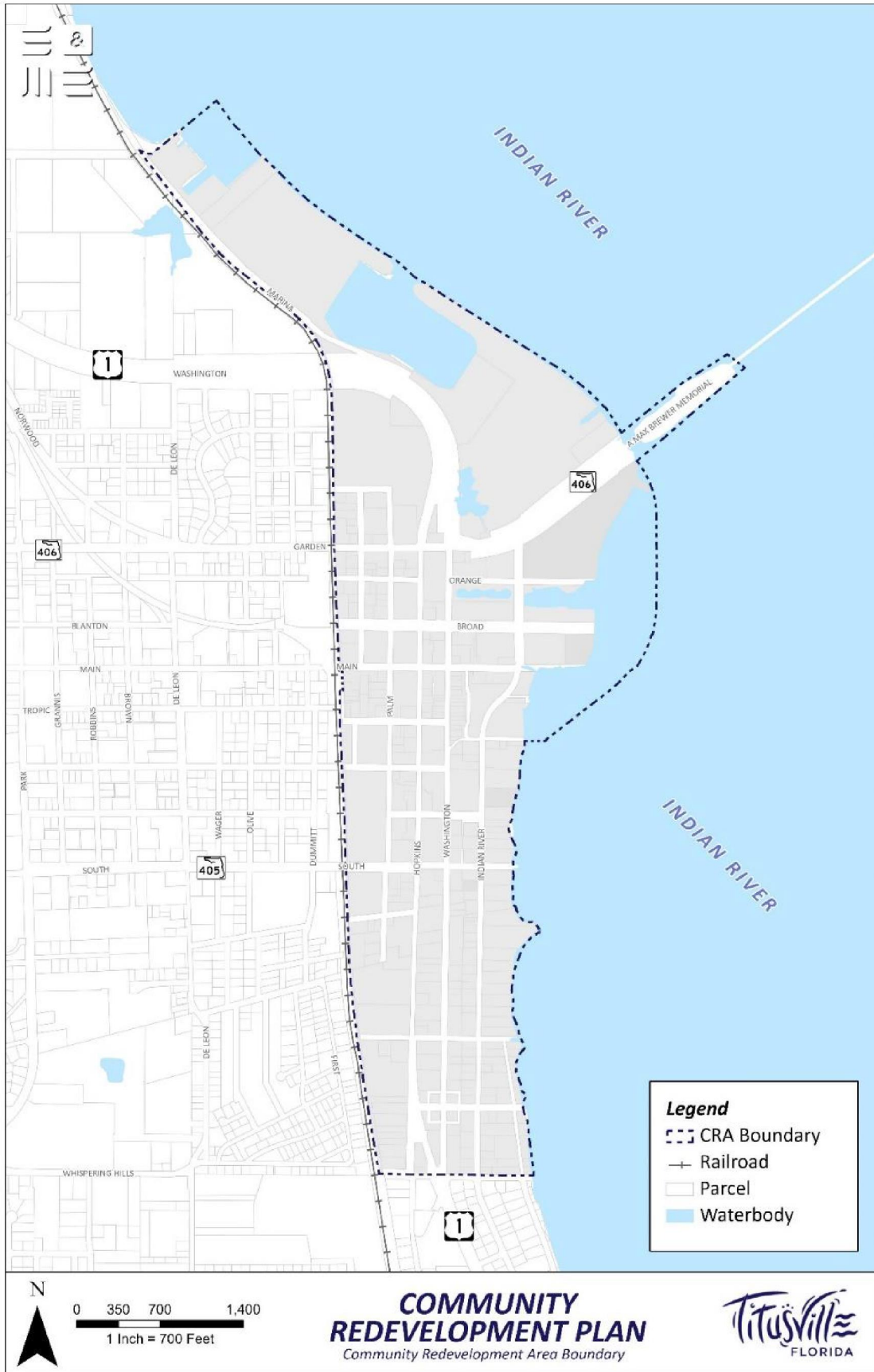
The 2022 update to the Titusville Community Redevelopment Plan acknowledges the goals of earlier visions and adjusts for current conditions of the Community Redevelopment Area to provide redevelopment strategies to address the identified conditions of slum and blight and to stimulate continued economic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

**Figure 1. Community Redevelopment Area Location**



Source(s): Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

**Figure 2. Community Redevelopment Area Boundary**



Source(s): Brevard County Property Appraiser, City of Titusville, 2022

# EXECUTIVE SUMMARY

**CRA**

PLAN UPDATE 2022

2

## 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

**CRA**

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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

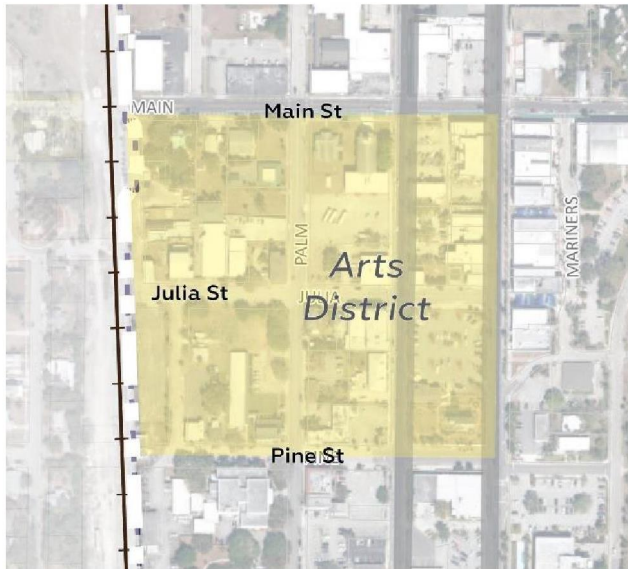
The Community Redevelopment Agency seeks to further refine, advertise and extoll the Downtown Titusville brand. The CRA has unique assets, businesses, destinations and activities that could benefit from increased branding and marketing efforts. The following activities and tasks are proposed as part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

**Figure 5. Conceptual Titusville Arts District**



Source: S&ME, 2022

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.

### *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.

### *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.

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.

**Figure 6. Historic Pritchard House**



*Source: City of Titusville, 2022*

**Figure 7. Floating Kayak Launch**



*Source: Kay-Access, 2022.*

## 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.*

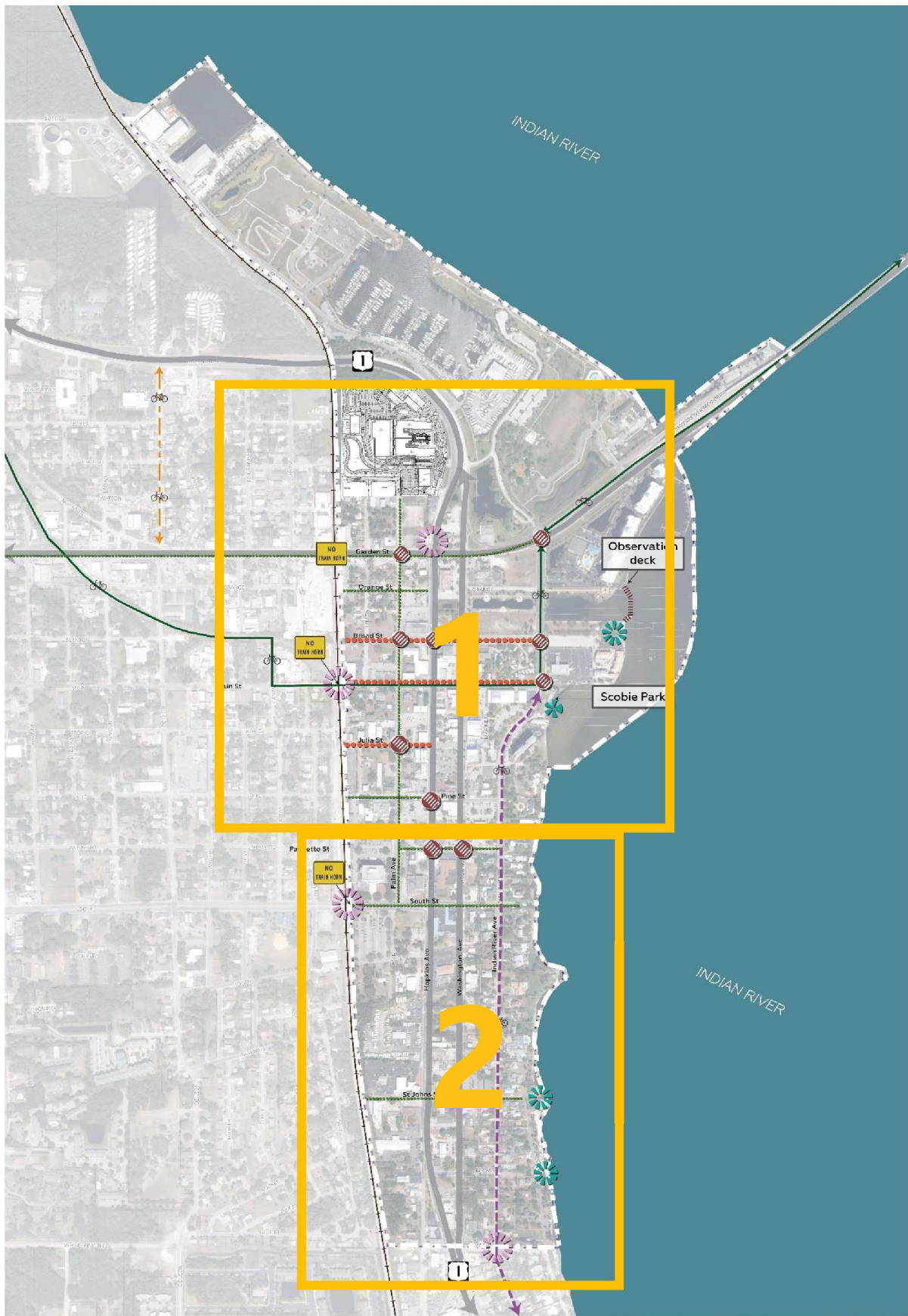
# CONCEPTUAL MASTER PLAN / CAPITAL PROJECTS

**CRA**

PLAN UPDATE 2022

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Figure 10. Conceptual Master Plan - Map Key



**LEGEND**

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

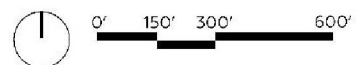


Figure 11. Conceptual Master Plan - Proposed Capital Projects – Part 1



**LEGEND**

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

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



**LEGEND**

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

# PROPOSED CAPITAL PROJECTS

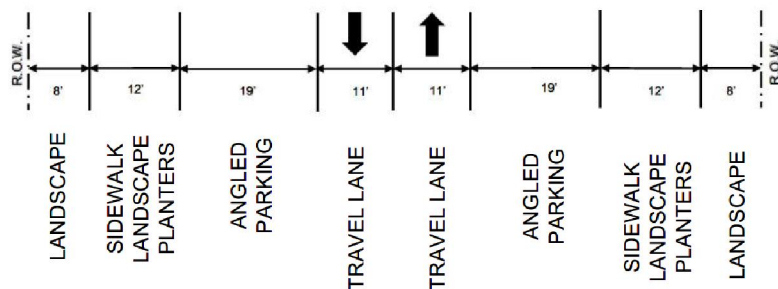
**Figure 10** shows the location of the proposed capital improvements within the Titusville CRA and their location relative to existing trails and planned developments. The following capital project descriptions present the proposed public realm improvements to implement the redevelopment strategies 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.

### BROAD STREET

100' R.O.W.



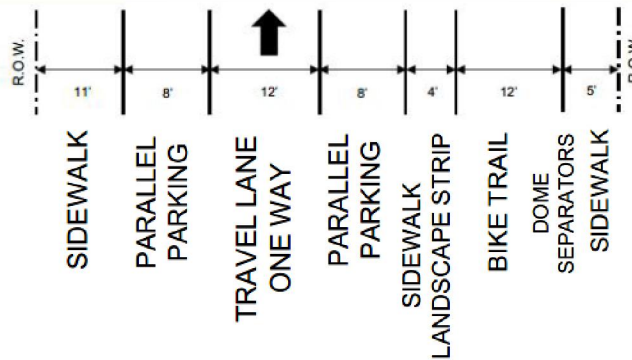
# MAIN STREET / FESTIVAL STREET (TWO PHASE IMPROVEMENTS)

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.

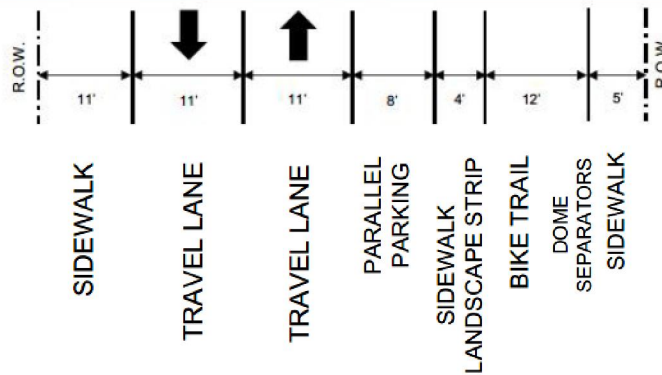


The proposed improvements will address the redevelopment strategies of Supporting Planned and Programmed Redevelopment, Reinforcing the CRA Branding and Marketing, Reinforcing Connections, and Developing Additional Housing.

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.

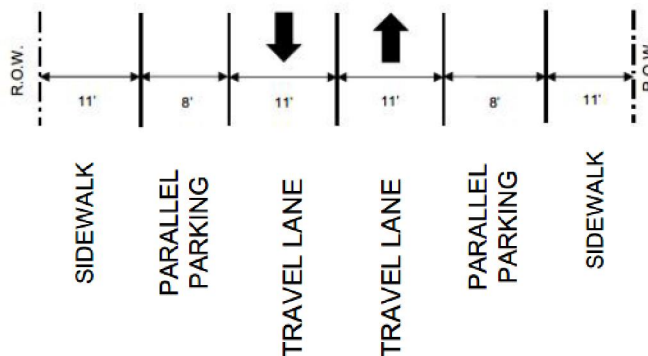


# JULIA STREET / FESTIVAL STREET

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

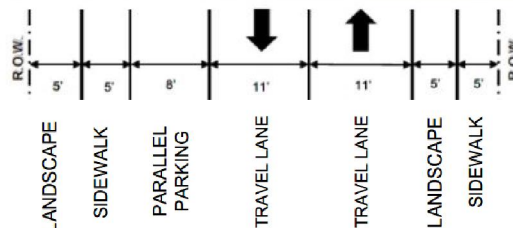
Pine Street, located in the central area of the community redevelopment district, south of Julia Street, runs east west from South Washington Avenue to Watson Avenue. Pine Street is home to the Titusville Courthouse and adjacent related professional office and municipal uses. The proposed improvements 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.

### ORANGE STREET

50' R.O.W.



## 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.

**Figure 15. Observation Deck**



*Source: S&ME, 2022.*

**Figure 14. Observation Deck**



*Source: S&ME, 2022.*

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.

## 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

# CRA

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Figure 21. Opportunity Sites – Key Map

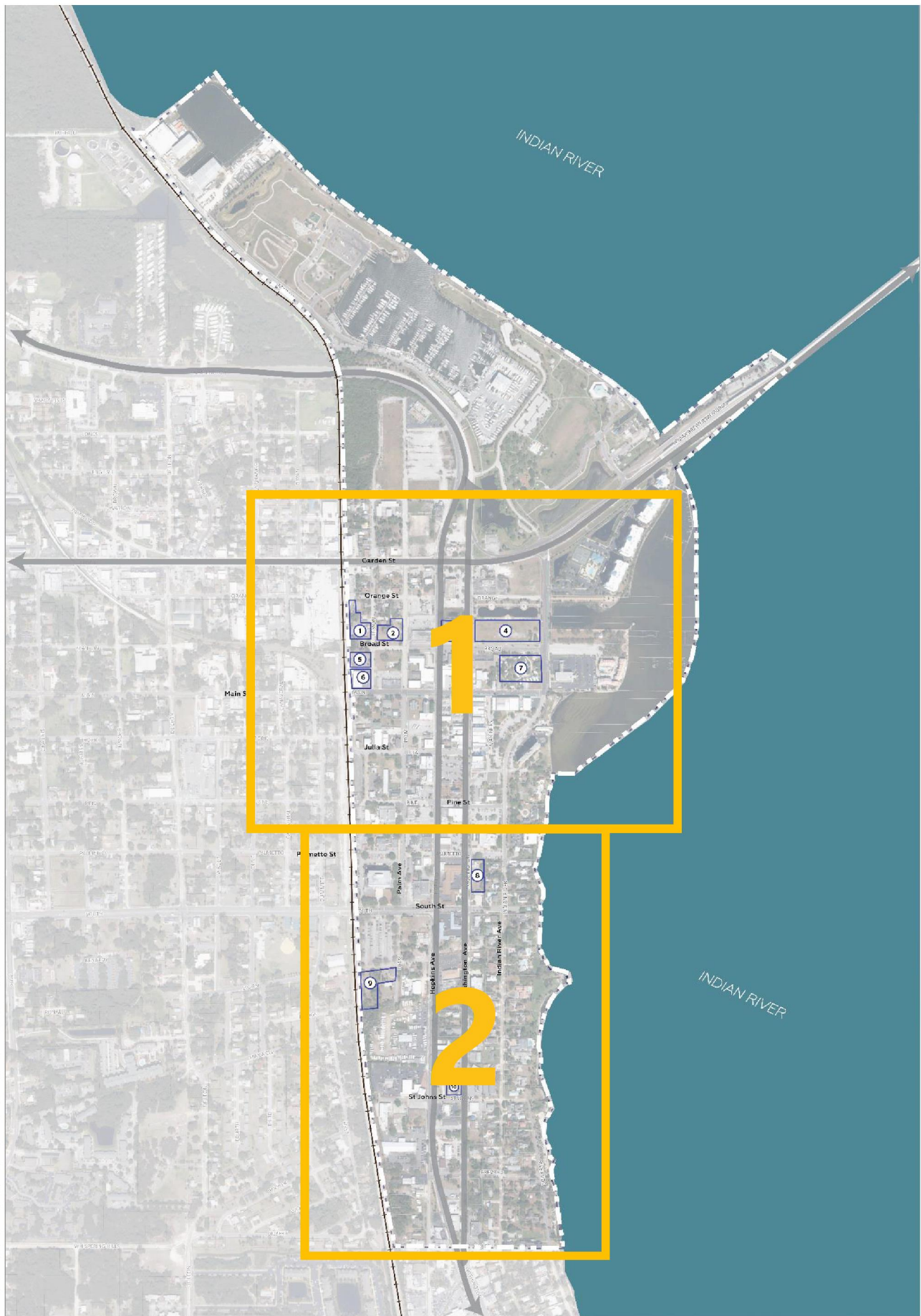
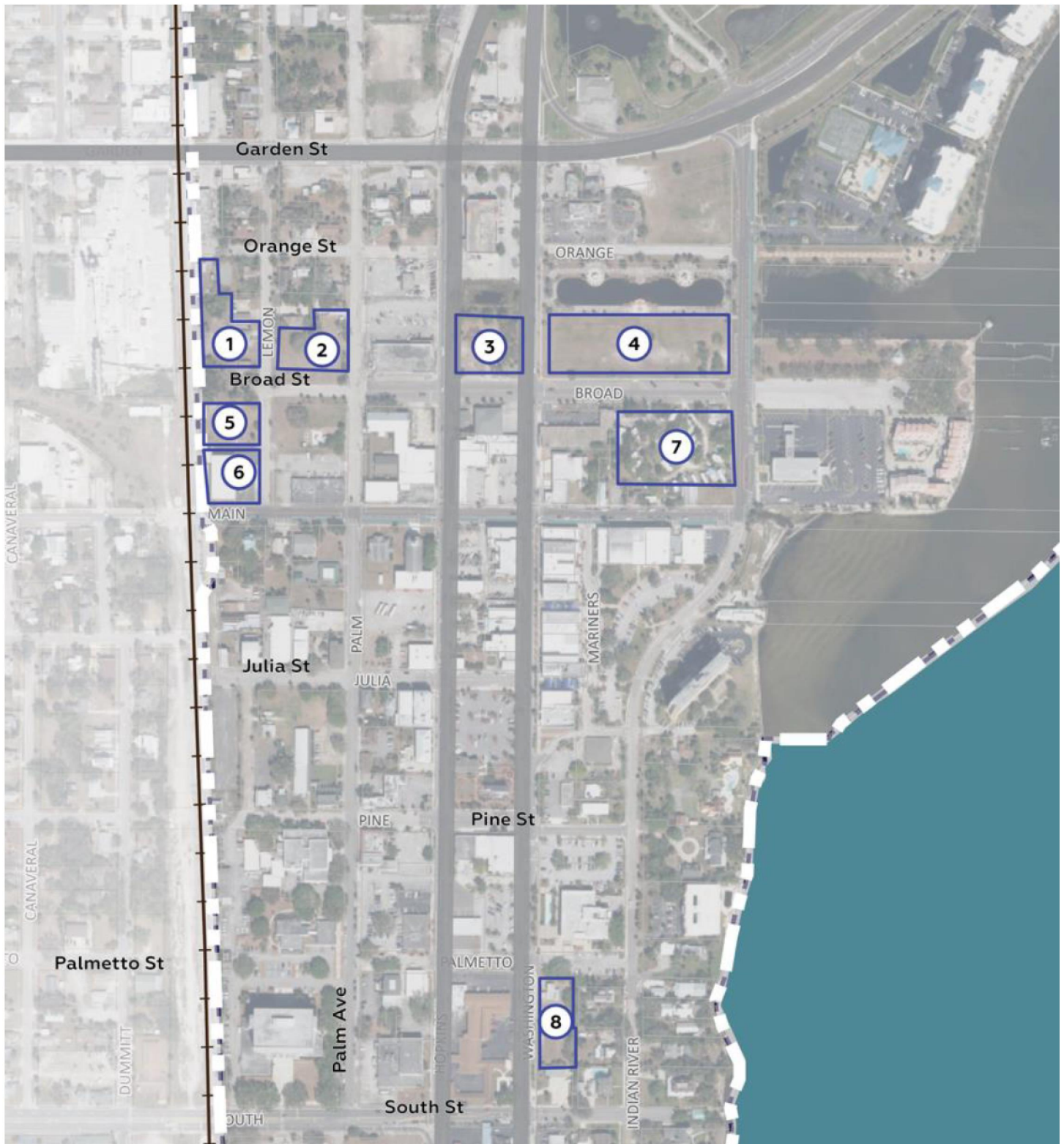


Figure 22. Opportunity Sites – Section 1



**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, **Figure(s) 21-22-23**, shows 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, **Figure(s) 21-22-23**, 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)

## 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 24. 116-122 Lemon Avenue**



*Source: Brevard County Property Appraisers Office, 2022*

**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

## 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 28. 435 Broad Street**



*Source: Google Maps, 2022*

**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

# CRA

PLAN UPDATE 2022

6

## 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

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

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**OBJECTIVES:**

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

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**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.

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

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**OBJECTIVE:**

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

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**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.

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**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.

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**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.

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*GOAL 1.3 – Effective administration for achievement of redevelopment goals.*

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**OBJECTIVE:**

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

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**POLICIES:**

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

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*GOAL 1.4 – Community Redevelopment Agency compliance with legal requirements*

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**OBJECTIVE:**

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

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**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](http://www.FLAuditor.gov)).

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**OBJECTIVE:**

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

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**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

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

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### **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.

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### **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.

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### **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.

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## **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

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

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### OBJECTIVE:

**3.1.1** Support historic resource preservation and promotion.

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### 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*

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*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.

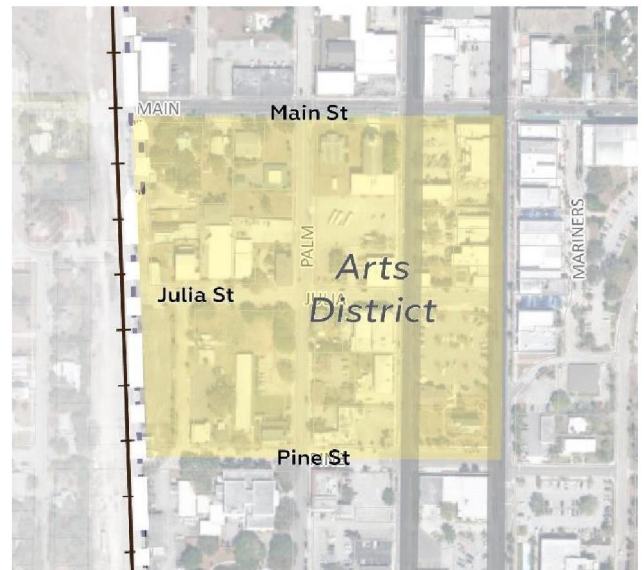
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### OBJECTIVE:

**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

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**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.

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

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**OBJECTIVE:**

**3.3.1** Evaluate the opportunity to initiate a public art program.

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**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

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

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### OBJECTIVE:

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

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### 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

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

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### OBJECTIVE:

**4.1.1** Increase utilization of undeveloped and underutilized parcels.

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### 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.

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### 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.

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

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### **OBJECTIVE:**

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

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### **POLICY:**

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

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### **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.

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### **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*

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**OBJECTIVE:**

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

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**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.

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**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

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

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#### OBJECTIVE:

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

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#### 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

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### GOAL 5.2 – Create a visually unified CRA

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#### OBJECTIVE:

**5.2.1** Utilize a consistent design theme for public realm improvements.

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#### 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

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## GOAL 5.3 – Increased public spaces and public amenities

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### 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.

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## GOAL 5.4 – Enhanced access to public spaces within the CRA

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### OBJECTIVE:

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

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**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.

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

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**OBJECTIVE:**

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

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**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

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

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#### **OBJECTIVE:**

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

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#### **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*

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#### **OBJECTIVE:**

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

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#### **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.

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**OBJECTIVE:**

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

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**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.

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

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**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.

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*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.*

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**OBJECTIVE:**

**6.4.1** Support efforts to address stormwater issues within the CRA.

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**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

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**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.

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**OBJECTIVE:**

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

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**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.

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**OBJECTIVE:**

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

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**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

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### GOAL 7.1 – Safe community initiatives implementation

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#### OBJECTIVE:

**7.1.1** Improve community safety within the CRA.

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#### 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.

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#### 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.

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

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### 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

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

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### **OBJECTIVE:**

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

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### **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

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# 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.

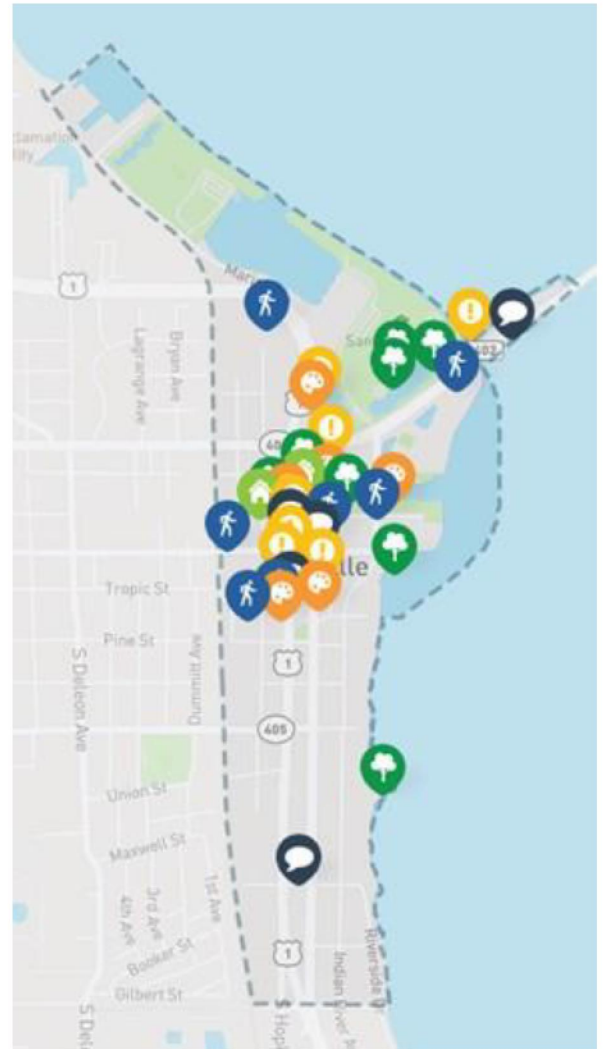
The Titusville CRA Plan update website was active for three (3) months and received over six-hundred and twenty (620) visits. Twenty-eight (28) completed surveys were submitted, and forty-three (43) comments were provided on the interactive “mark-up” map.

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

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## 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

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## 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

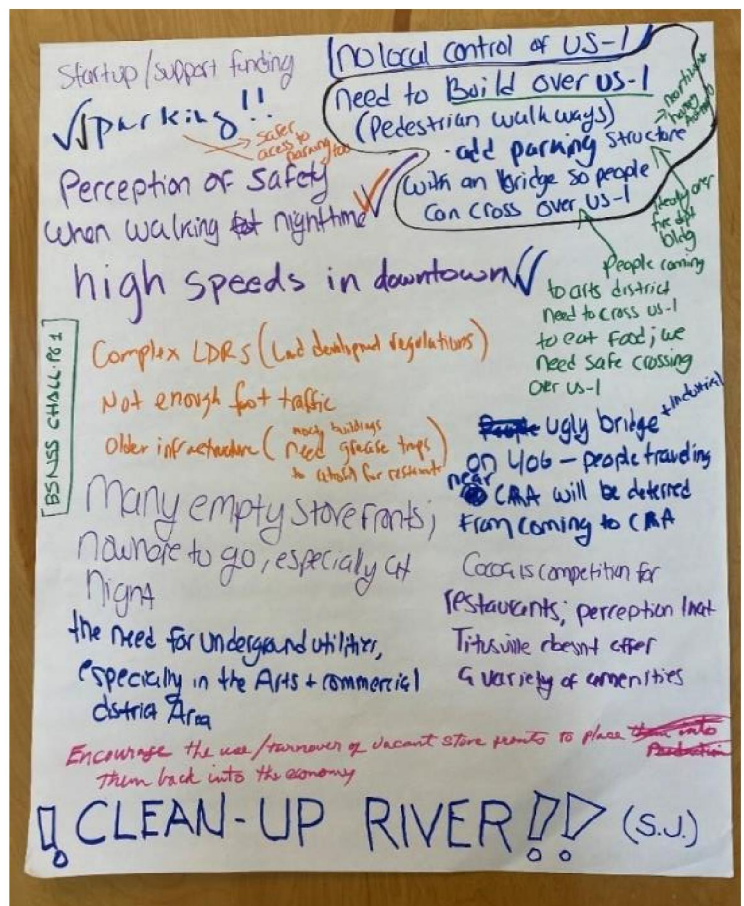
Speeding and safety issues for pedestrians through downtown\*: A. Max Brewer Parkway, and the intersection of US-1 and Garden Street, which deter pedestrians from walking into and through the CRA

### 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).

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## 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).

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## 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

**CRA**

PLAN UPDATE 2022

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

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

# PROPOSED LONG- TERM IMPLEMENTATION SCHEDULE

**CRA**

PLAN UPDATE 2022

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# PROPOSED LONG-TERM IMPLEMENTATION SCHEDULE

## TITUSVILLE PROPOSED CAPITAL IMPROVEMENTS/PROGRAMMING AND LONG-TERM IMPLEMENTATION

		2022-2023	2023-2024	2024-2025	2025-2026
<b>PROGRAMMED CAPITAL OUTLAY<sup>1</sup></b>		\$ 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
<b>PROPOSED PROGRAMMING<sup>2</sup></b>		\$ -	\$ 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		\$ -		\$ -	\$ -
<b>PROPOSED CAPITAL PROJECTS<sup>2</sup></b>		\$ -	\$ 179,250	\$ 863,722	\$ 1,249,431
<b>Orange Street Streetscape</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ 56,005	\$ -
	Construction	\$ -	\$ -	\$ -	\$ 119,160
<b>Broad Street Curbless Streetscape</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -
	Construction	\$ -	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 1)</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -
	Construction	\$ -	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 2)</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -
	Construction	\$ -	\$ -	\$ -	\$ -
<b>Julia Street Festival Street</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ 401,350
	Construction	\$ -	\$ -	\$ -	\$ -
<b>Pine Street Streetscape</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ 38,659	\$ -
	Construction	\$ -	\$ -	\$ -	\$ 82,256
<b>Palmetto Street Streetscape</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ 47,258	\$ -
	Construction	\$ -	\$ -	\$ -	\$ 100,550
<b>Palm Avenue Streetscape</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ 129,015
	Construction	\$ -	\$ -	\$ -	\$ -
<b>St. John's Street</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -
	Construction	\$ -	\$ -	\$ -	\$ -
<b>Vista Observation Decks</b>	Design/Contractor/Contingencies	\$ -	\$ 10,000	\$ -	\$ 47,000
	Construction	\$ -	\$ -	\$ 100,000	\$ -
<b>Scobie Park Development (Viewing Tower)</b>		\$ -	\$ 125,000	\$ -	\$ -
<b>Way-finding Signage</b>	Design/Contractor/Contingencies	\$ -	\$ 15,000	\$ 15,000	\$ -
	Fabrication	\$ -	\$ -	\$ 50,000	\$ 50,000
	Installation	\$ -	\$ -	\$ 15,000	\$ 15,000
<b>Establish RR Quiet Zones</b>	Data Gatherings	Staff	\$ -	\$ -	\$ -
	Application Submittals	Staff	Staff	Staff	\$ -
	Installation Support	\$ -	TBD	TBD	TBD
<b>Gateway Signage (4 signs) (\$75K per Smaller Gateway Signs, \$200K for Larger Gateway Sign @ Garden Street Gateway)</b>					
	Design/Contractor/Contingencies	\$ -	\$ 29,250	\$ 29,250	\$ -
	Fabrication	\$ -	\$ -	\$ 45,750	\$ 45,750
<b>Streetscape and Open Space Maintenance and Upkeep (CRA Projects)</b>		\$ -	\$ -	\$ 150,000	\$ 153,750
<b>Pedestrian Crosswalks (\$80K construction per crosswalk enhancement)</b>					
<b>(2 year movement)</b>	Design/Contractor/Contingencies	\$ -	\$ -	\$ 76,800	\$ 25,600
	Installation	\$ -	\$ -	\$ 240,000	\$ 80,000
<b>EXPENDITURES GRAND TOTAL</b>		\$ 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
<b>CAPITAL OUTLAY<sup>1</sup></b>	<b>\$ 612,589</b>	<b>\$ 115,404</b>	<b>\$ 118,289</b>	<b>\$ 121,246</b>	<b>\$ 124,277</b>
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	\$ -	\$ -	\$ -	\$ -
<b>PROPOSED PROGRAMMING<sup>2</sup></b>	<b>\$ 175,000</b>	<b>\$ 120,000</b>	<b>\$ 190,000</b>	<b>\$ -</b>	<b>\$ 75,000</b>
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	\$ -	\$ -
<b>PROPOSED CAPITAL PROJECTS<sup>2</sup></b>	<b>\$ 2,311,794</b>	<b>\$ 2,100,124</b>	<b>\$ 830,382</b>	<b>\$ 1,719,201</b>	<b>\$ 1,311,869</b>
<b>Orange Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Broad Street Curbless Streetscape</b>					
Design/Contractor/Contingencies	\$ 817,913	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ 1,740,240	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 1)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ 268,879	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ 574,210	\$ -
<b>Main Street Festival Street (Phase 2)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ 409,800	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ 871,915
<b>Julia Street Festival Street</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 853,937	\$ -	\$ -	\$ -	\$ -
<b>Pine Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Palmetto Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Palm Avenue Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 274,500	\$ -	\$ -	\$ -	\$ -
<b>St. John's Street</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ 131,731	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ 280,280	\$ -
<b>Vista Observation Decks</b>					
Design/Contractor/Contingencies	\$ -	\$ 47,000	\$ -	\$ -	\$ -
Construction	\$ 153,000	\$ -	\$ 153,000	\$ -	\$ -
<b>Scoble Park Development (Viewing Tower)</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Way-finding Signage</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Fabrication	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Installation</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Establish RR Quiet Zones</b>					
Data Gatherings	\$ -	\$ -	\$ -	\$ -	\$ -
Application Submittals	\$ -	\$ -	\$ -	\$ -	\$ -
Installation Support	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Gateway Signage (4 signs)</b>					
Design/Contractor/Contingencies	\$ 29,250	\$ -	\$ -	\$ 94,000	\$ -
Fabrication	\$ -	\$ 45,750	\$ -	\$ -	\$ 106,000
<b>Streetscape and Open Space Maintenance and Upkeep (CRA Projects)</b>	<b>\$ 157,594</b>	<b>\$ 161,534</b>	<b>\$ 165,572</b>	<b>\$ 169,711</b>	<b>\$ 173,954</b>
<b>Pedestrian Crosswalks (5 crosswalks)</b>					
Design/Contractor/Contingencies	\$ 25,600	\$ 25,600	\$ 31,200	\$ 31,200	\$ -
Installation	\$ -	\$ 80,000	\$ 80,000	\$ 160,000	\$ 160,000
<b>EXPENDITURES GRAND TOTAL</b>	<b>\$ 3,099,383</b>	<b>\$ 2,335,527</b>	<b>\$ 1,138,671</b>	<b>\$ 1,840,447</b>	<b>\$ 1,511,146</b>

**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
<b>CAPITAL OUTLAY<sup>1</sup></b>	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
<b>PROPOSED PROGRAMMING<sup>2</sup></b>	\$ -	\$ 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	\$ -
<b>PROPOSED CAPITAL PROJECTS<sup>2</sup></b>	\$ 178,303	\$ 197,760	\$ 267,329	\$ 257,013	\$ 196,813
<b>Orange Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Broad Street Curbless Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 1)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 2)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Julia Street Festival Street</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Pine Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Palmetto Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Palm Avenue Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>St. John's Street</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Vista Observation Decks</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Scoble Park Development (Viewing Tower)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Way-finding Signage</b>					
Design/Contractor/Contingencies	\$ -	\$ 15,000	\$ 15,000	\$ -	\$ -
Fabrication	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
Installation	\$ -	\$ -	\$ 15,000	\$ 15,000	\$ -
<b>Establish RR Quiet Zones</b>					
Data Gatherings	\$ -	\$ -	\$ -	\$ -	\$ -
Application Submittals	\$ -	\$ -	\$ -	\$ -	\$ -
Installation Support	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Gateway Signage (4 signs)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Fabrication	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Streetscape and Open Space Maintenance and Upkeep (CRA Projects)</b>	\$ 178,303	\$ 182,760	\$ 187,329	\$ 192,013	\$ 196,813
<b>Pedestrian Crosswalks (5 crosswalks)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Installation	\$ -	\$ -	\$ -	\$ -	\$ -
<b>EXPENDITURES GRAND TOTAL</b>	\$ 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
<b>CAPITAL OUTLAY<sup>1</sup></b>	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -
<b>PROPOSED PROGRAMMING<sup>2</sup></b>	\$ 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	\$ -	\$ -
<b>PROPOSED CAPITAL PROJECTS<sup>2</sup></b>	\$ 201,733	\$ 206,777	\$ 211,946	\$ 217,245	\$ 222,676
<b>Orange Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Broad Street Curbless Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 1)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 2)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Julia Street Festival Street</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Pine Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Palmetto Street Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Palm Avenue Streetscape</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>St. John's Street</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Vista Observation Decks</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Scoble Park Development (Viewing Tower)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Way-finding Signage</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Fabrication	\$ -	\$ -	\$ -	\$ -	\$ -
Installation	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Establish RR Quiet Zones</b>					
Data Gatherings	\$ -	\$ -	\$ -	\$ -	\$ -
Application Submittals	\$ -	\$ -	\$ -	\$ -	\$ -
Installation Support	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Gateway Signage (4 signs)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Fabrication	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Streetscape and Open Space Maintenance and Upkeep (CRA Projects)</b>	\$ 201,733	\$ 206,777	\$ 211,946	\$ 217,245	\$ 222,676
<b>Pedestrian Crosswalks (5 crosswalks)</b>					
Design/Contractor/Contingencies	\$ -	\$ -	\$ -	\$ -	\$ -
Installation	\$ -	\$ -	\$ -	\$ -	\$ -
<b>EXPENDITURES GRAND TOTAL</b>	\$ 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
<b>CAPITAL OUTLAY<sup>1</sup></b>	<b>\$ 155,205</b>	<b>\$ 159,085</b>	<b>\$ 163,062</b>
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	\$ -	\$ -	\$ -
<b>PROPOSED PROGRAMMING<sup>2</sup></b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>
Home Improvement Grant	\$ 75,000	\$ 75,000	\$ 75,000
Anchor Tenant Program	\$ -	\$ -	\$ -
Downtown Architectural Design Manual Update	\$ -	\$ -	\$ -
Future CRA Plan Update	\$ -	\$ -	\$ -
<b>PROPOSED CAPITAL PROJECTS<sup>2</sup></b>	<b>\$ 243,243</b>	<b>\$ 313,949</b>	<b>\$ 304,798</b>
<b>Orange Street Streetscape</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Broad Street Curbless Streetscape</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 1)</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Main Street Festival Street (Phase 2)</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Julia Street Festival Street</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Pine Street Streetscape</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Palmetto Street Streetscape</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Palm Avenue Streetscape</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>St. John's Street</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Vista Observation Decks</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
<b>Scoble Park Development (Viewing Tower)</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
<b>Way-finding Signage</b>			
Design/Contractor/Contingencies	\$ 15,000	\$ 15,000	\$ -
Fabrication	\$ -	\$ 50,000	\$ 50,000
<b>Installation</b>	\$ -	\$ 15,000	\$ 15,000
<b>Establish RR Quiet Zones</b>			
Data Gatherings	\$ -	\$ -	\$ -
Application Submittals	\$ -	\$ -	\$ -
Installation Support	\$ -	\$ -	\$ -
<b>Gateway Signage (4 signs)</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Fabrication	\$ -	\$ -	\$ -
<b>Streetscape and Open Space Maintenance and Upkeep (CRA Projects)</b>	<b>\$ 228,243</b>	<b>\$ 233,949</b>	<b>\$ 239,798</b>
<b>Pedestrian Crosswalks (5 crosswalks)</b>			
Design/Contractor/Contingencies	\$ -	\$ -	\$ -
Installation	\$ -	\$ -	\$ -
<b>EXPENDITURES GRAND TOTAL</b>	<b>\$ 473,448</b>	<b>\$ 548,034</b>	<b>\$ 542,860</b>

**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.

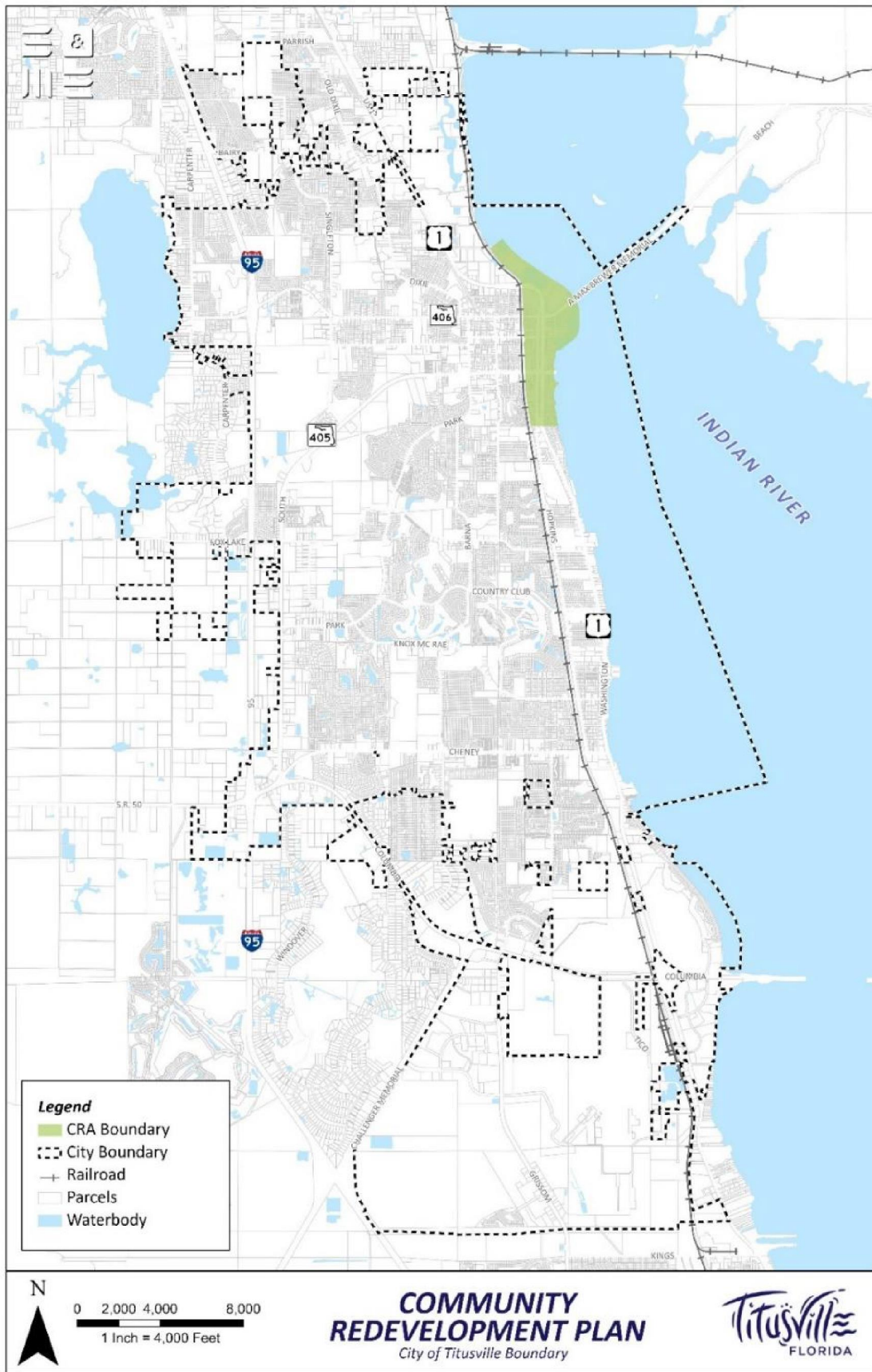
# APPENDIX EXISTING CONDITIONS

# CRA

PLAN UPDATE 2022

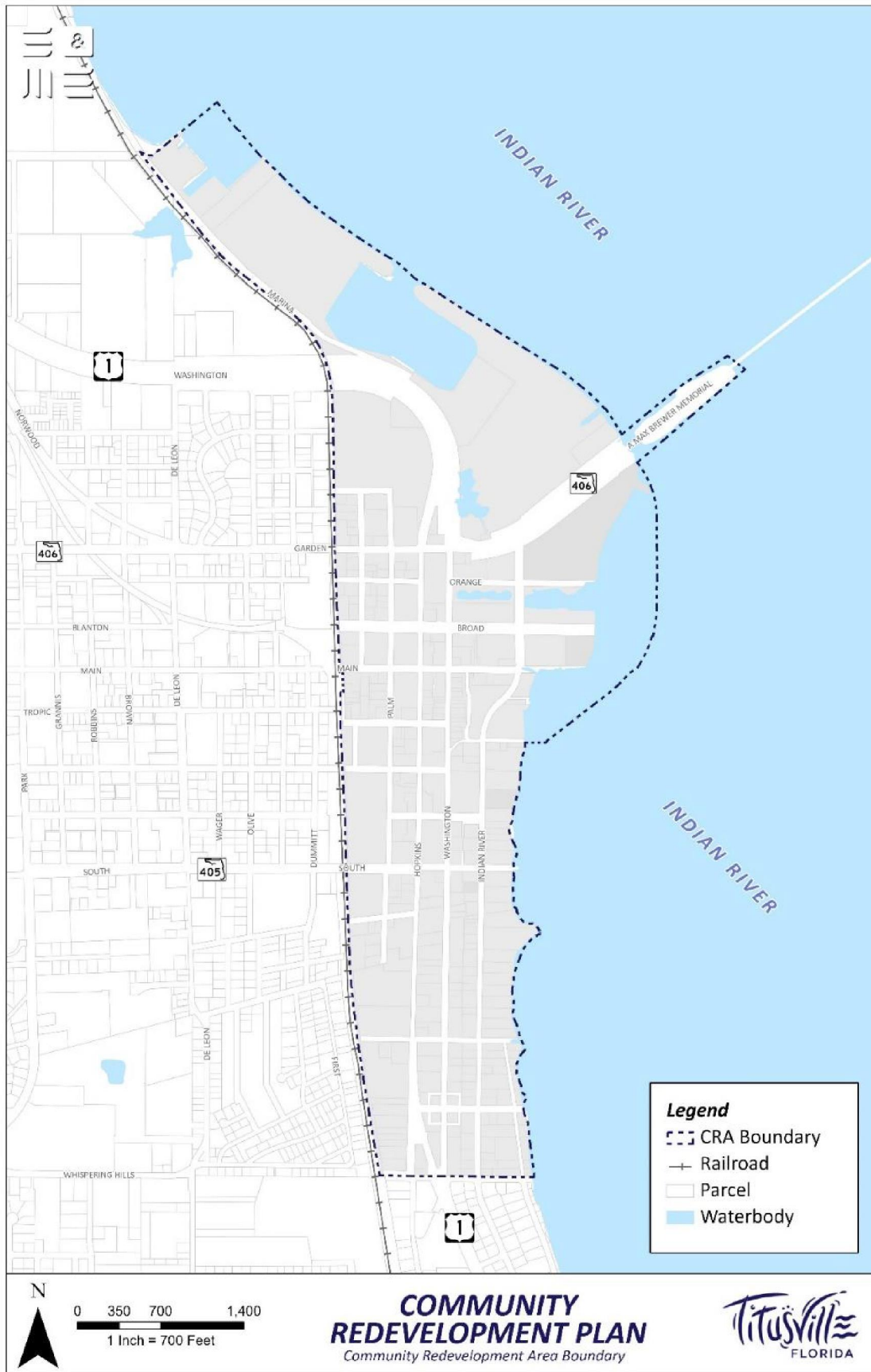
10

**Figure 49. CRA Boundary**



Source(s): 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

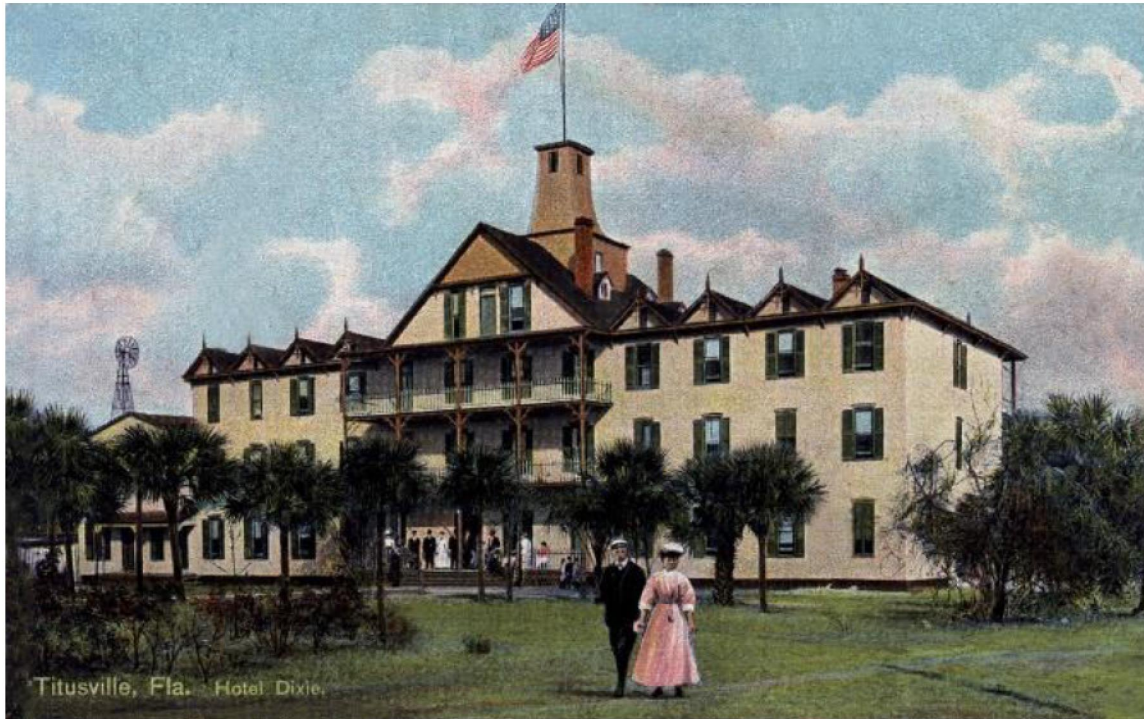
# REDEVELOPMENT AREA ANALYSIS

## 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).

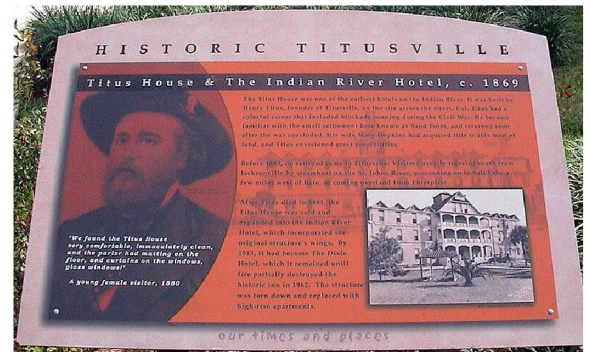
**Figure 52. Painting Depicting the Titus House**



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

**Figure 51 Titus House Historic Marker**



Source: City of Titusville, 2021

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*



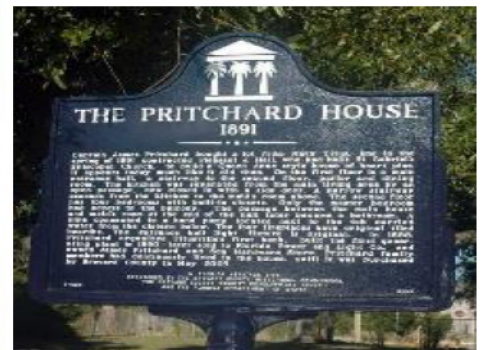
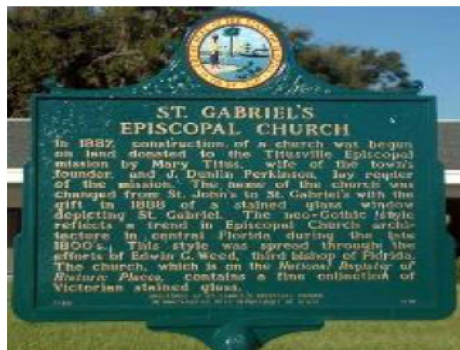
*The Wager House*

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
<b>CRA to City Ratio</b>	<b>2%</b>	<b>2%</b>	-	<b>2%</b>

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

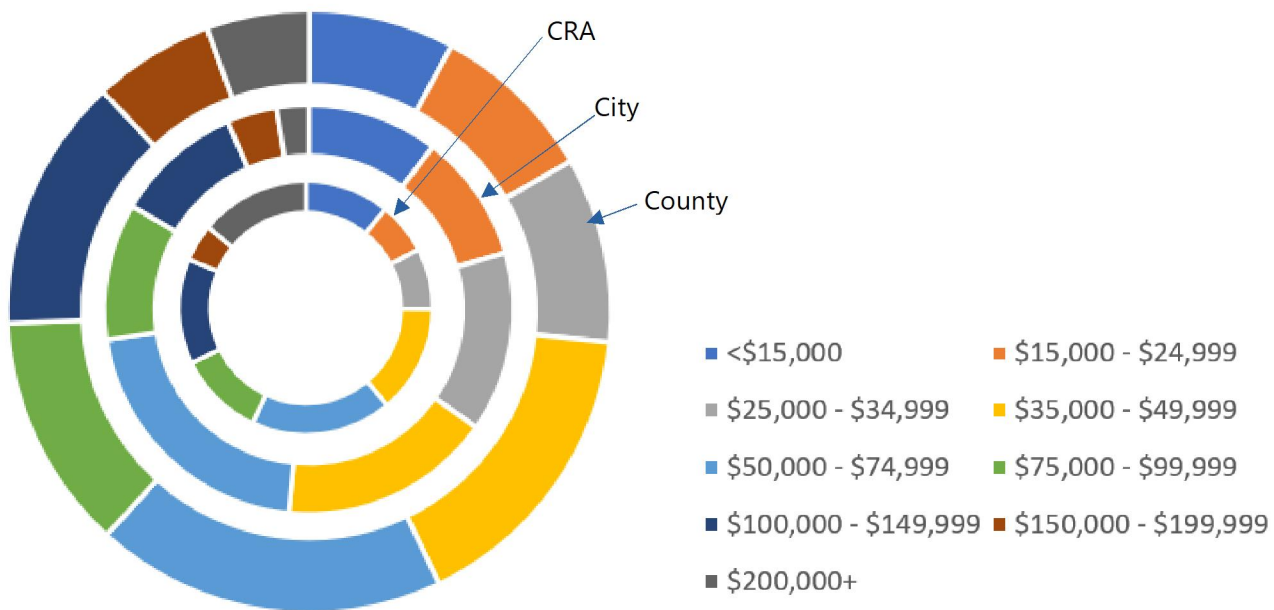
### 2.3 HOUSEHOLD INCOME

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)**

Household income range	CRA		City of Titusville		Brevard County	
	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%
<b>Median</b>	<b>\$54,236</b>		<b>\$48,118</b>		<b>\$57,195</b>	
<b>Per capita income</b>	<b>\$50,905</b>		<b>\$27,472</b>		<b>\$34,014</b>	

Source: ESRI ArcGIS Business Analyst, 2022



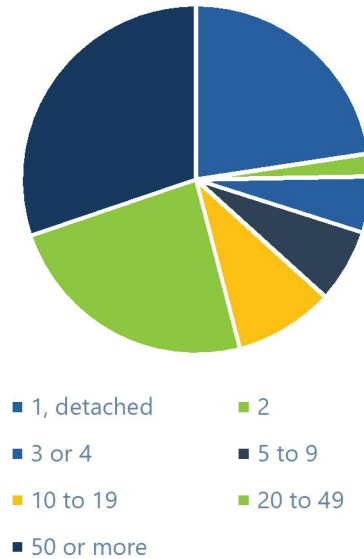
### 3.0 Housing

#### 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%
<b>Total Housing Units</b>	<b>618</b>	<b>100.00%</b>



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 construction<sup>1</sup>. **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

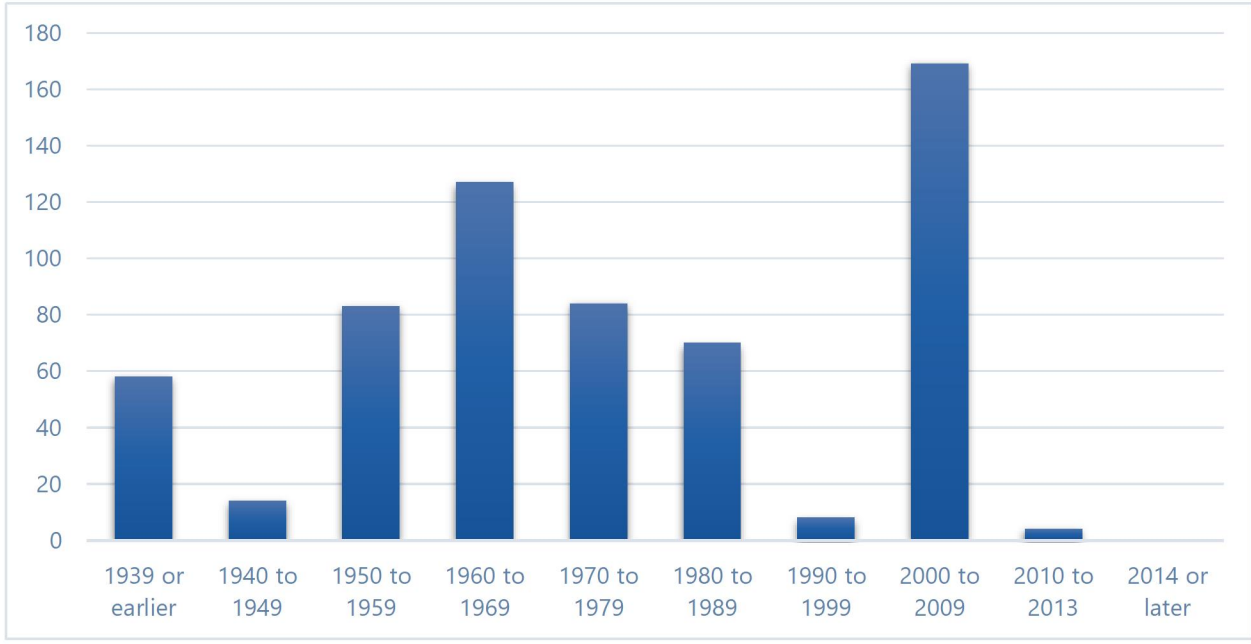
<sup>1</sup> Commercial Real Estate and the 1990-91 Recession in the United States (David Geltner, 2013) [https://mitcre.mit.edu/wp-content/uploads/2013/10/Commercial\\_Real\\_Estate\\_and\\_the\\_1990-91\\_Recession\\_in\\_the\\_US.pdf](https://mitcre.mit.edu/wp-content/uploads/2013/10/Commercial_Real_Estate_and_the_1990-91_Recession_in_the_US.pdf)

parallels – 45% of the CRA’s houses are pre-1970 construction<sup>2</sup>. 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



<sup>2</sup> 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.

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### **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.

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### **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**

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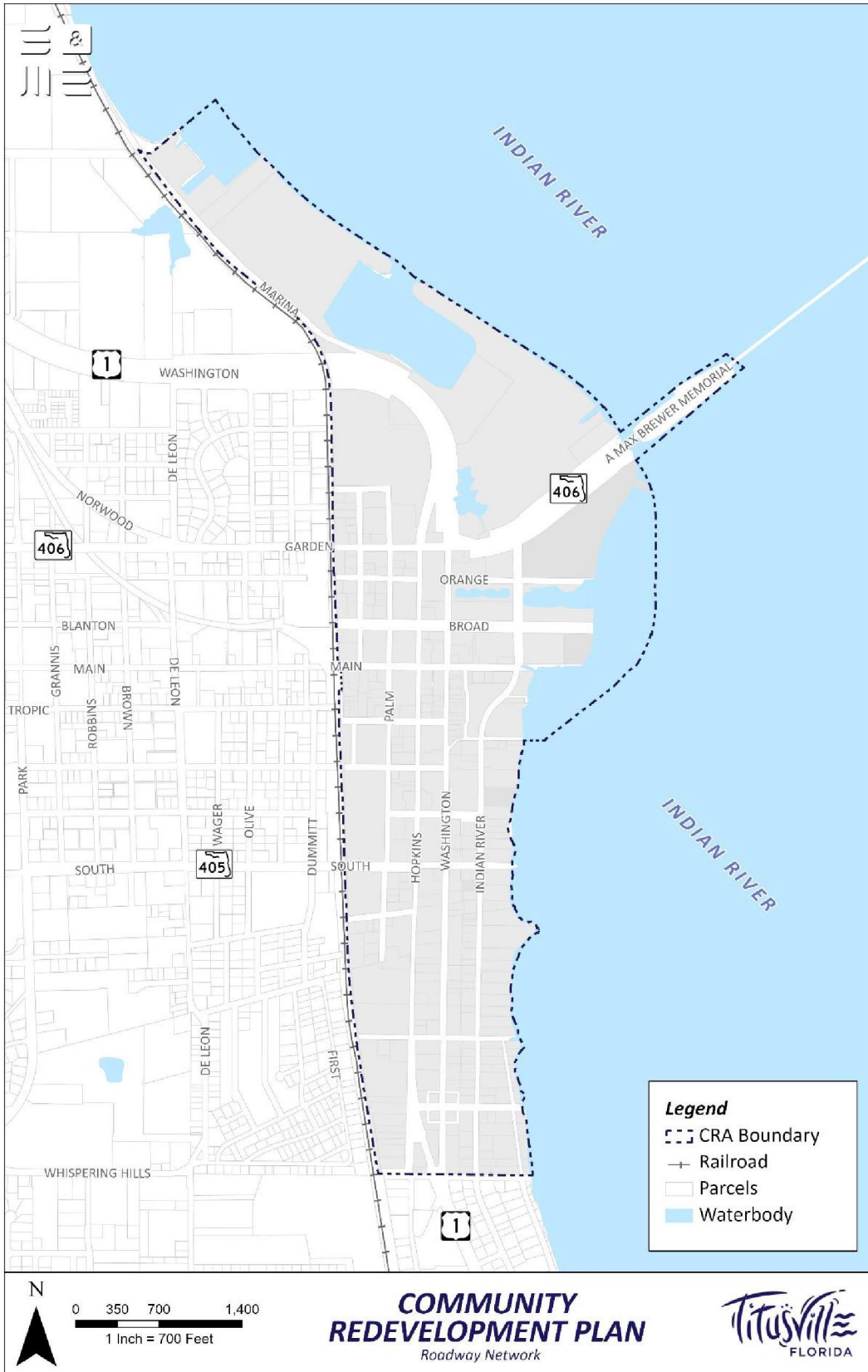
During the period of 2011-2015 there were four-hundred and eighteen (418) total crashes. One-hundred and fourteen (114) of those crashes resulted in injuries. The predominant crash types were angle crashes (25.8%) and sideswipe crashes (15.9%). The intersections of US 1 and SR 406 have a higher per mile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

#### **BICYCLE AND PEDESTRIAN CRASHES**

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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

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## 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

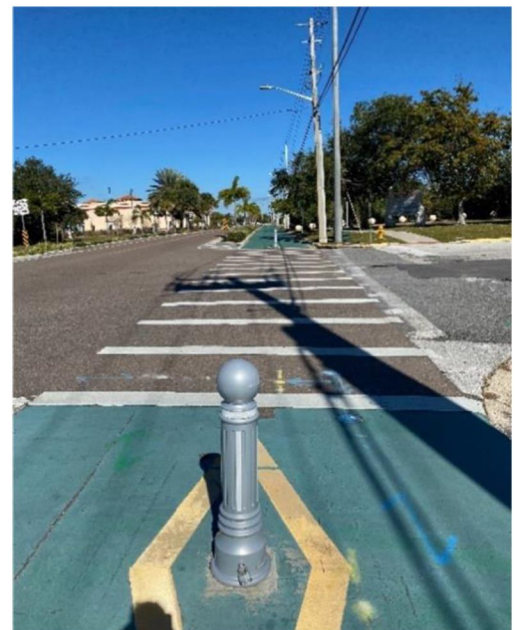
Just before the Downtown Connector Trail reaches A. Max Brewer Memorial Parkway/Garden Street, the Trail becomes an on-road bike lane with a multi-purpose sidewalk pathway immediately parallel. A “sharrow” (is roadway that is “shared” with cars cyclists) is located on the south end of the Titusville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



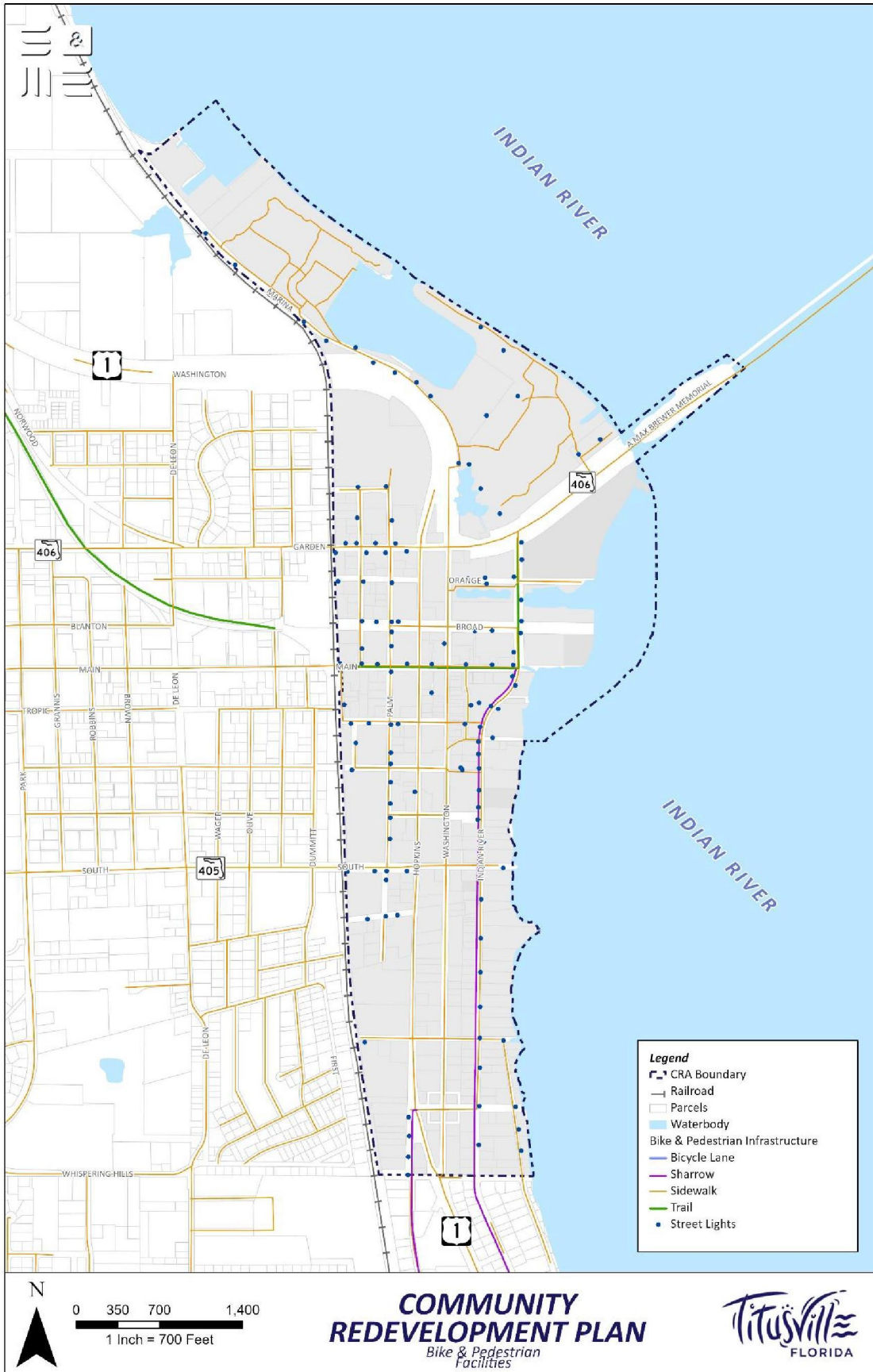
Source: S&ME, 2022

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

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## 4.6 PEDESTRIAN ENVIRONMENT

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

### CONNECTIVITY

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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

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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.).

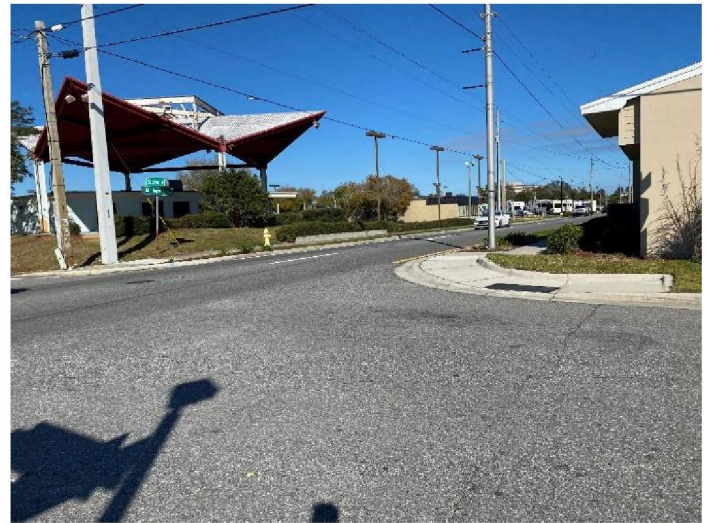
**Figure 63. Streetscape and Pedestrian Improvements – Commercial Corridor; US-1**



*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

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## 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**

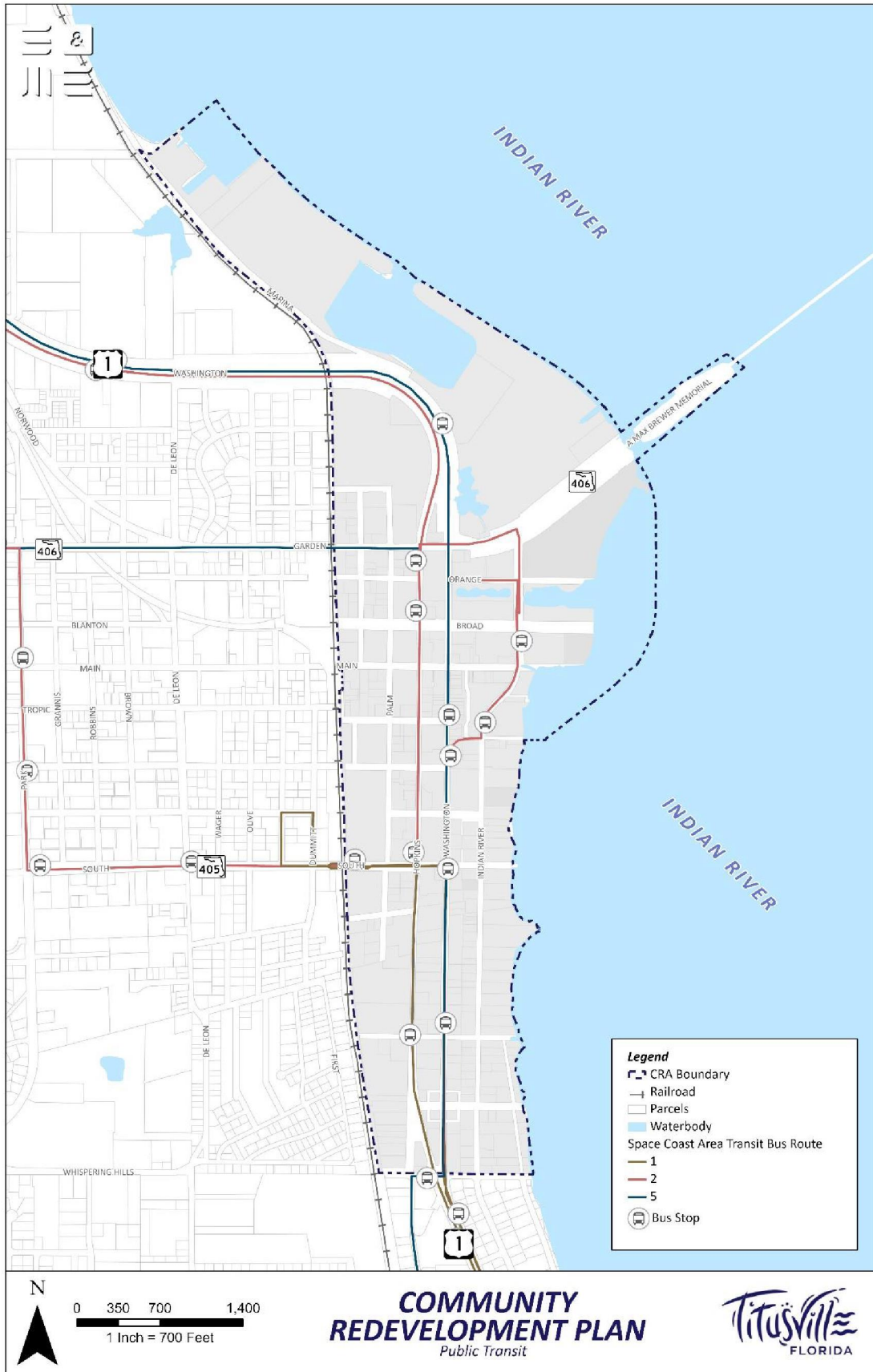


**Figure 68 Bus Stop Amenities**



Source: S&ME, 2022

Figure 69 Public Transit



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

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## 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.

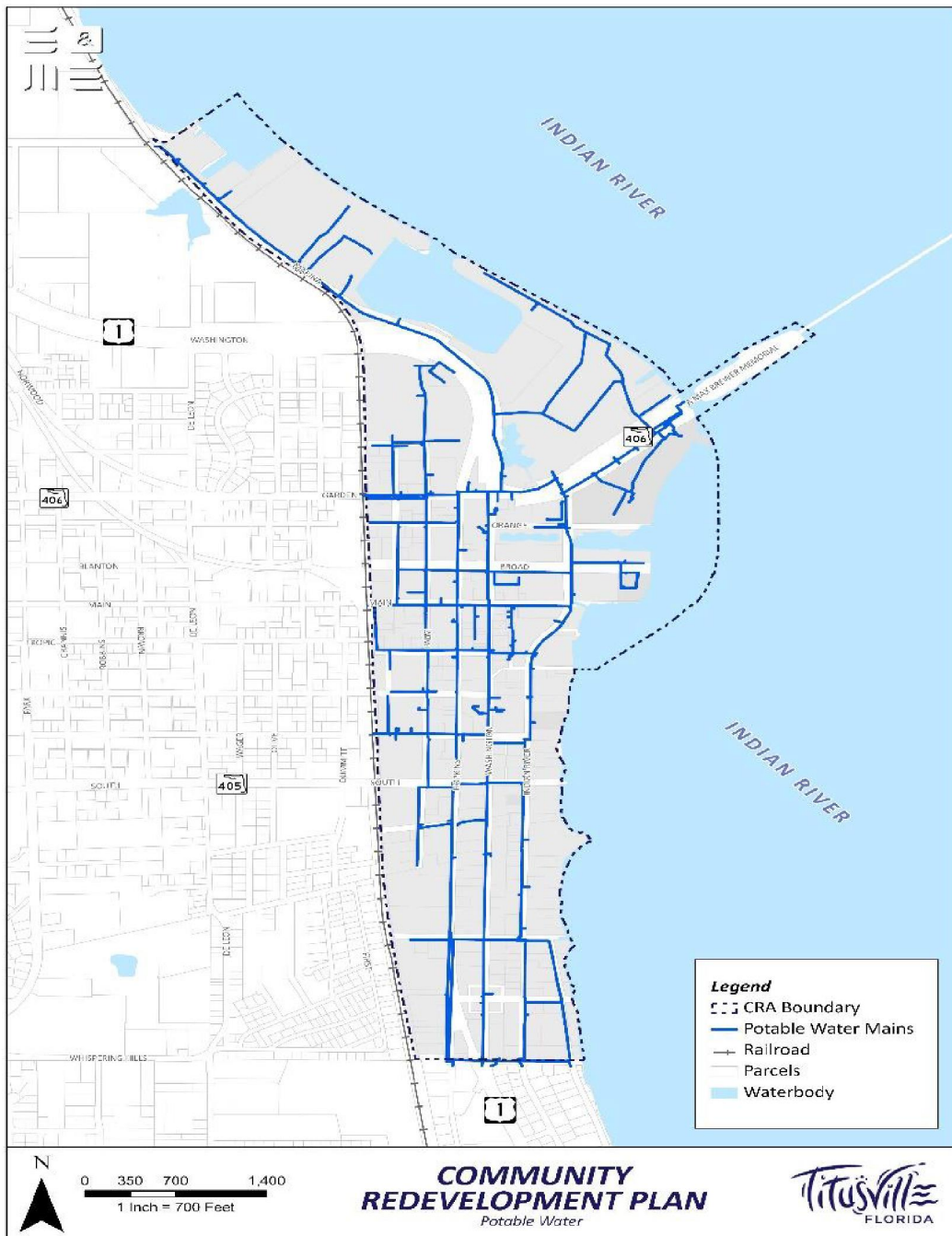
The proposed use of curb-less festival streets was also identified as a desired improvement at different locations in the CRA. The festival streets are intended to provide an additional public space for festivals, events and activities when the roadways are not in use by vehicles. Proposed locations 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**

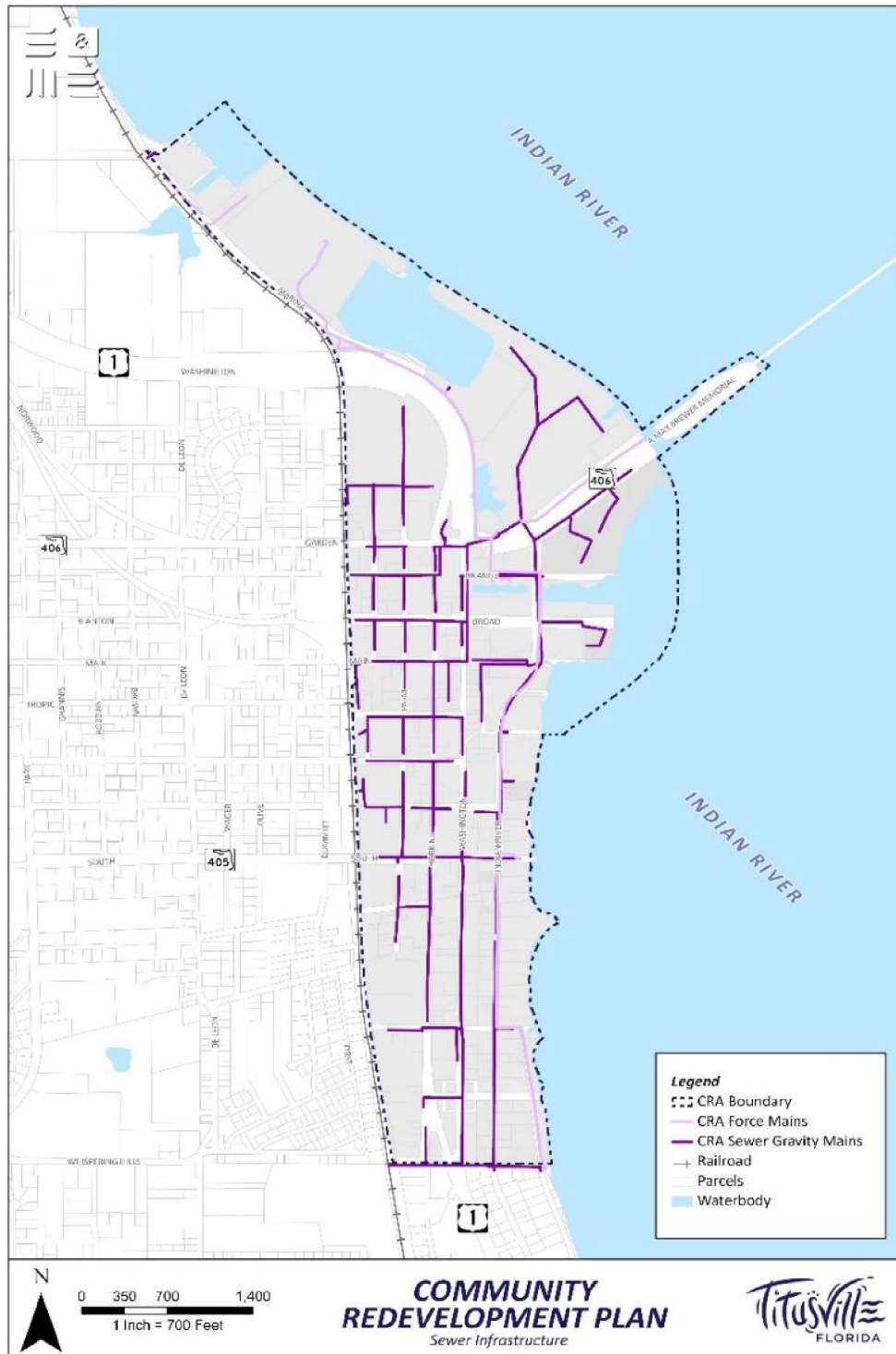


Sources: Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

## 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

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### 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 Division<sup>3</sup>.

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

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### 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))<sup>4</sup>. 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

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<sup>3</sup> US 1 Concept Development and Evaluation Study, FDOT, 2019

<sup>4</sup> US 1 Concept Development and Evaluation Study, FDOT, 2019

Environmental Protection’s (FDEP) Brownfields GeoViewer mapping tool<sup>5</sup>. While there are no official 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.

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

## 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
<b>Total Land Area</b>	<b>78.5</b>

Sources: City of Titusville, S&ME, 2022

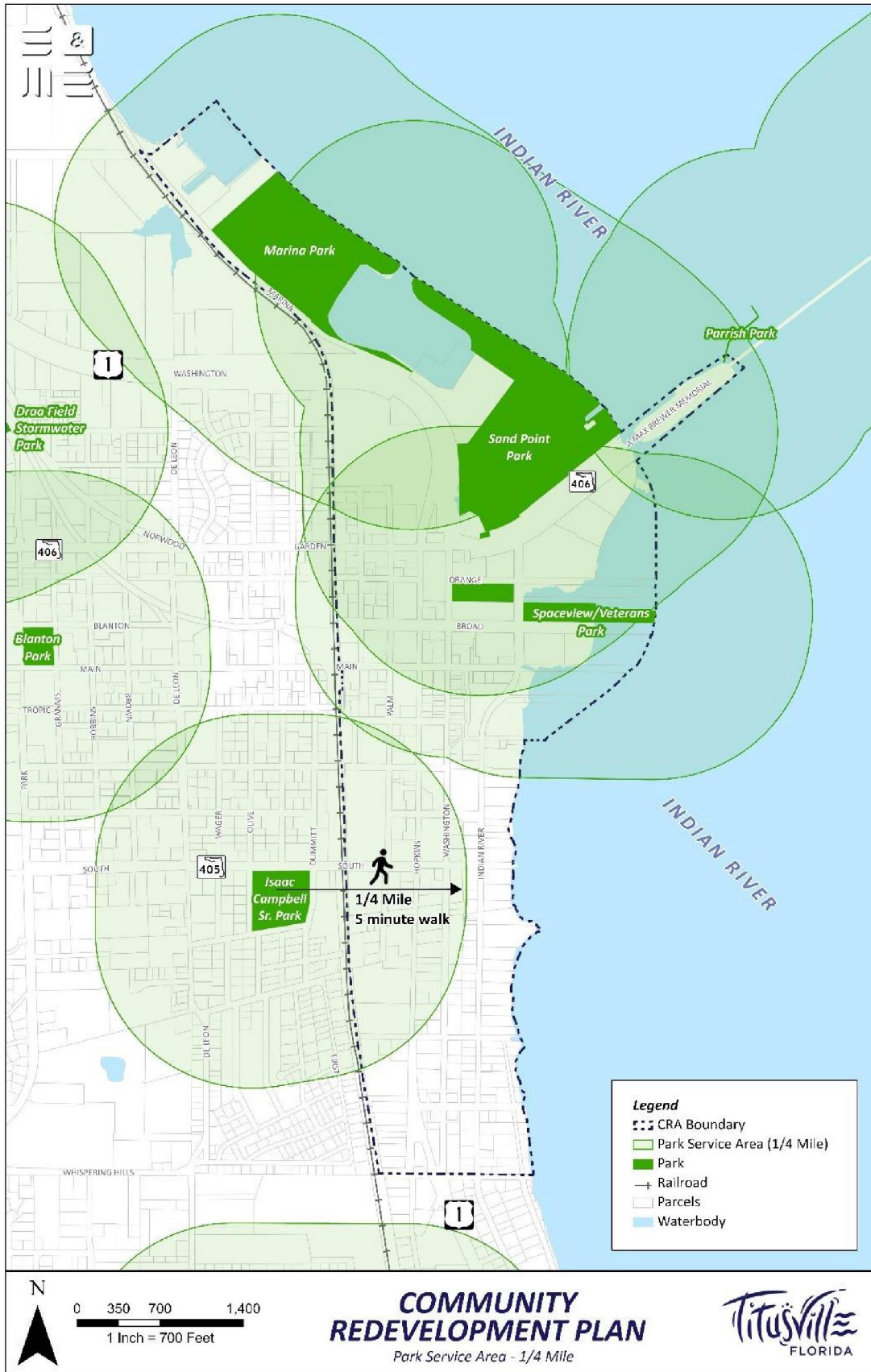
\*Parrish Park is approximately 74 acres of water and land area, but only a small portion of the park is within the Community Redevelopment Area boundary.

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%
<b>Total Land Area</b>	<b>260.4</b>	<b>100%</b>

Source(s): Brevard County Property Appraiser, S&ME, 2022

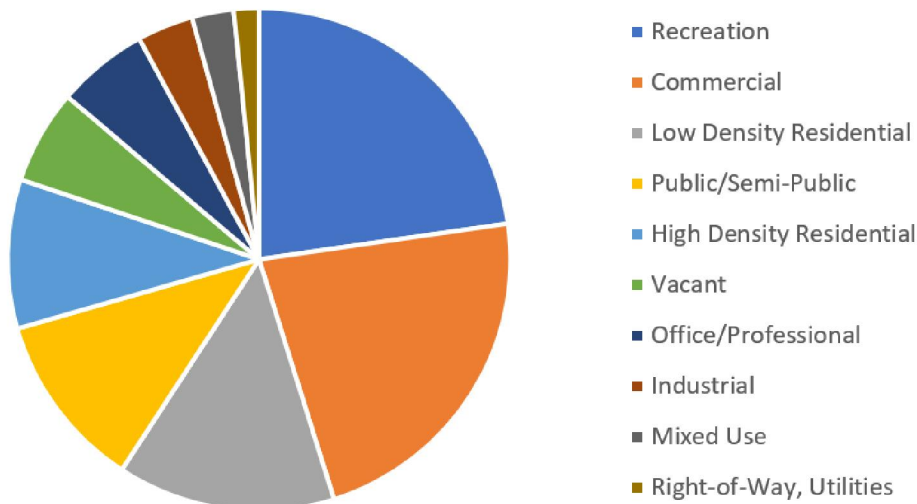
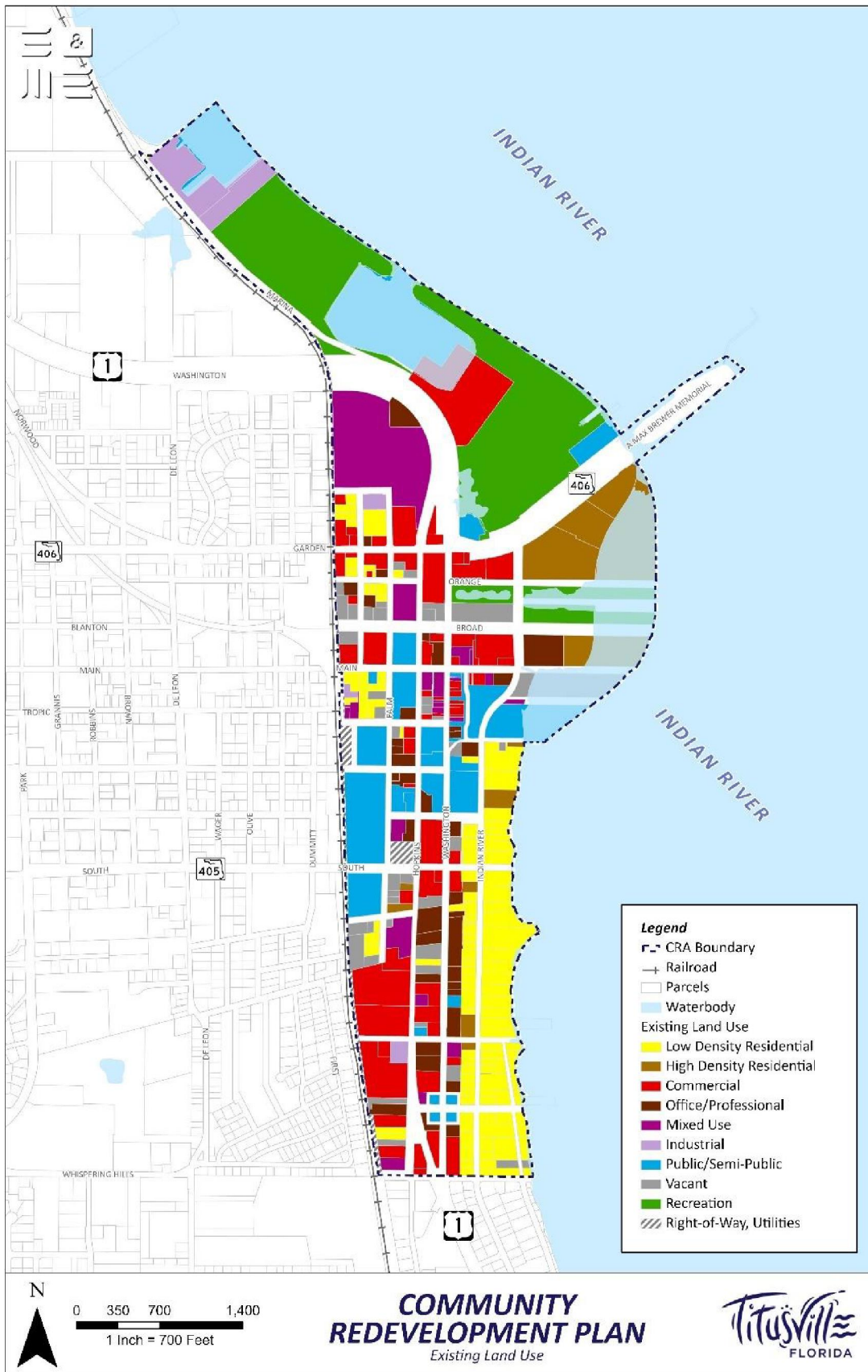


Figure 77. Existing Land Use (DOR Code)



Source(s): Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

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## 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.

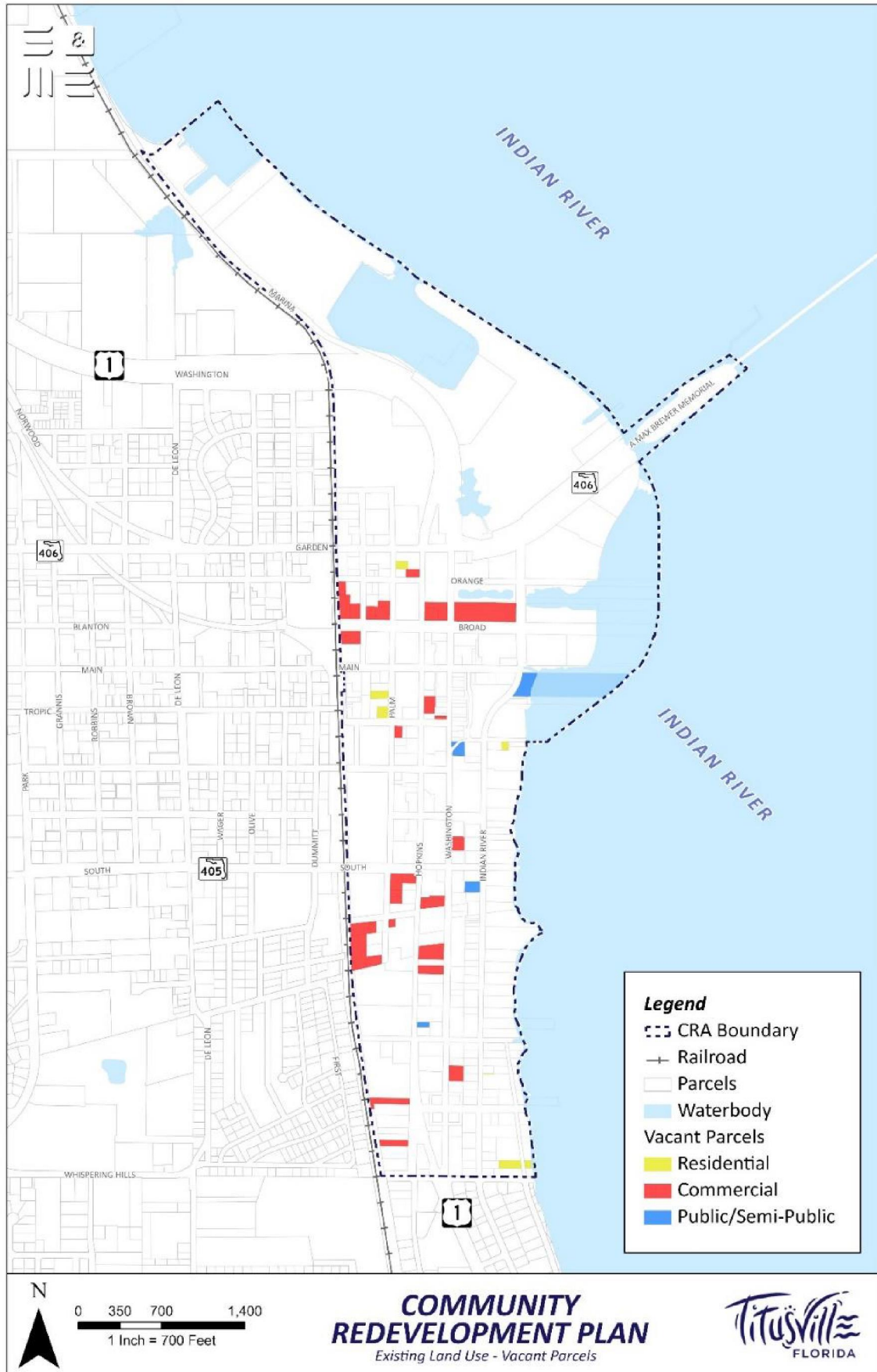
The majority of vacant land parcels in the Community Redevelopment Area is commercial land. These vacant commercial parcels are primarily located along the western edge of the redevelopment area boundary and along Broad Street. These vacant parcels provide prime opportunities for the extension of commercial 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
<b>Total Land Area</b>	<b>16.4</b>

*Source(s): City of Titusville, S&ME, 2022*

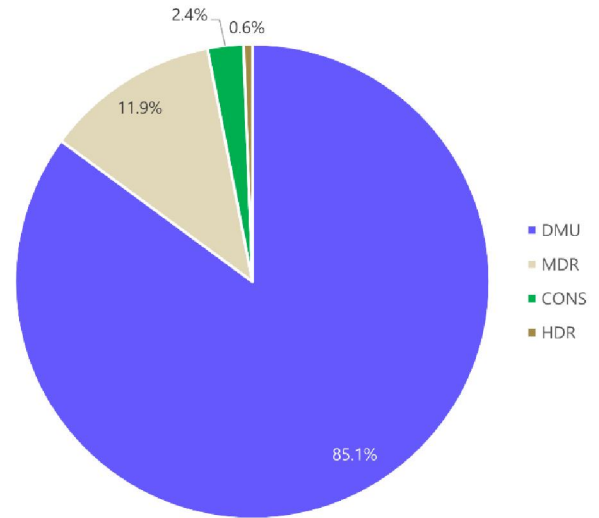
**Figure 78. Existing Land Use – Vacant Parcels (DOR Code)**



Source(s): 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
<b>Total Land Area</b>	<b>256.4</b>

Source(s): City of Titusville, S&ME, 2022

Figure 79. Future Land Use Map



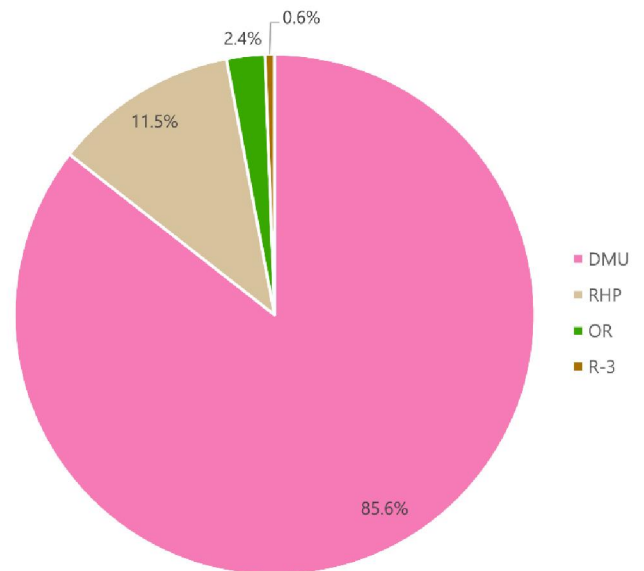
Source(s): Brevard County Property Appraiser, City of Titusville, FGDL, S&ME, 2022

## 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.

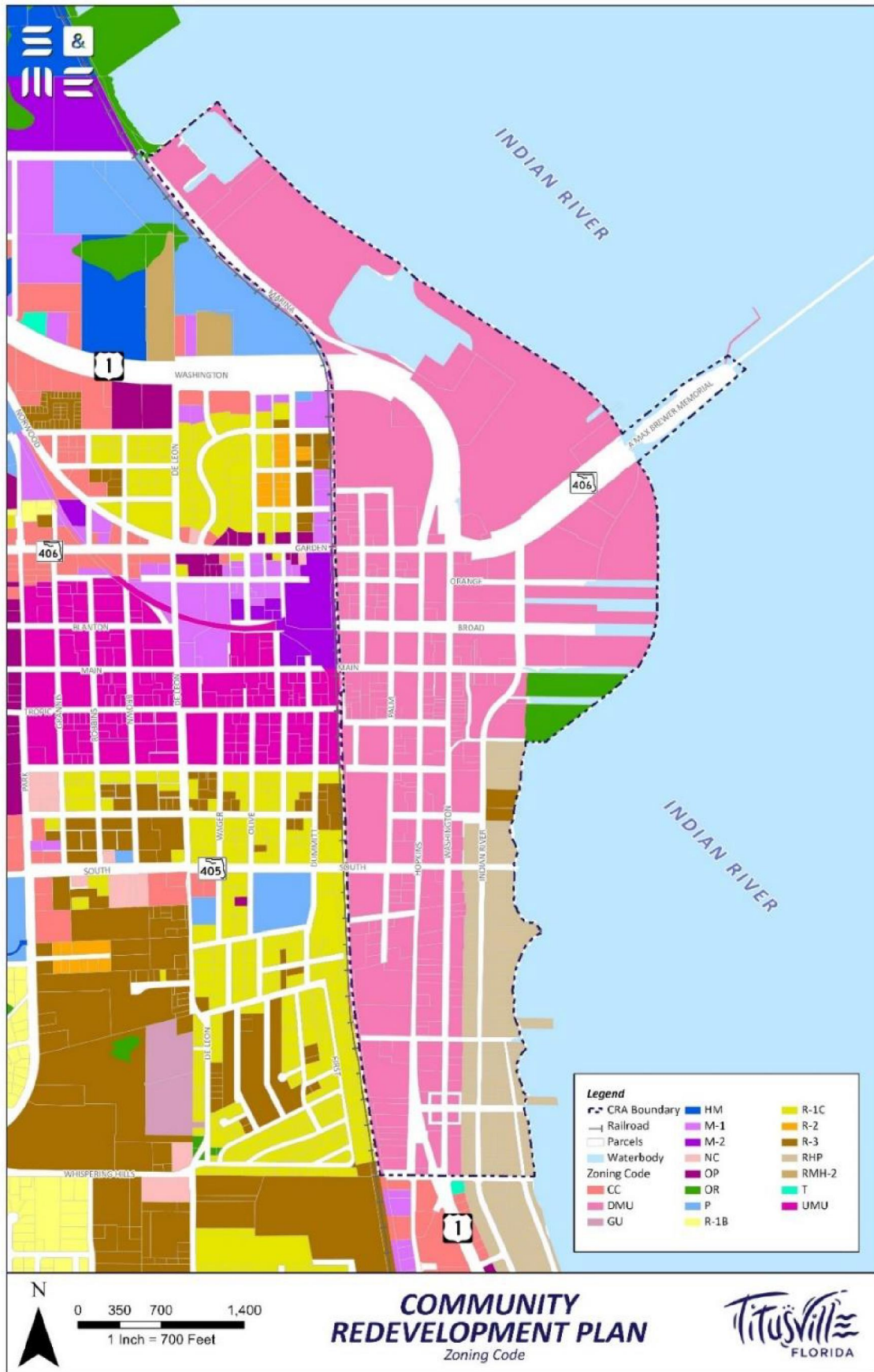


**Table 11. Zoning Districts**

Zoning	Acres
DMU	224.4
RHP	30.1
OR	6.2
R-3	1.5
<b>Total Land Area</b>	<b>262.3</b>

Source(s): City of Titusville, S&ME, 2022

Figure 80. Zoning Map



Source(s): 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).<sup>6</sup>

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

Education Level	0-3-mile radius
Less than 9 <sup>th</sup> Grade	2.0%
9 <sup>th</sup> -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(s): ESRI ArcGIS Business Analyst, 2022

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

## HOME EXPENDITURES

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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 homeowning 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

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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.<sup>7</sup> *Figure 81* depicts the Leakage/Surplus for specific retail sectors.

## BIGGEST LEAKAGE INDUSTRIES

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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.

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<sup>7</sup> 2017 Methodology Statement: ESRI Retail MarketPlace.

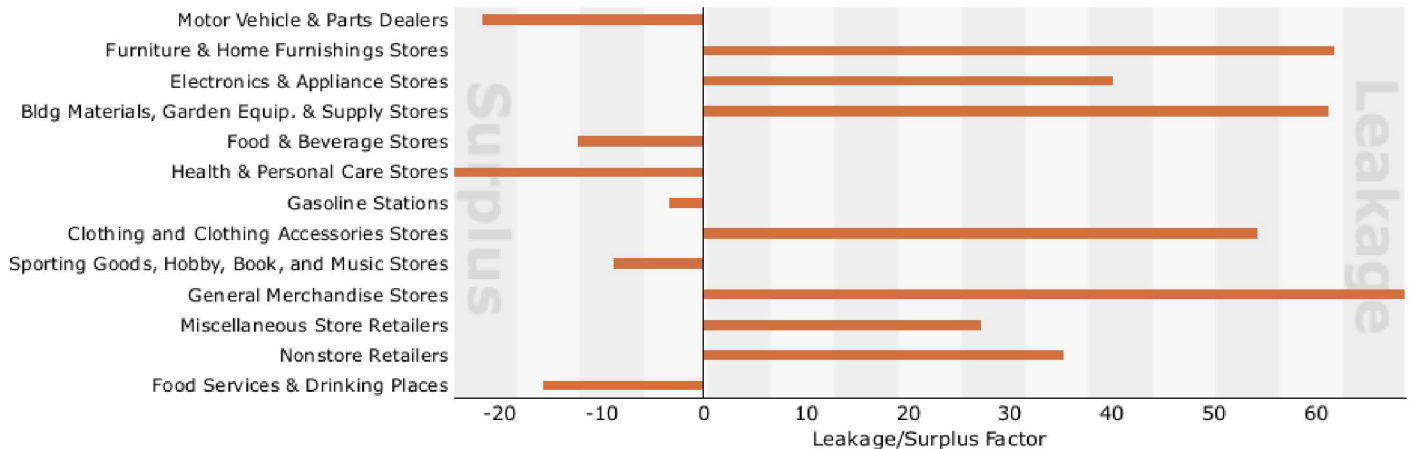
[http://downloads.esri.com/esri\\_content\\_doc/dbl/us/J9675\\_US\\_Retail\\_Marketplace\\_2017\\_in\\_2018\\_geography.pdf](http://downloads.esri.com/esri_content_doc/dbl/us/J9675_US_Retail_Marketplace_2017_in_2018_geography.pdf)

## 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**

### 2017 Leakage/Surplus Factor by Industry Subsector



Source(s): 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 <sup>th</sup> Grade	1.4%
9 <sup>th</sup> -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(s): 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.

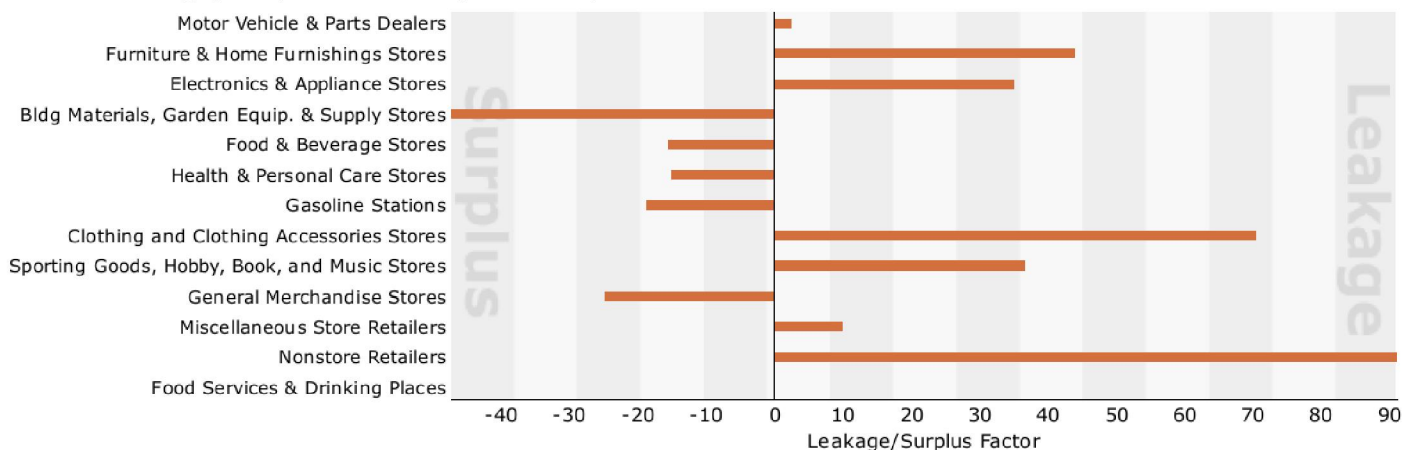
## BIGGEST SURPLUS INDUSTRIES

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 retail 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**

**2017 Leakage/Surplus Factor by Industry Subsector**



Source(s): ESRI ArcGIS Business Analyst, 2022

**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 <sup>th</sup> Grade	1.7%
9 <sup>th</sup> -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(s): 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 homeowning 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

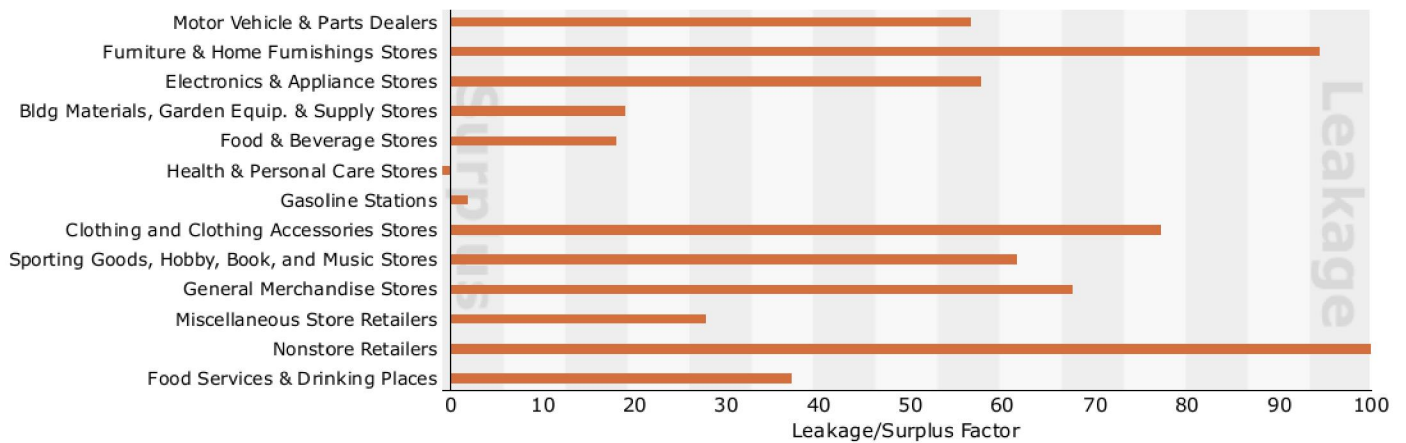
largest trade areas. The Total Retail Trade and Food & Drink Industry Summary shows a Leakage Factor of 35.8 and loses \$227 million to surrounding trade areas.

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

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

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

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

## Phase I: 5 to 8 Years

<ul style="list-style-type: none"> <li>• Develop a variety of new residential opportunities throughout the CRA area.</li> <li>• Develop infill housing in the North and South Palm Avenue areas and adjacent to the FEC Railroad.</li> <li>• Begin development of the Sand Point Plaza area.</li> </ul>	<ul style="list-style-type: none"> <li>• Acquire land in the North Palm &amp; South Palm Avenue areas</li> <li>• Implement Stormwater Park project.</li> <li>• Acquire land in the Town Center, Civic Center and Southern Gateway areas for central parking and stormwater facilities.</li> <li>• Implement a priority Streetscape enhancement program throughout the CRA area and at major entry points.</li> <li>• Implement proposed D.O.T. improvements along Washington Avenue and Hopkins Avenue</li> </ul>	<p>attract desired type of development.</p> <ul style="list-style-type: none"> <li>• Adopt “form-based” code and development standards.</li> <li>• Create local historic district for Old Town residential area.</li> <li>• Establish historic preservation criteria for commercial properties in the Town Center area.</li> </ul>
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## Phase II: 7 to 15 Years

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

## Phase III: 14 to 20 Years

Private	Public	Regulatory Issues
<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Implement expanded city marina.</li> <li>Continue to implement new stormwater facilities throughout the CRA area.</li> <li>Continue to implement open space amenities in each CRA sub-area.</li> <li>Implement cultural facilities in Town Center and Civic Center areas.</li> </ul>	

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### 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.

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### 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.

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### 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.

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## **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.

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## **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.

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## **ECONOMIC DEVELOPMENT PLAN (2017)**

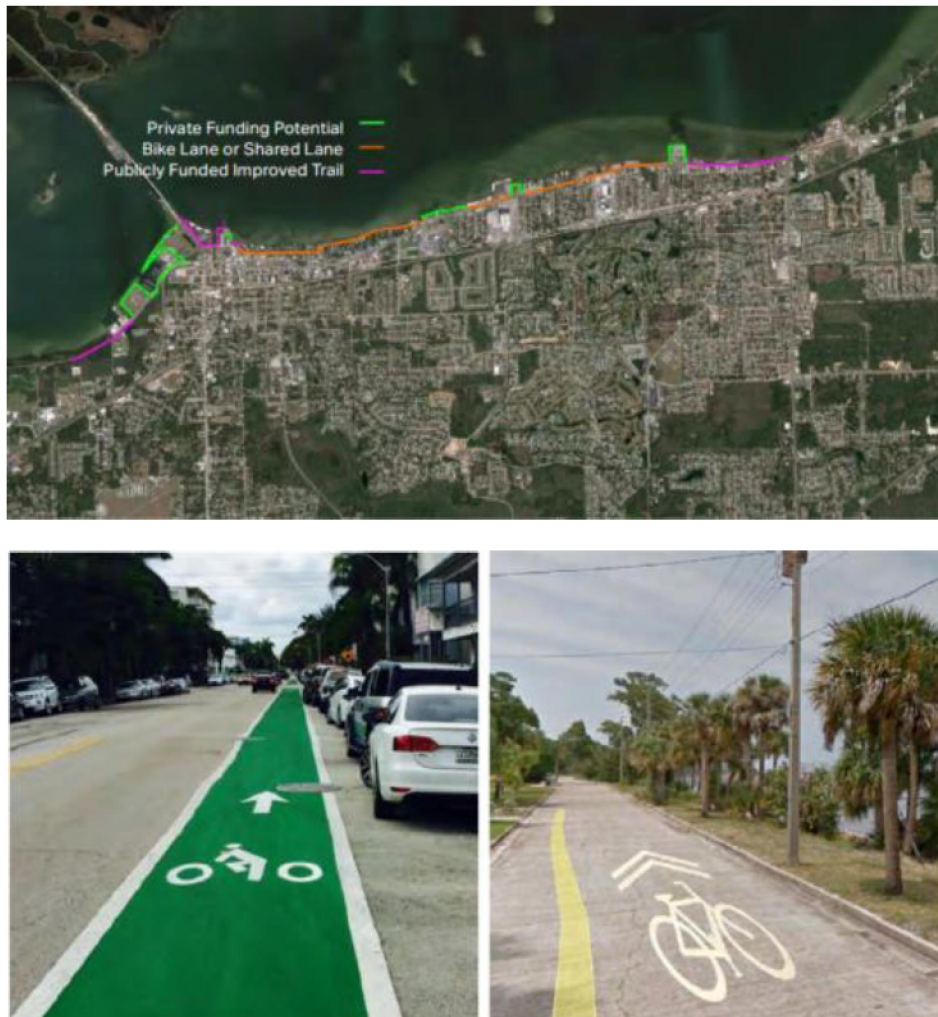
The Economic Development Plan identified several potential projects within the Titusville CRA boundaries. These opportunities included the Sand Point development site (vacant site at northern end of US-1, the Launch Now development site (former Walker Hotel-Apartments and the First federal Bank) and 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**



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## 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.

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## **LAND DEVELOPMENT REGULATIONS (LDR)<sup>8</sup>**

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”<sup>9</sup> 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.

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## **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 coverage<sup>10</sup> (varies by subdistrict), and a range of open space<sup>11</sup> requirements (0 – 50%). The Residential Historic District has separate land development regulations to reflect the desire to

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<sup>8</sup> [https://library.municode.com/fl/titusville/codes/land\\_development\\_regulations](https://library.municode.com/fl/titusville/codes/land_development_regulations)

<sup>9</sup> The LDR states that the goal is to have “everything anyone ever wanted to know” about development in Downtown Titusville” available in one place.

<sup>10</sup> 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.

<sup>11</sup> 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

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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) stories<sup>12</sup>) 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.<sup>13</sup>

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

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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

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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

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<sup>12</sup> Building story maximum depends on building use.

<sup>13</sup> 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(s): City of Titusville Municipal Code, 2018

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## URBAN DESIGN MANUAL

### DOWNTOWN DISTRICT DESIGN GUIDELINES<sup>14</sup>

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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(s): City of Titusville, adopted, 2010*

**Figure 87. Transom Window Example in Urban Design Manual**



*Source(s): City of Titusville, adopted, 2010.*

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<sup>14</sup> <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.

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#### 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.

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#### 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.

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#### 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): 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

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# 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

**CRA**

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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

**CRA**

# 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

<b>Street</b>	<b>Cost</b>
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
<b>Total Cost</b>	<b>\$6,934,457.46</b>
<b>Additional Improvements</b>	
<b>Gateways</b>	
	<b>Cost</b>
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
<b>Pier with Observation Viewing Area</b>	\$200,000.00
<b>Total Cost</b>	<b>\$625,000.00</b>

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
<b>A. Site Work &amp; Hardscape</b>					
	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
	<b>Subtotal</b>				<b>\$1,542,800.00</b>
<b>B. Site Furnishings &amp; Amenities</b>					
	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
	<b>Subtotal</b>				<b>\$154,800.00</b>
<b>C. Landscaping &amp; Irrigation</b>					
	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
	<b>Subtotal</b>				<b>\$42,640.00</b>
	<b>Total</b>				<b>\$1,740,240.00</b>
<b>Additional Costs</b>					
	Contingencies (20%)				\$348,048.00
	Contractor Costs (15%)				\$261,036.00
	Design Fees and Soft Costs - Survey, Permitting etc. (12%)				\$208,828.80
	<b>Total Project Costs</b>				<b>\$2,558,152.80</b>

**Main Street - Phase 1 (From Washington Ave to Indian River Ave) 60' ROW 553 Total Length (LF)**

	Item	Units	Unit Cost	Quantity	Cost
<b>A. Site Work &amp; Hardscape</b>					
	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
	<b>Subtotal</b>				<b>\$452,610.00</b>
<b>B. Site Furnishings &amp; Amenities</b>					
	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
	<b>Subtotal</b>				<b>\$96,300.00</b>
<b>C. Landscaping &amp; Irrigation</b>					
	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
	<b>Subtotal</b>				<b>\$25,300.00</b>
	<b>Total</b>				<b>\$574,210.00</b>
<b>Additional Costs</b>					
	Contingencies (20%)				\$114,842.00
	Contractor Costs (15%)				\$86,131.50
	Design Fees and Soft Costs - Survey, Permitting etc. (12%)				\$68,905.20
	<b>Total Project Costs</b>				<b>\$844,088.70</b>

**Main Street - Phase 2 (from Railroad to Washington Ave) 60' ROW 822 Total Length (LF)**

Item	Units	Unit Cost	Quantity	Cost
<b>A. Site Work &amp; Hardscape</b>				
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
<b>Subtotal</b>				<b>\$676,515.00</b>
<b>B. Site Furnishings &amp; Amenities</b>				
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
<b>Subtotal</b>				<b>\$156,150.00</b>
<b>C. Landscaping &amp; Irrigation</b>				
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
<b>Subtotal</b>				<b>\$39,250.00</b>
<b>Total</b>				<b>\$871,915.00</b>
<b>Additional Costs</b>				
Contingencies (20%)				\$174,383.00
Contractor Costs (15%)				\$130,787.25
Design Fees and Soft Costs - Survey, Permitting etc. (12%)				\$104,629.80
<b>Total Project Costs</b>				<b>\$1,281,715.05</b>

**Julia Street (From Wilson Ave to S Hopkins Ave) 60' ROW 608 Total Length (LF)**

Item	Units	Unit Cost	Quantity	Cost
<b>A. Site Work &amp; Hardscape</b>				
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
<b>Subtotal</b>				<b>\$716,687.00</b>
<b>B. Site Furnishings &amp; Amenities</b>				
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
<b>Subtotal</b>				<b>\$122,050.00</b>
<b>C. Landscaping &amp; Irrigation</b>				
1 Trees (Canopy tree - 1 per grate)	EA	\$800.00	16	\$12,800.00
2 Tree Irrigation	EA	\$150.00	16	\$2,400.00
<b>Subtotal</b>				<b>\$15,200.00</b>
<b>Total</b>				<b>\$853,937.00</b>
<b>Additional Costs</b>				
Contingencies (20%)				\$170,787.40
Contractor Costs (15%)				\$128,090.55
Design Fees and Soft Costs - Survey, Permitting etc. (12%)				\$102,472.44
<b>Total Project Costs</b>				<b>\$1,255,287.39</b>

Pine Street (From Watson Ave to Washington Ave)		60' ROW	742	Total Length (LF)	
Item	Units	Unit Cost	Quantity	Cost	
<b>A. Site Furnishings &amp; Amenities</b>					
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	
<b>Subtotal</b>				<b>\$55,400.00</b>	
<b>B. Landscaping &amp; Irrigation</b>					
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	
<b>Subtotal</b>				<b>\$26,856.00</b>	
<b>Total</b>				<b>\$82,256.00</b>	
<b>Additional Costs</b>					
Contingencies (20%)				\$16,451.20	
Contractor Costs (15%)				\$12,338.40	
Design Fees and Soft Costs - Survey, Permitting etc. (12%)				\$9,870.72	
<b>Total Project Costs</b>				<b>\$120,916.32</b>	

Orange Street (From Railroad to S Hopkins Ave)		50' ROW	432	Total Length (LF)	
Item	Units	Unit Cost	Quantity	Cost	
<b>A. Site Work &amp; Hardscape</b>					
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	
<b>Subtotal</b>				<b>\$37,584.00</b>	
<b>B. Site Furnishings &amp; Amenities</b>					
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	
<b>Subtotal</b>				<b>\$54,800.00</b>	
<b>C. Landscaping &amp; Irrigation</b>					
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	
<b>Subtotal</b>				<b>\$26,776.00</b>	
<b>Total</b>				<b>\$119,160.00</b>	
<b>Additional Costs</b>					
Contingencies (20%)				\$23,832.00	
Contractor Costs (15%)				\$17,874.00	
Design Fees and Soft Costs - Survey, Permitting etc. (12%)				\$14,299.20	
<b>Total Project Costs</b>				<b>\$175,165.20</b>	

**Palmetto Street (From S Hopkins Ave to Indian River Ave) 60'ROW 475 Total Length (LF)**

Item	Units	Unit Cost	Quantity	Cost
<b>A. Site Furnishings &amp; Amenities</b>				
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
<b>Subtotal</b>				<b>\$83,300.00</b>
<b>B. Landscaping &amp; Irrigation</b>				
1 Trees (40' oc Both Sides)	EA	\$600.00	23	\$13,800.00
2 Tree Irrigation	EA	\$150.00	23	\$3,450.00
<b>Subtotal</b>				<b>\$17,250.00</b>
<b>Total</b>				<b>\$100,550.00</b>
<b>Additional Costs</b>				
Contingencies (20%)				\$20,110.00
Contractor Costs (15%)				\$15,082.50
Design Fees and Soft Costs - Survey, Permitting etc. (12%)				\$12,066.00
<b>Total Project Costs</b>				<b>\$147,808.50</b>

**St. Johns Street (From Railroad to Riverside Dr) 40' ROW 1,110 Total Length (LF)**

Item	Units	Unit Cost	Quantity	Cost
<b>A. Site Work &amp; Hardscape</b>				
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
<b>Subtotal</b>				<b>\$124,550.00</b>
<b>B. Site Furnishings &amp; Amenities</b>				
1 Street Lights (80' oc Both Sides)	EA	\$3,500.00	27	\$94,500.00
<b>Subtotal</b>				<b>\$94,500.00</b>
<b>C. Landscaping &amp; Irrigation</b>				
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
<b>Subtotal</b>				<b>\$61,230.00</b>
<b>Total</b>				<b>\$280,280.00</b>
<b>Additional Costs</b>				
Contingencies (20%)				\$56,056.00
Contractor Costs (15%)				\$42,042.00
Design Fees and Soft Costs - Survey, Permitting etc. (12%)				\$33,633.60
<b>Total Project Costs</b>				<b>\$412,011.60</b>

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

# DOWNTOWN TITUSVILLE PARKING STUDY UPDATE

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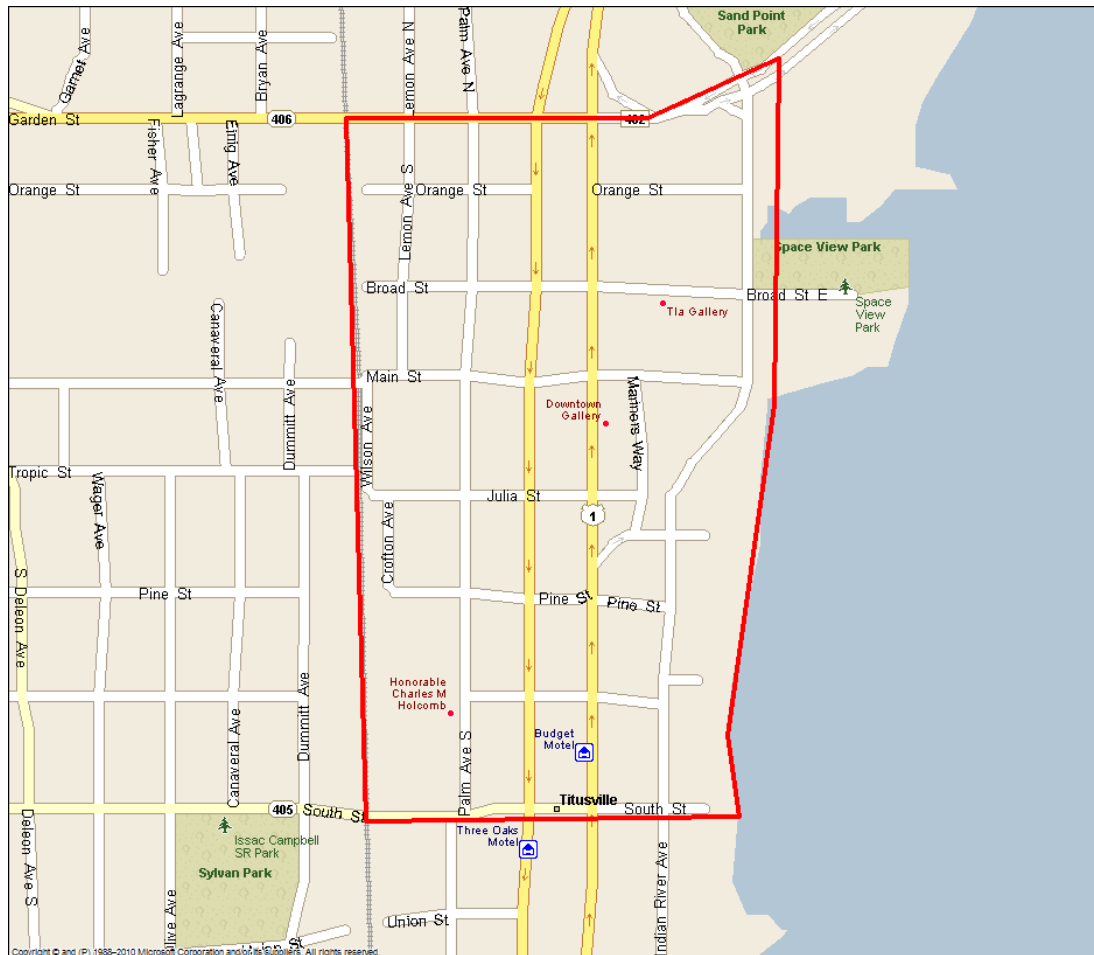
Sandra Gorman, P.E.  
CPH, Inc.



# Downtown Titusville Parking Study Update

- **Purpose**
  - Identify current parking supply
  - Identify existing parking demand and patterns
  - Gather community input
  - Evaluate future land use potential in area
  - Identify future parking supply and needs
  - Provide recommendations for future parking needs

# Downtown Titusville Parking Study Update



Study Area Limits:

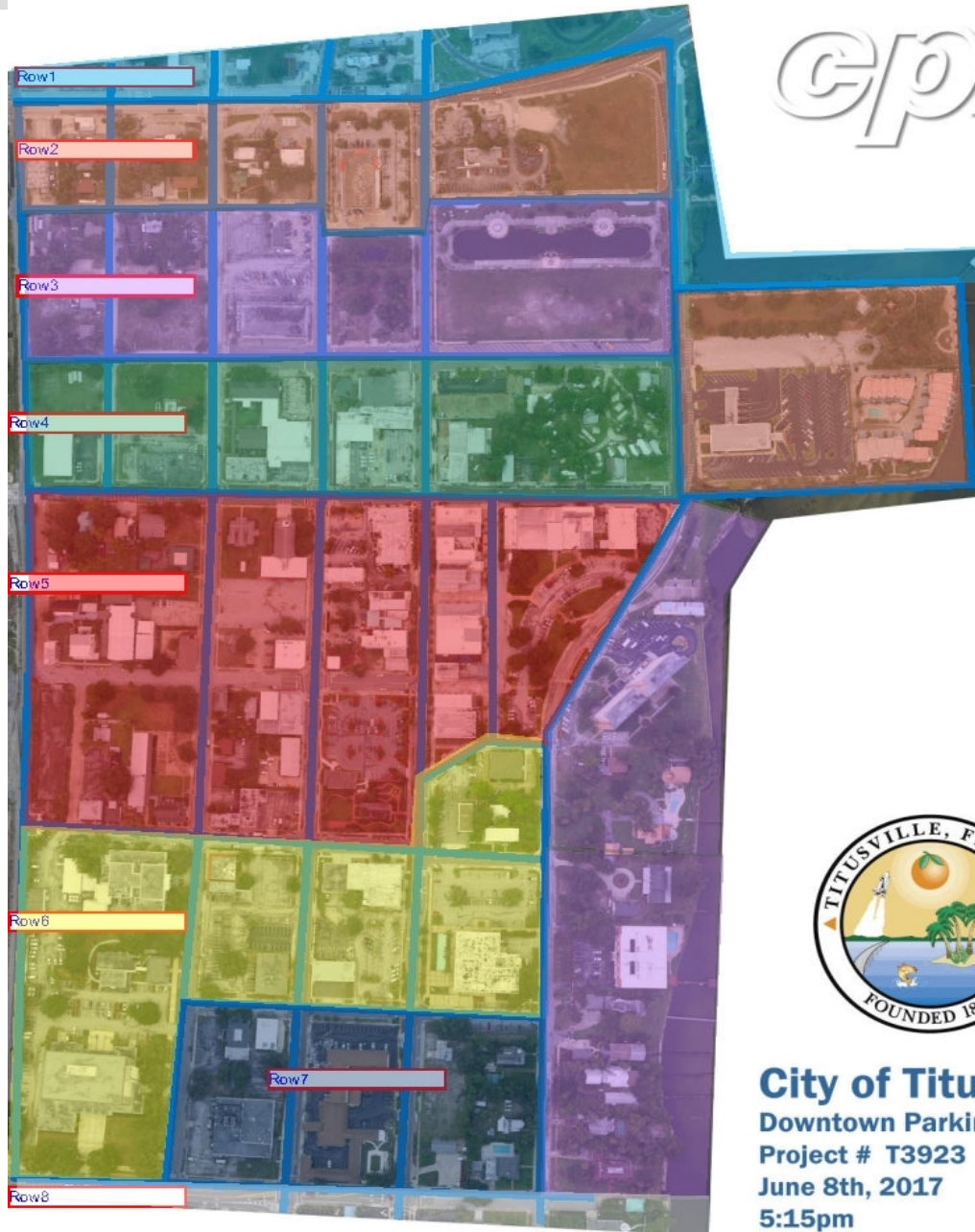
North: Garden Street

South: South Street

West: Railroad Crossing

East: Indian River

Study area sectioned off for data collection purposes.



## Study Area Breakdown



**City of Titusville**  
Downtown Parking Study  
Project # T3923  
June 8th, 2017  
5:15pm

# Downtown Titusville Parking Study Update

- **Data collection**
  - **Collected using drone photography**
  - **Thursday June 8<sup>th</sup>**
    - **5:00 PM – 7:00 PM**
  - **Friday June 9<sup>th</sup>**
    - **6:00 PM – 8:00 PM**
  - **Saturday June 10<sup>th</sup>**
    - **10:00 AM – 12:00 PM**

# Downtown Titusville Parking Study Update

- **Parking Supply**
  - **Included both on-street and off-street public parking**
  - **Private residential parking not included**
  - **Areas where on-street parking are allowed but not de-lined not quantified.**
  - **Total Parking Supply: 1818 spaces**

# Downtown Titusville Parking Study Update

- **Observations: Thursday, June 8<sup>th</sup>**
  - **Peak Parking Demand: 5:00 PM**
    - 500 parking spaces occupied
    - Parking occupancy of 28%
  - **Average Demand**
    - 404 vehicles, 22% occupancy
  - **85<sup>th</sup> Percentile Demand**
    - 430 vehicles, 24% occupancy

# Downtown Titusville Parking Study Update

- **Observations: Thursday, June 8<sup>th</sup>**
  - **Demand drops significantly after 5:00 PM**
  - **Highest demand by location**
    - **Along Mariner's Way**
      - **Standing vehicles in loading area**
    - **Northwest Quadrant**
      - **On-street parking**



*cph*

June 8<sup>th</sup>  
5:00 PM  
Peak Weekday  
Demand



**City of Titusville**  
**Downtown Parking Study**  
**Project # T3923**  
**June 8th, 2017**  
**5:00pm**



June 8<sup>th</sup>  
6:30 PM PM  
Mariner Way

# Downtown Titusville Parking Study Update

- **Observations: Friday, June 9<sup>th</sup>**
  - **7<sup>th</sup> Annual Titusville Sea Turtle Festival**
  - **Peak Parking Demand: 7:30 PM**
    - **897 parking spaces occupied**
    - **Parking occupancy of 49%**
  - **Average Demand**
    - **832 vehicles, 46% occupancy**
  - **85<sup>th</sup> Percentile Demand**
    - **884 vehicles, 48% occupancy**

# Downtown Titusville Parking Study Update

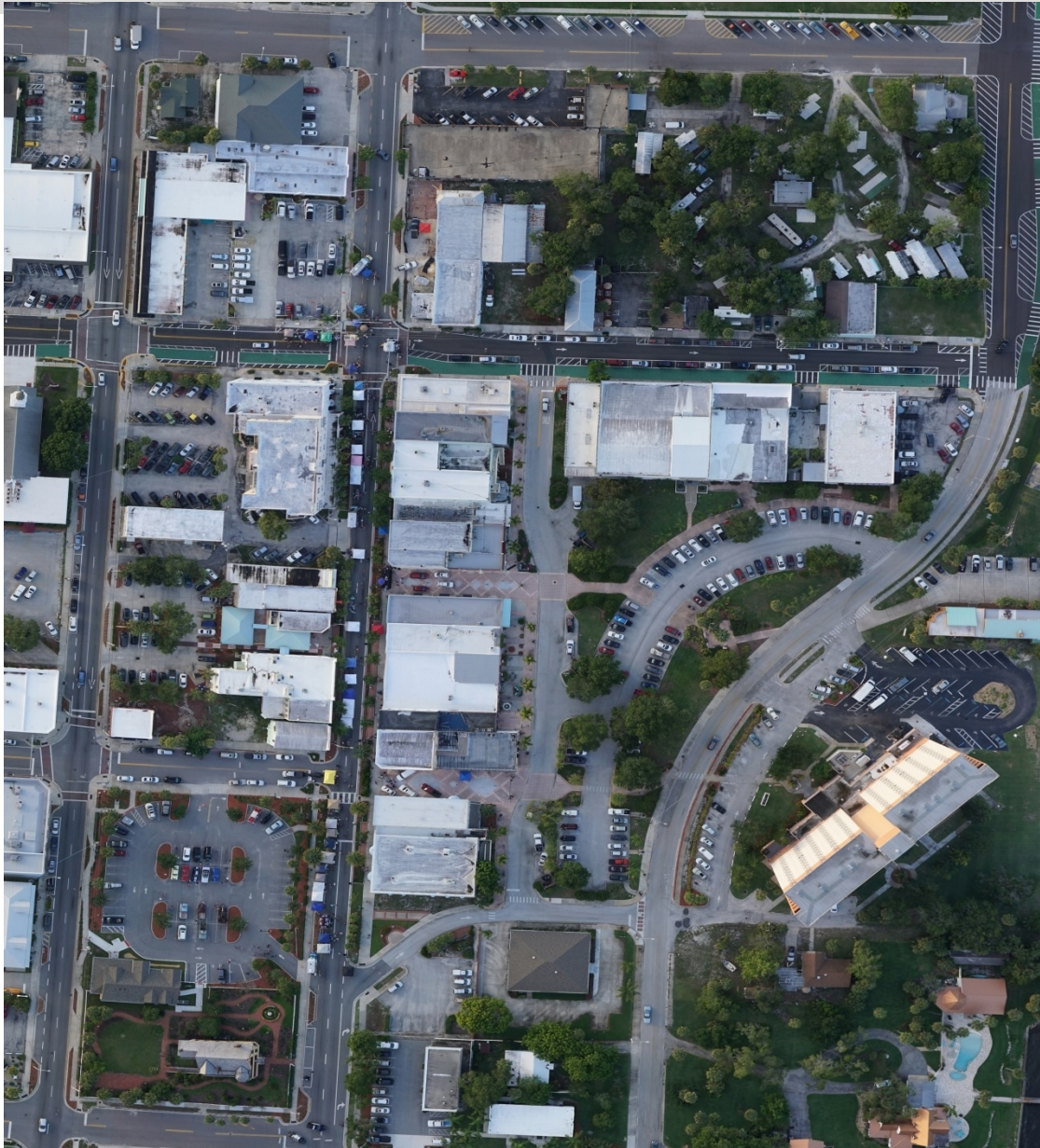
- **Observations: Friday, June 9th**
  - **Staging area for vendors in pedestrian area along Washington Street**
  - **Highest demand by location**
    - **Around Washington Street**
      - **Most on-street and off-street public parking occupied**
    - **Northwest Quadrant**
      - **On-street parking**

*cph*

June 9<sup>th</sup>  
7:30 PM  
Peak Overall  
Demand



**City of Titusville**  
**Downtown Parking Study**  
**Project # T3923**  
**June 9th, 2017**  
**7:30pm**



June 9<sup>th</sup>  
7:30 PM  
Washington Street



June 9<sup>th</sup>  
7:30 PM  
Northwest  
Quadrant

# Downtown Titusville Parking Study Update

- **Observations: Saturday, June 10<sup>th</sup>**
  - **7<sup>th</sup> Annual Titusville Sea Turtle Festival**
  - **Peak Parking Demand: 12:00 PM**
    - **534 parking spaces occupied**
    - **Parking occupancy of 29%**
  - **Average Demand**
    - **490 vehicles, 27% occupancy**
  - **85<sup>th</sup> Percentile Demand**
    - **517 vehicles, 28% occupancy**

# Downtown Titusville Parking Study Update

- **Observations: Saturday, June 10<sup>th</sup>**
  - **Staging area for vendors in pedestrian area along Washington Street**
  - **Highest demand by location**
    - **Around Washington Street**
      - **Still most concentrated parking demand**
      - **Not at full occupancy**

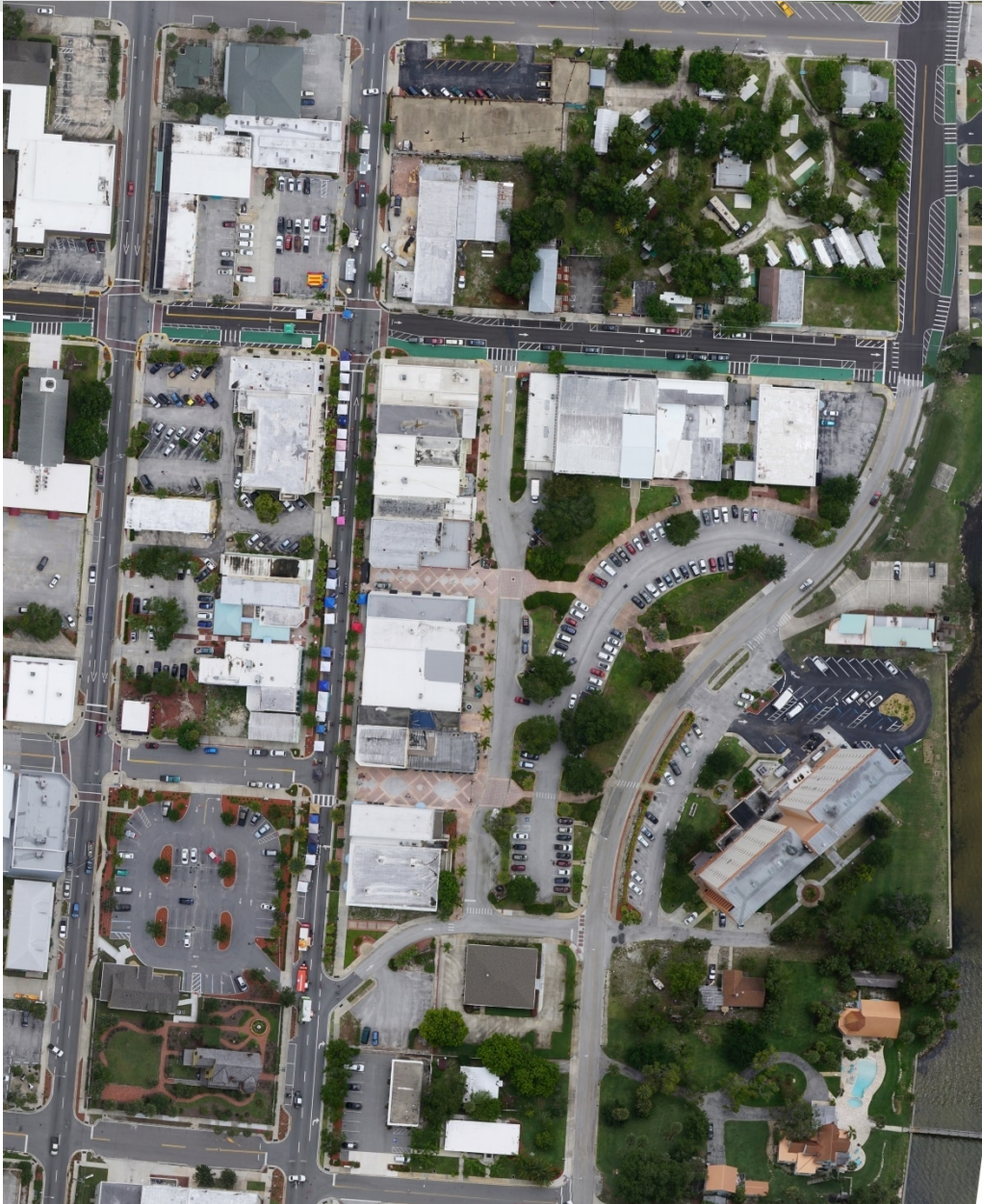
*epn*



June 10<sup>th</sup>  
12:00 PM  
Peak Saturday  
Demand



**City of Titusville**  
Downtown Parking Study  
Project # T3923  
June 10th, 2017  
12:00pm



June 10<sup>th</sup>  
12:00 PM  
Peak Saturday  
Demand

# Downtown Titusville Parking Study Update

- **Overall Summary**

Average Parking Demand			
Thursday	Friday	Saturday	Overall
404	832	490	579
0.22	0.46	0.27	0.32
85th Percentile Demand			
Thursday	Friday	Saturday	Overall
430	884	517	872
0.24	0.49	0.28	0.48
Maximum Parking Demand			
Thursday	Friday	Saturday	Overall
5:00 PM	7:30 PM	12:00 PM	7:30 PM Fri
500	897	534	897
0.28	0.49	0.29	0.49

# Downtown Titusville Parking Study Update

- **Overall – adequate parking supply to accommodate existing needs**
- **General Observations**
  - **Consider continuing on-street striping for parking areas**
  - **Consider additional signage along Mariner Way to enforce standing/loading**

# Downtown Titusville Parking Study Update

- **Next Steps**
  - **Continue to gather community input**
    - **Meetings with residents and business owners**
  - **Evaluate future land use and development patterns with staff**
    - **Identify future parking needs**
  - **Provide recommendations for future parking needs**



**City of Titusville  
Community Development Department**

---

**DOWNTOWN AND REDEVELOPMENT AREA  
PARKING ANALYSIS**

**for  
SCOTT LARESE,  
CITY MANAGER**

**DRAFT**

**Prepared By:**

Kwabena Ofose, P.E., PTOE  
Community Development Engineer  
&  
Tim Ford  
Redevelopment Planner  
City of Titusville, FL.

Date: March 2017

**PROFESSIONAL ENGINEERING CERTIFICATION**

I hereby certify that I am a Professional Engineer properly registered in the State of Florida by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

**PROJECT:** Not Applicable

**LOCATION:** Brevard County, Florida

**CLIENT:** Not Applicable

**JOB #:** Not Applicable

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation and Traffic Engineering, as applied through professional judgment and experience.

**NAME:** Kwabena Ofosu, P.E

**FLORIDA P.E NUMBER:** 71729

**DATE:** March 22, 2017

**SIGNATURE:** \_\_\_\_\_

## **EXECUTIVE SUMMARY**

The primary objective of this study is to establish the effective public parking supply in the downtown/ redevelopment district of the City of Titusville, Florida.

The inventory was compiled by studying maps, aerials, and by conducting site visits and manually counting parking spaces. The parking spaces include public parking spaces that are on-street or in off-street parking facilities. Also analyzed was the number of public parking spaces within an acceptable walking distance of selected destinations in the downtown/ redevelopment district.

This study shows the effective parking inventory in the Downtown/Redevelopment district is 1,337spaces for public parking. The study shows that the effective parking inventory in the Downtown/Redevelopment district that is within an acceptable walking distance to or from the Downtown/ Historic district is 404 parking spaces, which is insufficient for special events hosted in the historic district.

Parking metrics were also estimated for selected locations in the Downtown/ Redevelopment district. The results showed that the average parking duration in the North Brevard Government Complex parking lot on South Street is approximately 3.28 hours. The average parking duration at the Marina Park is 1.00 hour. The metrics identified the Julia Street parking lot as operating at capacity.

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## **1. BACKGROUND**

This City of Titusville, Florida is currently in the process of conducting a parking facility location study for a future parking facility to serve major public parking demand due to growth and destinations in the greater Downtown area such as City Hall, the Downtown Historic District, the Downtown Redevelopment District, City and County parks, the marinas, and the trail head and associated trail and bicycling facilities, among others.

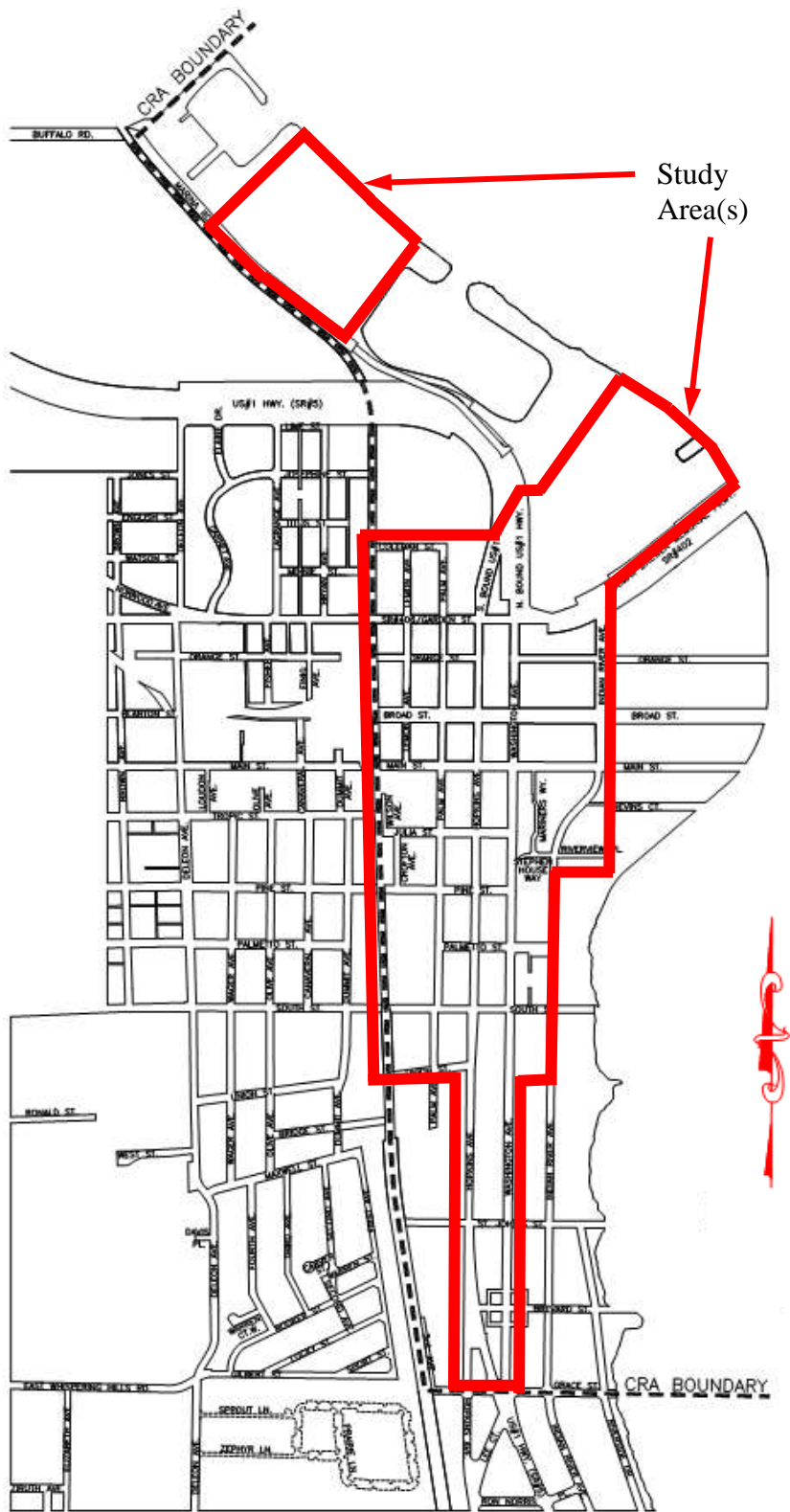
A previous parking study was conducted by the Titusville Community Redevelopment Agency in 2004. The study looked at items such as parking inventory, parking generators, and peak demand in the Redevelopment area and presented recommendations for implementation and further study.

## **3. OBJECTIVES**

The objectives of this study are:

- To update the public parking inventory in the downtown/redevelopment district of the City of Titusville, Florida (see Figure 1 – Study area map).
- To establish the effective public parking supply in the downtown/ redevelopment district of the City of Titusville, Florida.
- To assess the level-of-service for public parking in the downtown/ redevelopment district of the City of Titusville, Florida.
- To evaluate parking performance metrics for the study area.
- To make recommendations for parking improvements in the study area.

The study area is depicted as follows,



**Figure 1: Study area map**

## 2. INTRODUCTION

The following definitions and terms shall be used in this report.

**Parking duration** is defined as the amount of time a vehicle is parked in a parking space. For a given parking space, the average parking duration over a specified period of time is an indication of how frequently that parking space becomes available for parking during that period.

**Parking volume** is defined as the total number of vehicles that park in a facility (or study area) over a period of time, typically a day. The total number of vehicles in this definition is the total number of vehicle “trips” that end in a parking space in the facility, therefore a vehicle making multiple trips to the facility will be counted that many times.

**Turnover** is defined as the number of times a parking space is used by different vehicles, in a day. Turnover is a measure of the rate of usage of a parking space. The turnover of a parking facility over a specified study period is therefore calculated as the parking volume divided by the number of parking spaces.

**Occupancy**, also called parking utilization, is defined as the number of vehicles parked, at a point in time, divided by the total number of parking spaces, and expressed as a percentage. In general a parking facility is considered to be “full”, or has reached its effective capacity when the utilization reaches 85 - 90%, due to the fact that drivers will have difficulty in locating the few remaining available spaces.

**Parking accumulation** is defined as the number of vehicles parked in a facility (or study area) at a specific point in time. Parking accumulation data may be obtained by counting the number of vehicles parked in the facility (or study area) at regular time intervals, typically 2 hours, over a continuous range of hours of the day. The time interval for counting depends on the purpose of the study, the land use, the day of the week, the start time and end time of the survey, etc.

**Parking load** represents the product of the number of spaces parked and the durations of parking, over some time period. Parking load is calculated as the area under a parking accumulation curve between any two points in time. Parking load has the units of space-hours, where a space-hour defines the use of one parking space for a period of one hour. The parking load is therefore the number of space-hours consumed between any two points in time.

**Parking demand**, also called parking generation, is the accumulation of parked vehicles associated with a given site at a specific point in time resulting from the land use. The parking demand of a land use includes vehicles parked in an off-street facility, on-street, parked at a

satellite (overflow) location, as well illegally parked vehicles resulting from the land use, whereas standing vehicles, drop-off/ pickup as well as drive through types activities are not included. Parking demand is a function of the daily traffic trips generated by the land use, the parking turnover, and the time of day parking occupancy. There are numerous methods of estimating the parking demand, such as published standard tables and statistical models.

**Parking supply** is the amount of parking spaces physically built on or for a site. Parking supply is generally regulated by local government requirements based on land use, location, type of parking (on-street, off-street, angle parking, paid versus free parking, etc., etc.), and other factors. In the City of Titusville, Florida, the amount of parking spaces required for an individual land use is based on parking generation rates per type of land use that are regulated by Section 39-61(d) and Section 39-70 of the Land Development Regulations (LDR). Additional requirements for the Downtown Mixed Use (DMU) zoning can be found in Sec 59-1463.

The **effective parking supply** is less than the number of physical parking spaces provided due to due to drivers being unable to locate an open parking space as a facility approaches capacity (which is generally 85 – 90% occupancy), and also due to lost time, hence a loss of space-hours, as result of each turnover.

Parking inventory refers to the total amount of legal physical parking spaces within a study area, counted during a survey.

**Level-of-service (LOS)** is a measure of the quality of a transportation facility or service from the point of view of the user. A high LOS is one that receives a “high score” from the perspective of the users. Many metrics can be used to establish the basis measuring LOS for parking. These include: parking availability and/or volume/capacity ratio, walking distance from parking facility to final the destination, and the users’ convenience and ease of finding a parking space.

A parking study may be conducted for a specific site. On the other hand an **area-wide** parking study covers a larger geographic area such as a central business district, an industrial park, a university campus etc.

#### **4. METHODOLOGY**

The data collection in this study involved two parts.

The first part involved taking a raw count of the public parking spaces to determine the current inventory level of public parking spaces in the study area. Public parking spaces are spaces that are available to the general public. In this study public parking does not include parking spaces on private property nor parking spaces provided by private businesses and reserved for their clientele. The parking count was therefore restricted to locations within the study area such as on-street parking, government buildings, parks, court buildings etc. The counts included regular parking spaces, handicap parking spaces, motorcycle and bicycle parking, time-limited parking spaces as well as parking spaces to accommodate larger vehicles and vehicles with trailers and other attachments. The count also included reserved parking spaces in facilities that are considered public parking.

The inventory was compiled by studying area maps and aerials. The study team cross-checked selected locations' parking inventories from aerial maps by conducting site visits and manually counting the parking spaces.

The second part of the data collection involved documenting parking accumulation at three selected locations over the course of typical weekday. The selected locations were chosen such that they are representative of a) a government building/ complex, b) a park or marina, and c) on-street parking abutting downtown mixed uses, respectively. The three respective locations used in this study are a) North Brevard Government complex parking lot on South Street, b) Marina Park parking lot, and c) the parking lot on Julia Street plus on street parking on Washington Avenue between Pine Street and Julia Street.

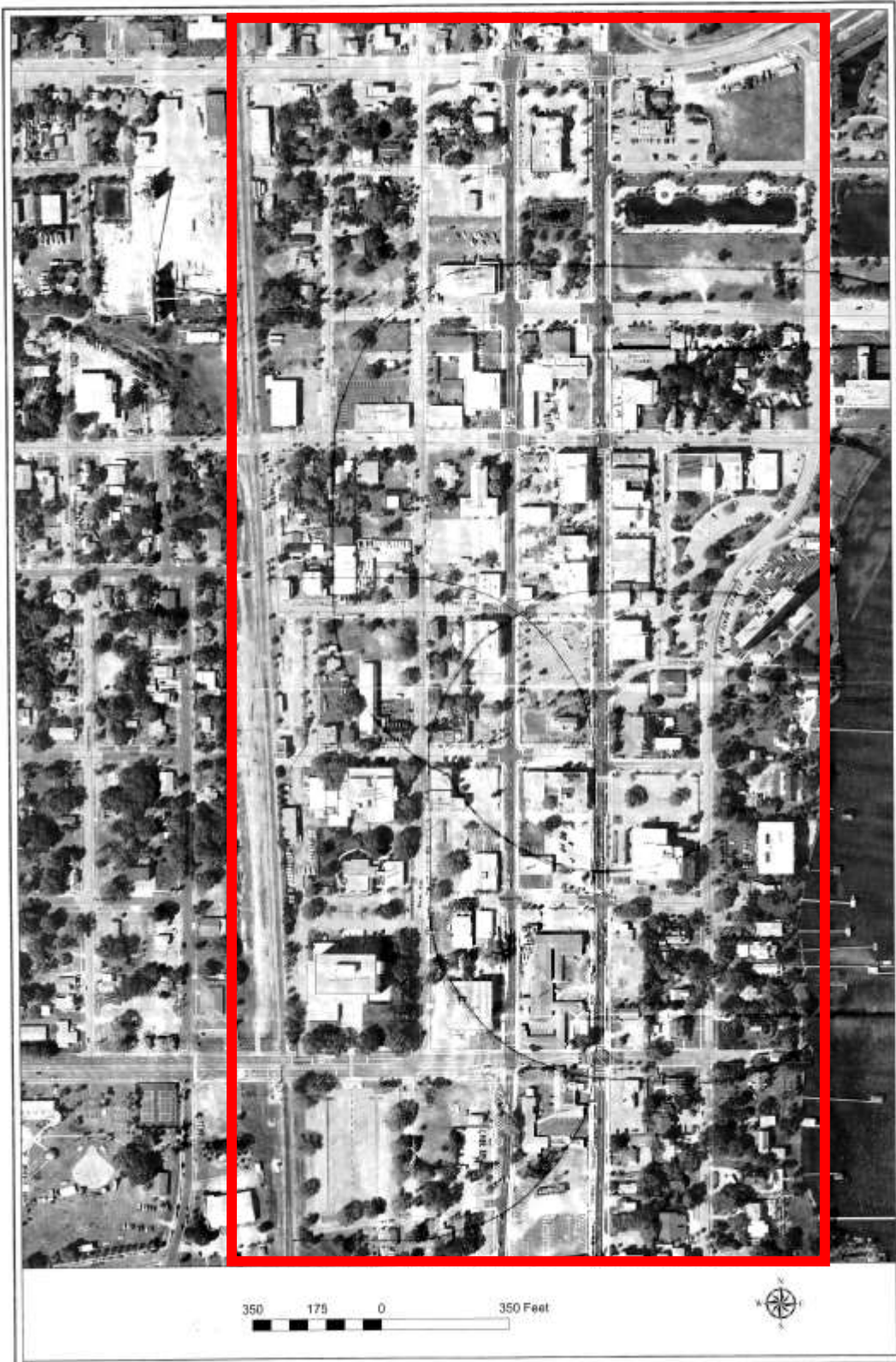
As stated in the introduction, one objective of this study is to estimate a level-of-service being provided by the parking inventory in the study area. Although there are no generally accepted industry-wide level-of-service standards for parking, the Institute of Transportation (ITE 2013) suggests a generally acceptable walking distance of up to 500ft for all parking purposes. In this study therefore parking spaces within 500ft of their primary associated land use will be considered as providing an acceptable level-of-service whereas parking spaces located in excess of 500ft from their primary land use will be considered as not providing an acceptable level-of-service to the users.

An aerial map was used to draw 500ft buffers around destination sites of interest and the number of spaces falling within the buffers were noted.

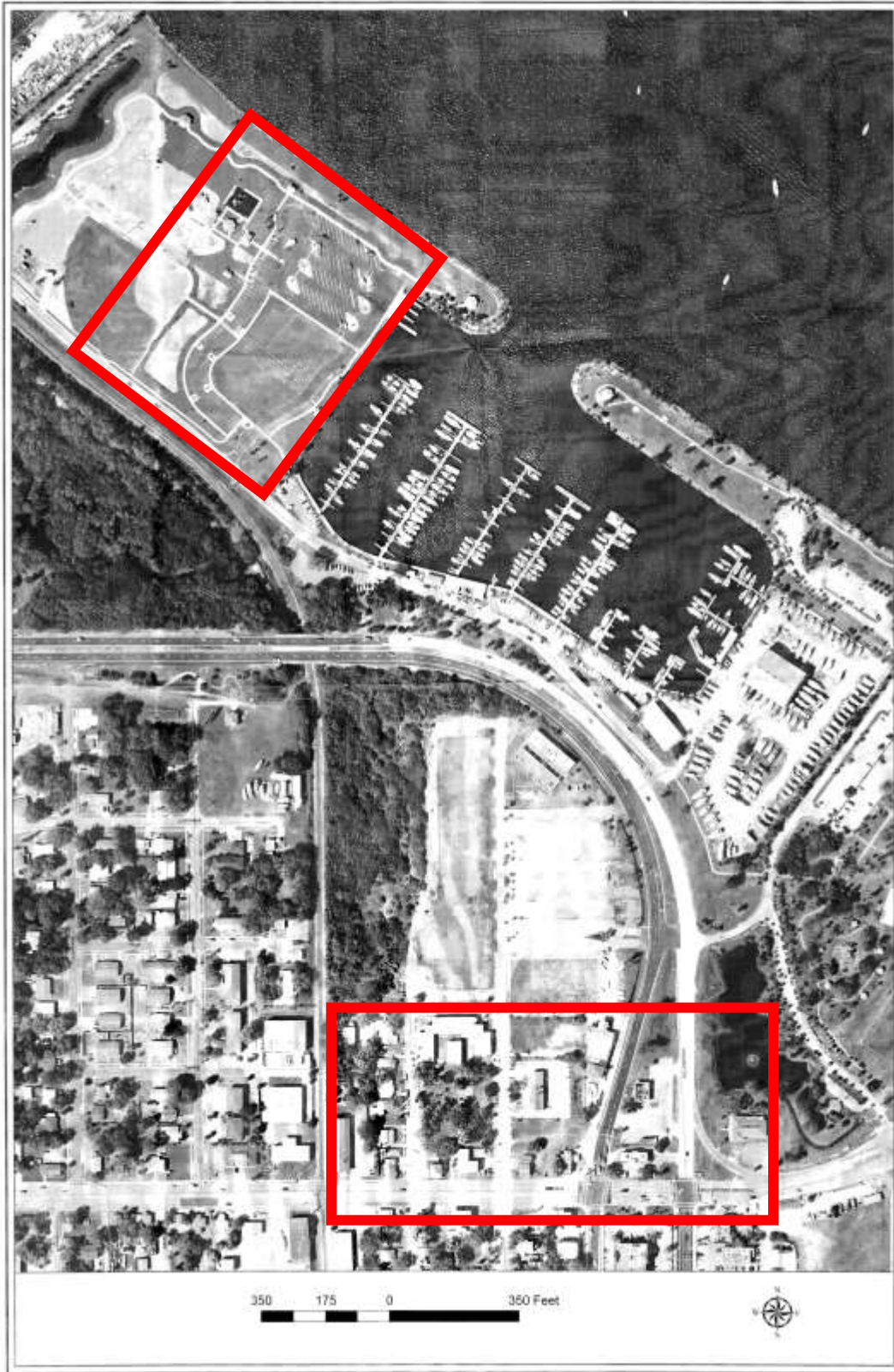
## **5. RESULTS**

### **5.1 Parking Inventory:**

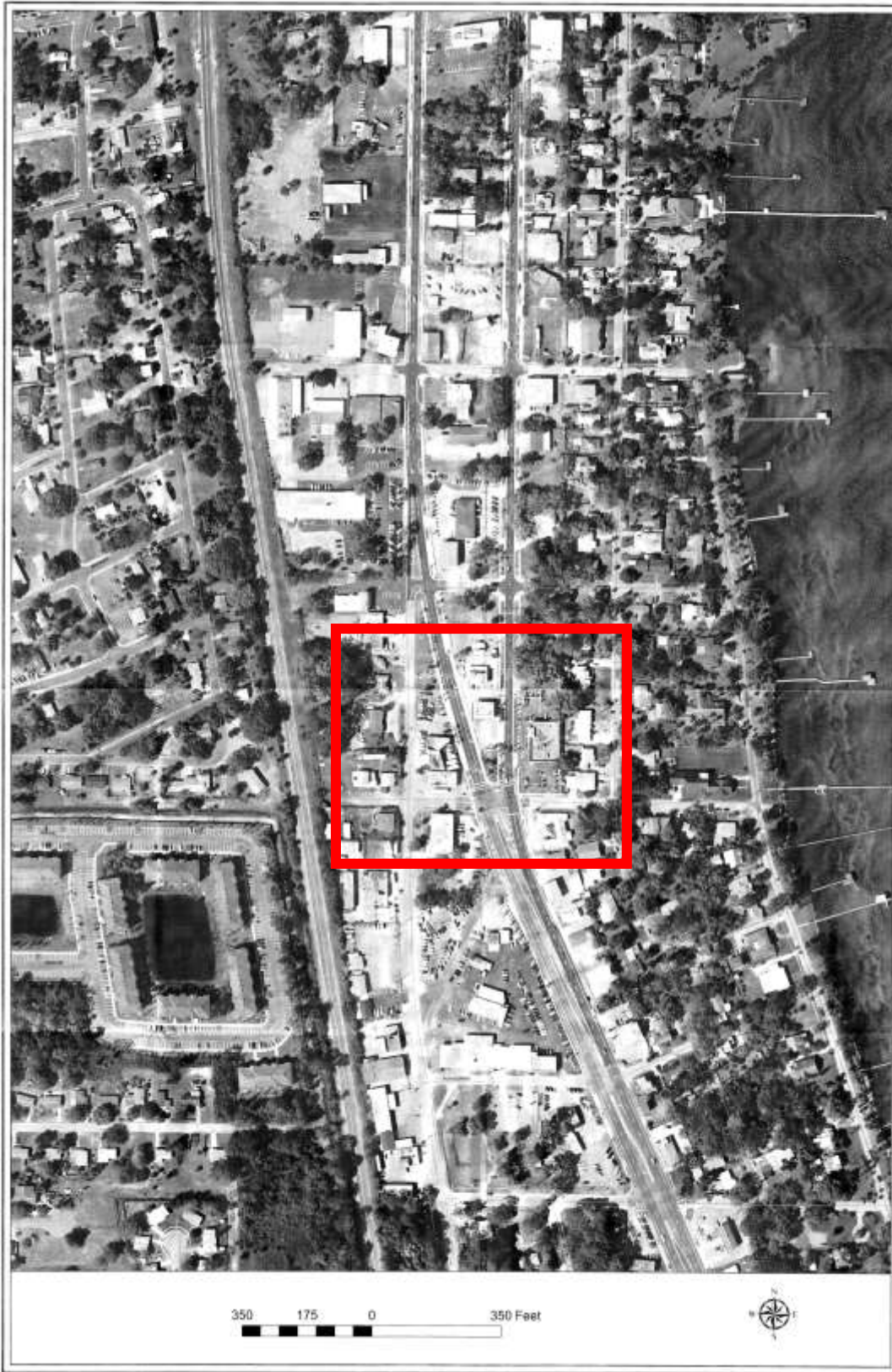
A graphical depiction of the parking inventory count from aerial maps is as follows.



**Figure 2: Study aerial 1**



**Figure 3: Study aerial 2**



**Figure 4: Study aerial 3**

The tabulated parking inventory count obtained is as follows.

**Table 1: On-street public parking count**

Street:	Number of On-Street Parking Spaces
Washington Avenue	33
Hopkins Avenue	15
Palm Avenue (south of Garden Street)	97
Palm Avenue (north of Garden Street)	23
Main Street	42
Broad Street	77
Orange Street	23
Lemon Avenue (south of Garden Street)	33
Lemon Avenue (north of Garden Street)	24
Wilson Avenue	14
Julia Street	42
Crofton Avenue	12
Pine Street	31
Palmetto Street (including 28 spaces at City Hall)	43
Indian River Avenue	3
<b>Total</b>	<b>512</b>

**Table 2: Off-street public parking count**

<b>Parking Facility:</b>	<b>Number of Off-Street Parking Spaces</b>
Marina Park	128
Sandpoint Park 1	110
Sandpoint park 2	31
Sandpoint Park 3	4
Sandpoint Park 4	135
Coast Guard Auxiliary	78
Julia Street Parking Lot	43
Stephen House Way	12
The Commons	70
Titusville City Hall Parking Lot	68
Titusville City Hall Annex	13
Titusville Fire Department	44
North Brevard Government Complex Parking Lot on South St.	240
North Brevard Government Complex	85
Train Station Parking Lot (not in use, therefore not added)	(50)
<b>Total</b>	<b>1,061</b>

Discussion

The effective parking inventory is less than the number of physical parking spaces observed during the survey due to drivers being unable to locate an open parking space as a facility approaches capacity (which is generally 85 – 90% occupancy), and also due to lost time, hence a loss of space-hours, as result of each turnover. In this study a typical factor of 0.85 was adopted.

Effective parking is also reduced by the presence of reserved parking spaces. Twenty-two (22) reserved spaces were counted at the North Brevard Government Complex. This represents less than 3% of the parking inventory of the study area.

Time-restricted parking spaces may result in an effective increase in the parking supply. Eight (8) time restricted spaces were counted at the North Brevard Government Complex, with time restriction of generally two (2) hours. .

The downtown/ redevelopment district periodically hosts special events put on by the City of Titusville, City of Titusville, merchants’ groups and individual businesses. Some the events include the Downtown Merchants Friday Nite Live, Food Truck Wars, the Veterans’ Parade,

Holiday Parade, and the 4<sup>th</sup> July Parade. The lack of public parking has often been cited as a concern in the planning and organization of these events.

The downtown merchants groups and the City of Titusville Police Department, and the City of Titusville Community redevelopment Agency provided estimates of attendance at the special events for Fiscal Year 2016, and Fiscal Year 2016. The estimates were based on police estimates, and sign-in sheets. A complete analysis of the special events attendance data is presented in Section 6.1 of this report.

It must be noted that the special events occur on days and times that the above mentioned parking restrictions and time-limitations do not apply. Therefore, in this study, the impact of these restrictions on the effective parking inventory will be neglected.

Effective Parking Inventory

The effective public parking inventory within the Redevelopment/ Downtown District can therefore be summarized as follows.

**Table 3: Effective parking inventory – Redevelopment/ Downtown District**

Street:	Number of Parking Spaces
On-street	512
Off-street	1,061
Sub-total	1,573
Adjustment factor (0.85)	
Effective parking inventory	<b>1,337</b>

## **5.1 Parking Inventory by Level-of-Service:**

Level-of-service (LOS) is a measure of the quality of a transportation facility or service from the point of view of the user. In this study an “acceptable” public parking level-of-service is one where the parking spaces is within 500 feet of the property boundary of the destination, otherwise it is considered “unacceptable” and is not included in the effective public parking inventory. In other words beyond 500 feet, patrons are generally unwilling to park at these locations to walk to their final destinations.

For this analysis three destinations were selected, namely, the North Brevard Governmental Complex, Titusville City Hall, and the Downtown commercial/ historical district bounded by Indian River Avenue (east) and Hopkins (west), and Main Street (north), Julia Street and Pine Street (south).

A 500 ft buffer analysis was conducted for the parking level-of-service for each location as follows.



**Figure 5: Level-of-service analysis**

A breakdown of the parking supply within each 500 ft buffer is as follows.

North Brevard Government Complex:

**Table 4: Government Complex on-street public parking within buffer**

<b>Street:</b>	<b>Number of Parking Spaces</b>
Palm Avenue	44
Julia Street	30
Pine Street	31
Palmetto Street	15
Hopkins Avenue	5
Crofton Avenue	12
<b>Total</b>	<b>137</b>

**Table 5: Government Complex off-street public parking within buffer**

<b>Parking Facility:</b>	<b>Number of Parking Spaces</b>
Parking Lot on South Street	240
North Brevard Government Complex	85
Titusville Fire Department	44
Julia Street Parking Lot	34
<b>Total</b>	<b>403</b>

City Hall:

**Table 6: City Hall on-street public parking within buffer**

<b>Street:</b>	<b>Number of Parking Spaces</b>
Hopkins Avenue	5
Washington Avenue	8
Julia Street	12
Pine Street	14
Palmetto Street	43
Indian River Avenue	13 (Towers Area)
<b>Total</b>	<b>95</b>

**Table 7: City Hall off-street public parking within buffer**

<b>Parking Facility:</b>	<b>Number of Parking Spaces</b>
City Hall Parking Lot	68
City Hall Annex	13
Titusville Fire Department	44
Julia Street Parking Lot	43
The Commons Parking Lot	22
Stephen House Way	12
<b>Total</b>	<b>202</b>

Downtown Commercial/ historic District:

**Table 8: Downtown district on-street public parking within buffer**

<b>Street:</b>	<b>Number of Parking Spaces</b>
Hopkins Avenue	10
Washington Avenue	7
Indian River Avenue	18 (includes Towers)
Broad Street	65
Main Street	39
Julia Street	36
Pine Street	14
Palm Avenue	42
<b>Total</b>	<b>231</b>

**Table 9: Downtown district off-street public parking within buffer**

<b>Street:</b>	<b>Number of Parking Spaces</b>
The Commons Parking Lot	70
Stephen House Way	12
Julia Street Parking Lot	43
City Hall	68
City Hall Annex	13
Titusville Fire Department	39
<b>Total</b>	<b>245</b>

Merging of all three buffers:

**Table 10: On-street public parking within combined buffer**

<b>Street:</b>	<b>Number of Parking Spaces</b>
Crofton Avenue	12
Palm Avenue	74
Hopkins Avenue	10
Washington Avenue	10
Indian River Avenue	18
Broad Street	65
Main Street	39
Julia Street	42
Pine Street	30
Palmetto Street	43
<b>Total</b>	<b>343</b>

**Table 11: Off-street public parking within combined buffer**

<b>Parking Facility</b>	<b>Number of Parking Spaces</b>
Parking Lot on South Street	240
North Brevard Government Complex	85
Julia Street Parking Lot	43
Titusville Fire Department	44
City Hall	68
City Hall Annex	13
The Commons Parking Lot	70
Stephen House Way	12
<b>Total</b>	<b>575</b>

Summary

The effective parking supply is less than the number of physical parking spaces provided due to drivers being unable to locate an open parking space as a facility approaches capacity (which is generally 85 – 90% occupancy), and also due to lost time, hence a loss of space-hours, as result of each turnover. In this study a typical factor of 0.85 was adopted.

The effective parking for the buffers can therefore be summarized as follows.

**Table 12: Effective parking at LOS – North Brevard Government Complex**

<b>Street:</b>	<b>Number of Parking Spaces</b>
On-street	137
Off-street	403
Sub-total	540
Adjustment factor (0.85)	
<b>Effective parking</b>	<b>459</b>

**Table 13: Effective parking at LOS – City Hall**

<b>Street:</b>	<b>Number of Parking Spaces</b>
On-street	95
Off-street	202
Sub-total	297
Adjustment factor (0.85)	
<b>Effective parking</b>	<b>252</b>

**Table 14: Effective parking at LOS – Downtown Commercial/ Historic District**

<b>Street:</b>	<b>Number of Parking Spaces</b>
On-street	231
Off-street	245
Sub-total	476
Adjustment factor (0.85)	
<b>Effective parking</b>	<b>404</b>

**Table 15: Effective parking at LOS – Merged Buffers**

Street:	Number of Parking Spaces
On-street	343
Off-street	575
Sub-total	918
Adjustment factor (0.85)	
<b>Effective parking</b>	<b>780</b>

It is observed that North Brevard Governmental complex, a major supplier of parking for the area does not fall within the buffer of the Downtown commercial/ historic district. This is of particular mention as the City of Titusville and the downtown merchants groups, periodically host events in the Downtown, and lack of parking has often been cited. The currently disused train station parking lot also falls outside of the Downtown commercial/ historic buffer and will therefore not be effective in contributing to parking for Downtown events even if were to be considered for reopening.

### **5.1 Parking Performance Metrics:**

The purpose of this section is to establish parking performance metrics for the study area. Three locations were selected such that they are representative of a) a government building/ complex, b) a park or marina, and c) on –street parking abutting downtown mixed uses, respectively. The three respective locations used in this study are a) North Brevard Government complex, b) Marina Park, and c) the parking lot and the on-street parking on Julia Street at Washington Avenue.

For each facility the following parking metrics were measured or computed.

- Parking accumulation from 7:00am through 6:00pm at 20 minute intervals
- Parking occupancy from 7:00am through 6:00pm at 20 minute intervals
- Parking load from 7:00am through 6:00pm at 20 minute intervals
- Cumulative Parking load from 7:00am through 6:00pm

From the above metrics, the average parking duration over the study period (7:00 am to 6:00 pm) is computed as follows,

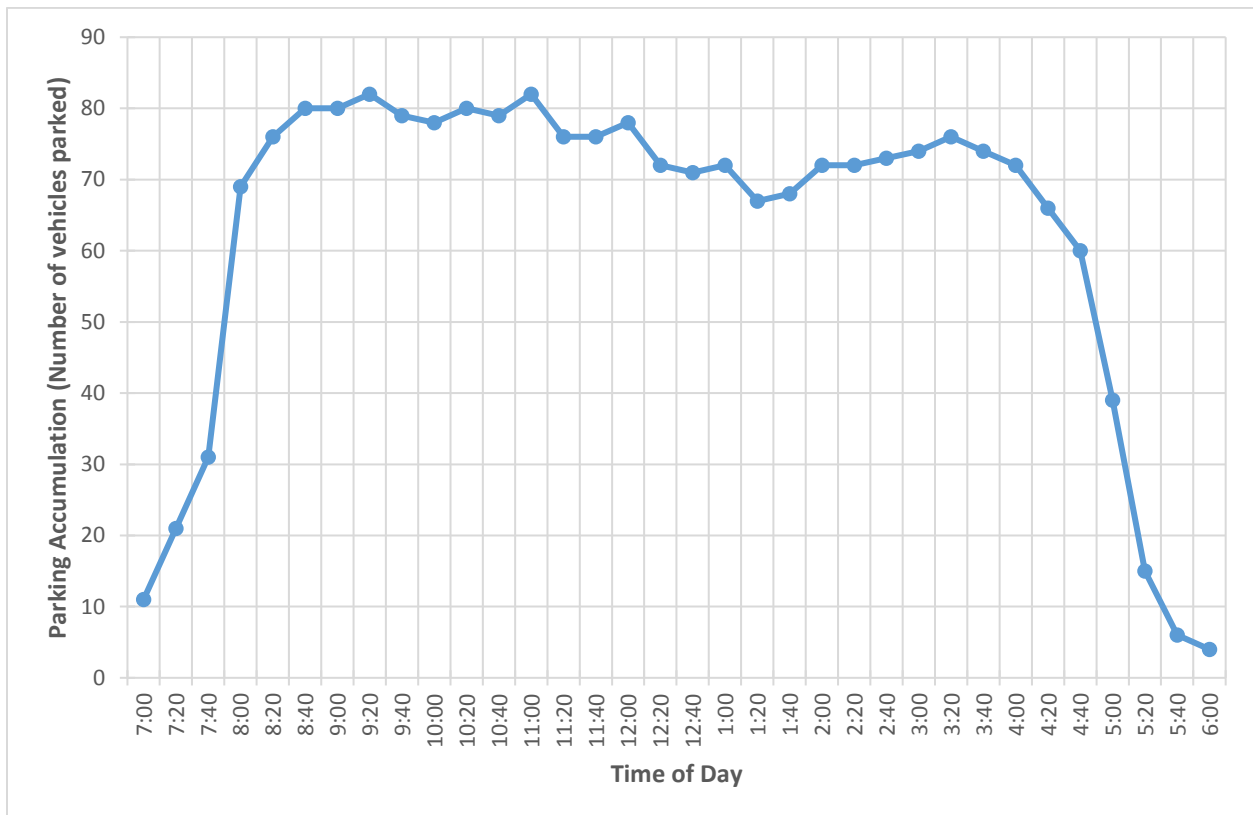
$$\bar{D} = \frac{\text{Cumulative parking load at end of period (space - hour)}}{\text{Number of parking spaces * efficiency factor}}$$

The efficiency factor corrects for lost time due to turnover. Efficiency factor values differs for different types of parking. Typical values are 0.9 for curbside parking, 0.8 for parking garages, and 0.9 for parking lots. In the study an efficiency factor of 0.9 is used for all calculations.

The parking metric results are as follows.

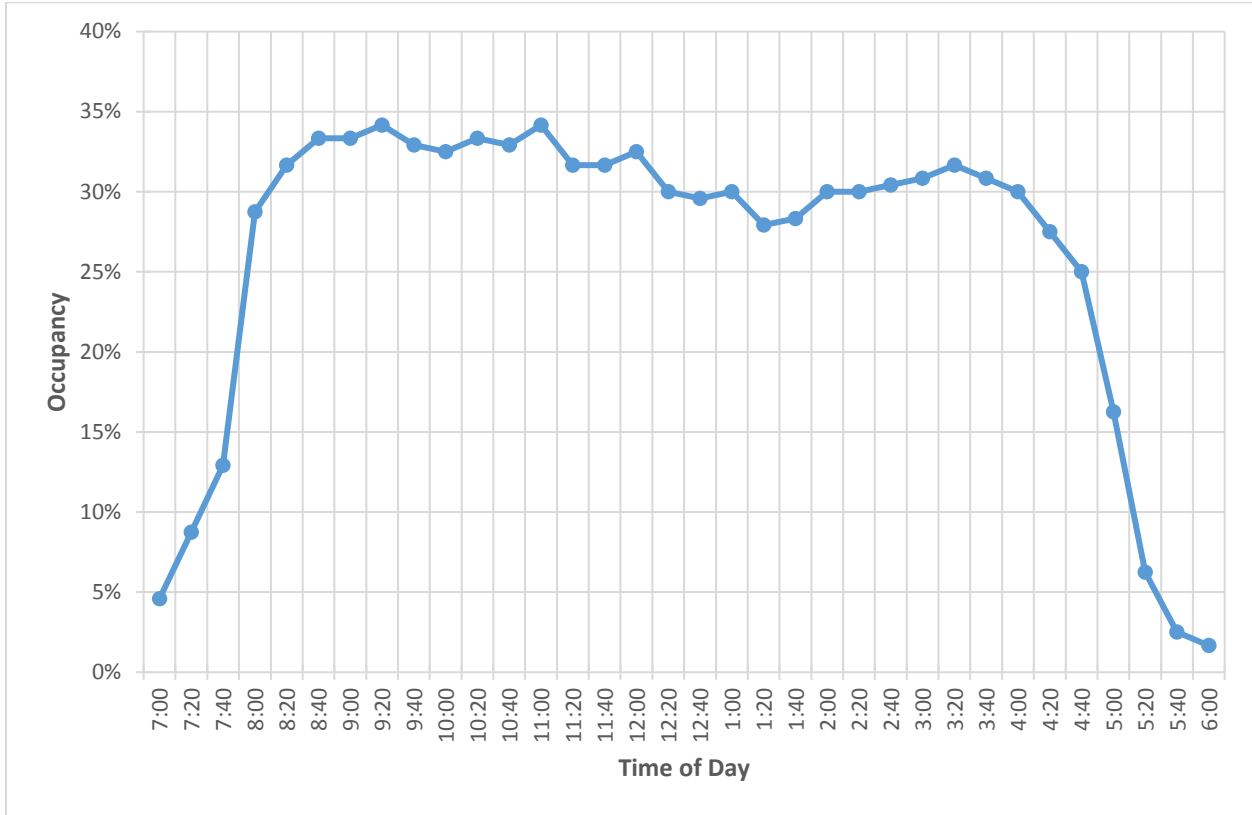
North Brevard Government Complex Parking Lot (South Street)

Parking Accumulation



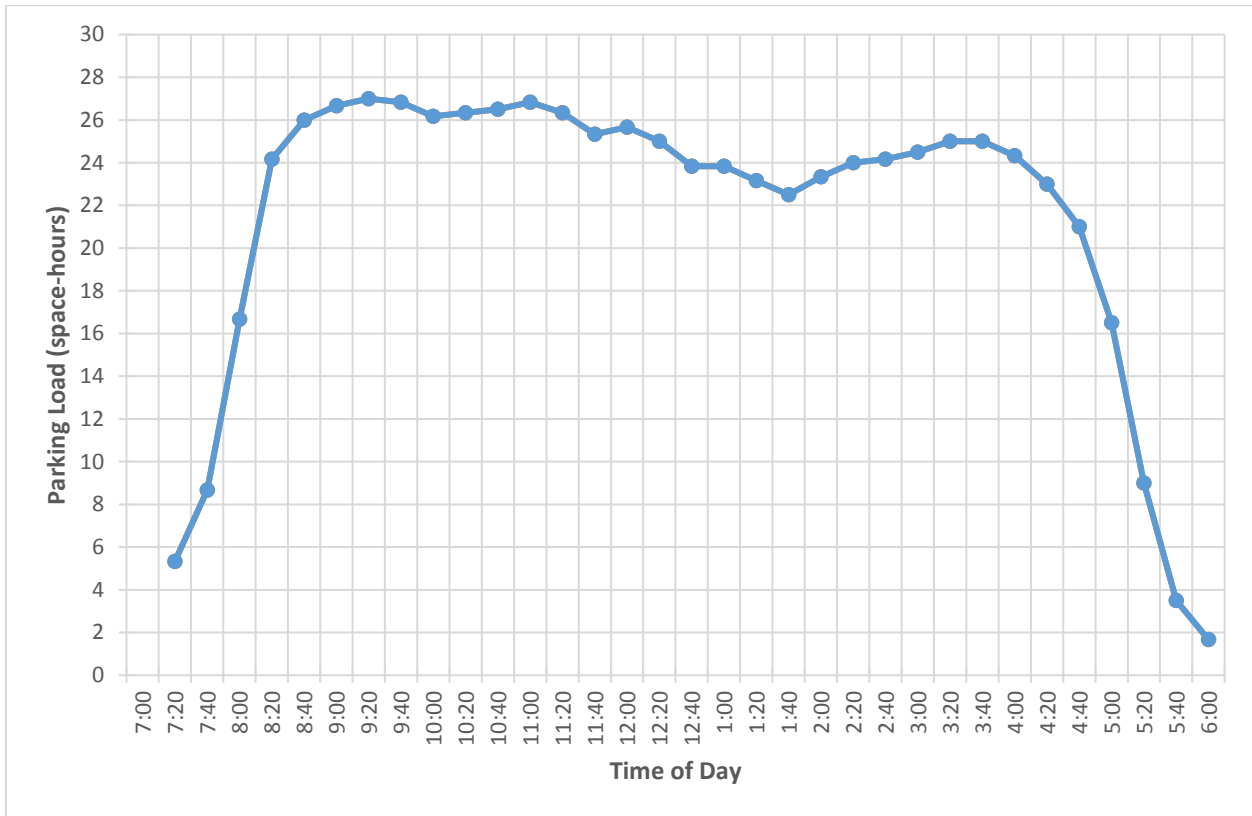
**Figure 6: Parking accumulation - North Brevard Government Complex Parking Lot**

Parking Occupancy



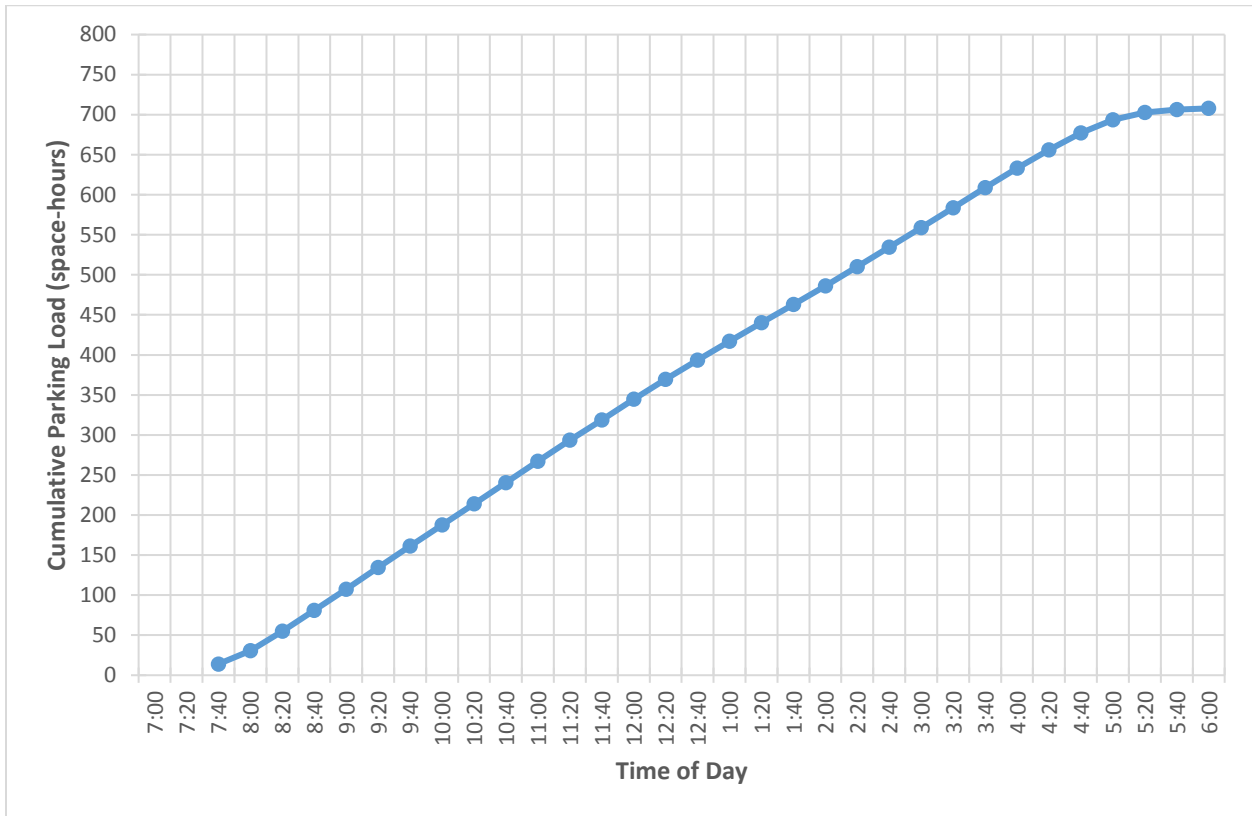
**Figure 7: Parking occupancy- North Brevard Government Complex Parking Lot**

## Parking Load



**Figure 8: Parking Load- North Brevard Government Complex Parking Lot**

## Cumulative Parking Load



**Figure 9: Cumulative parking load- North Brevard Government Complex Parking Lot**

Analysis

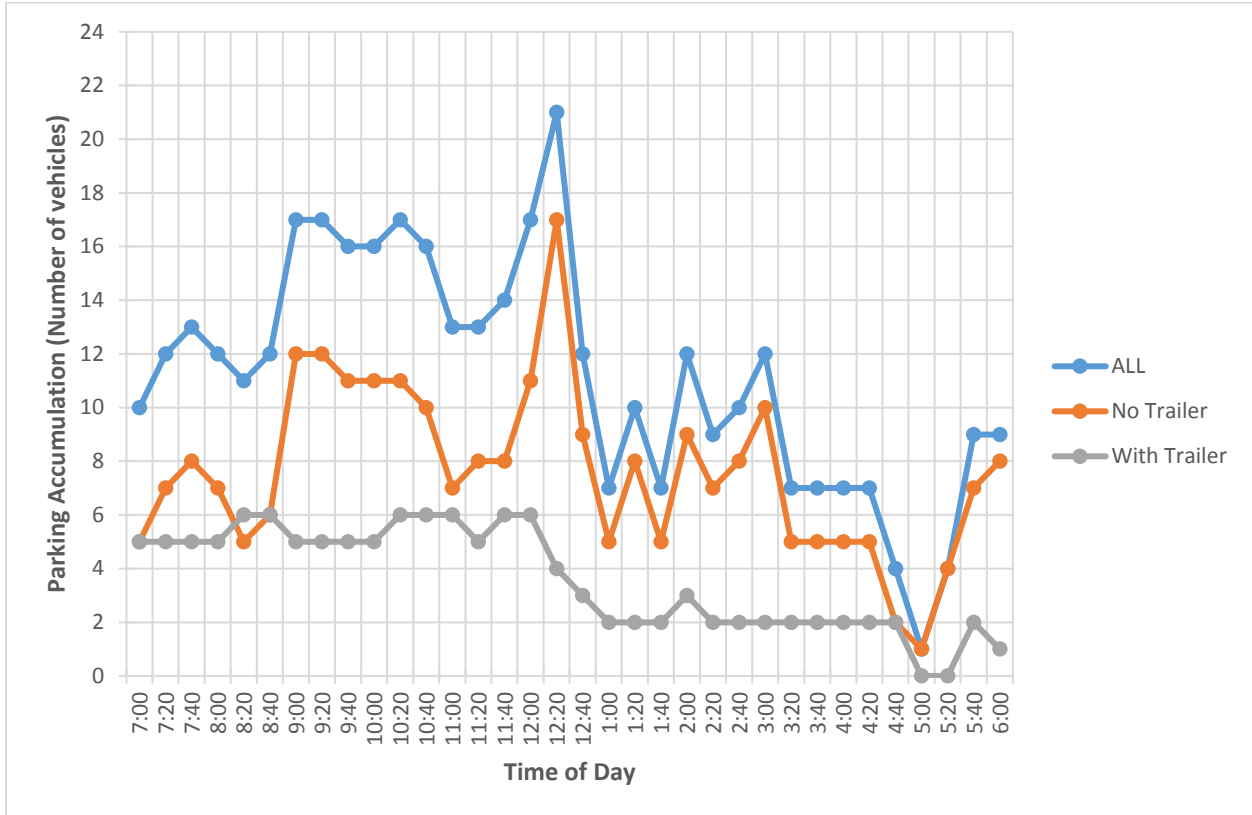
<b>Parking Metric:</b>	<b>Value</b>
Cumulative Parking Load (space-hours)	707.83
Number of parking spaces	240
Utilization factor (0.90)	
Average Parking Duration per space (hours)	3.28

Assuming that the parking metrics observed at the North Brevard Government Complex Parking Lot are identical or similar to that of the North Brevard Governmental Complex (main building/campus), and we know that the time restricted parking is generally limited to (two) 2 hours. Given that the average parking duration is 3.28 hours, the presence of the time-restricted effectively increases the parking supply of the eight (8) restricted parking spaces by 64% (3.28/2). This represents an increase of less than 1% in the effective parking supply and is therefore neglected in this study.

## Marina Park

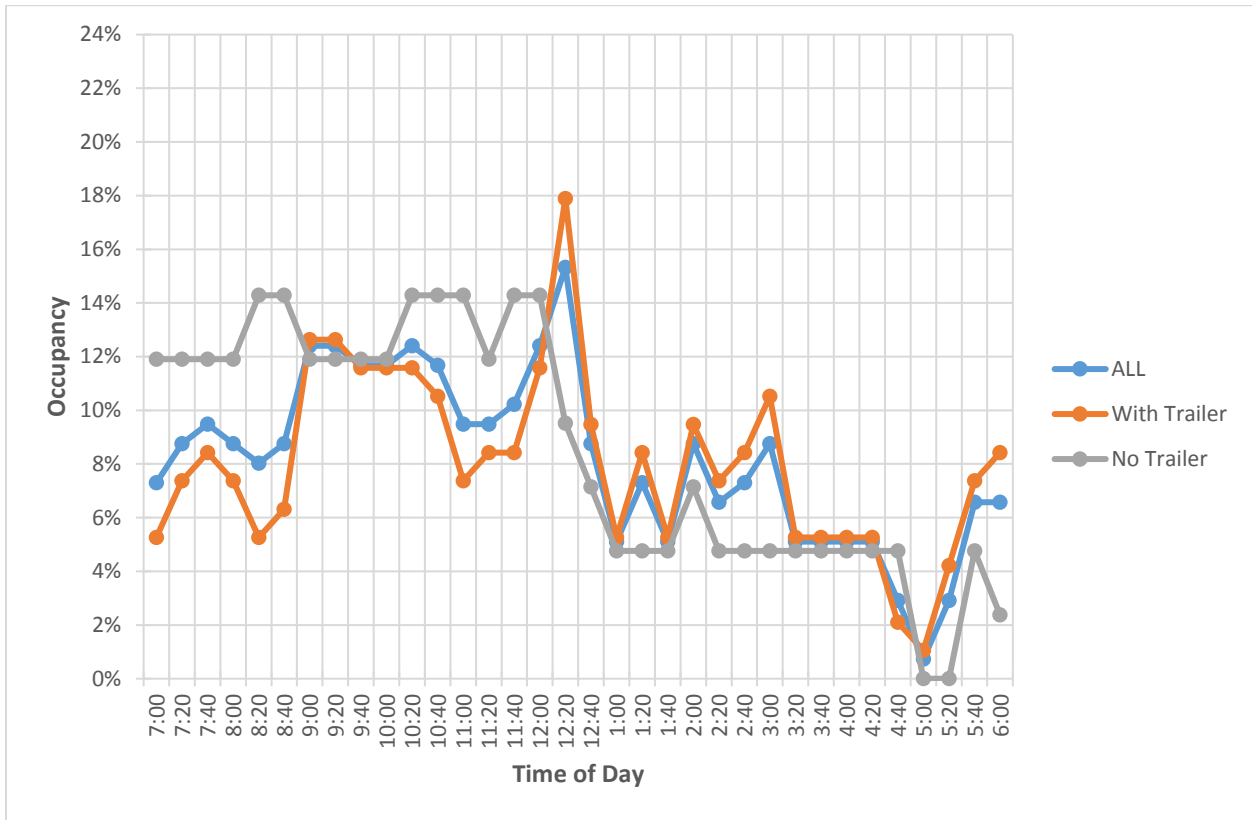
Parked vehicles were distinguished by whether they were pulling trailers or not.

### Parking Accumulation



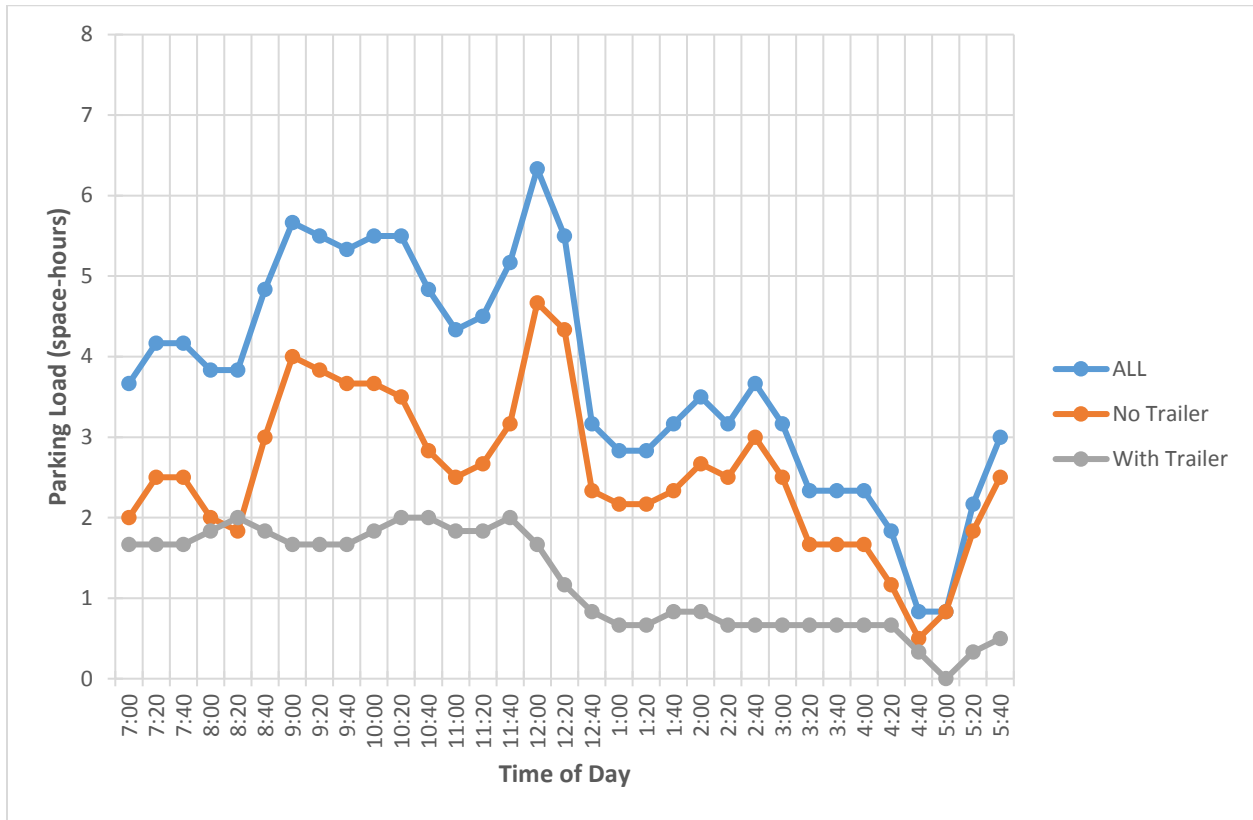
**Figure 10: Parking accumulation - Marina Park**

Parking Occupancy



**Figure 11: Parking occupancy - Marina Park**

Parking Load



**Figure 12: Parking load - Marina Park**

Analysis

Vehicles with no trailer:

<b>Parking Metric:</b>	<b>Value</b>
Cumulative Parking Load (space-hours)	84.17
Number of parking spaces	95
Utilization factor (0.90)	
Average Parking Duration per space (hours)	0.98

Vehicles with trailer:

<b>Parking Metric:</b>	<b>Value</b>
Cumulative Parking Load (space-hours)	39.67
Number of parking spaces	42
Utilization factor (0.90)	
Average Parking Duration per space (hours)	1.05

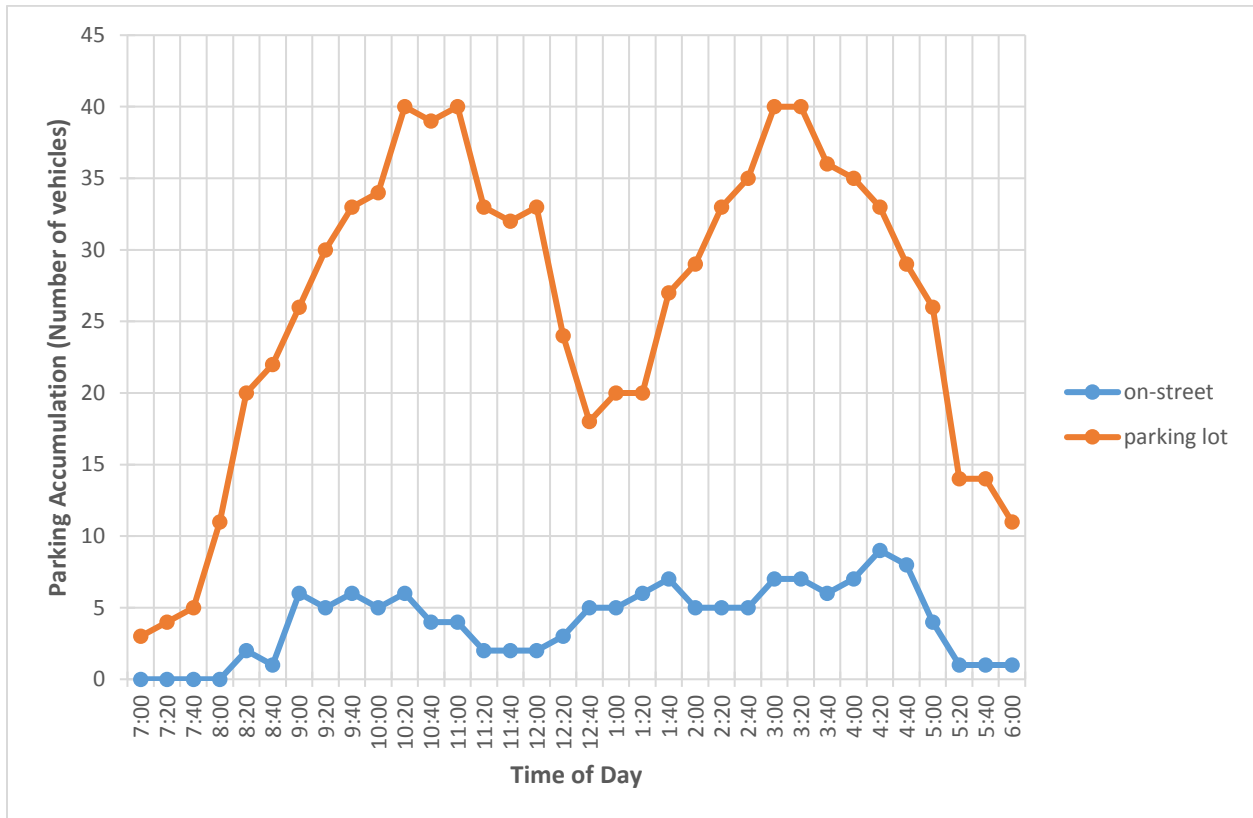
All Vehicles:

<b>Parking Metric:</b>	<b>Value</b>
Cumulative Parking Load (space-hours)	123.83
Number of parking spaces	137
Utilization factor (0.90)	
Average Parking Duration per space (hours)	1.00

## Julia Street

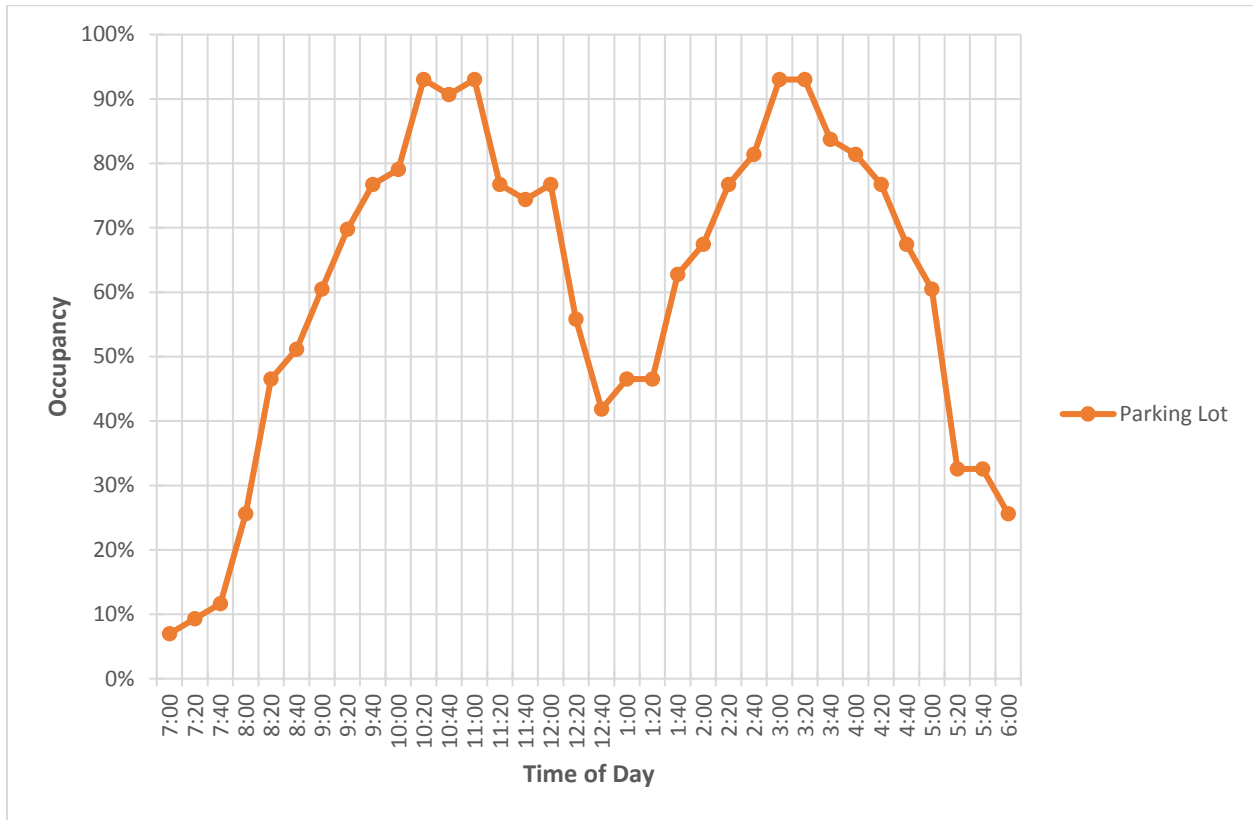
A separate count was conducted for vehicles parked in the parking lot and vehicles park on-street i.e. Washington Avenue from Pine Street to Julia Street.

### Parking Accumulation



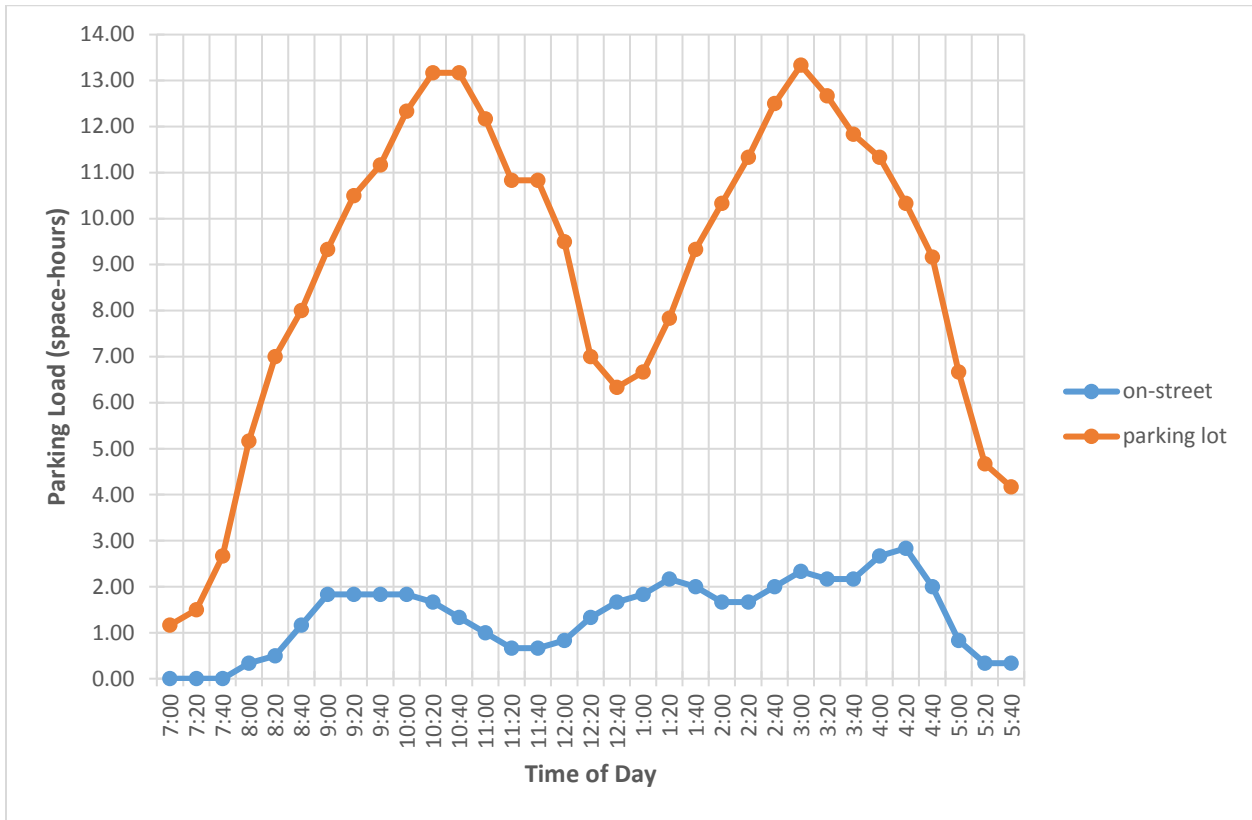
**Figure 13: Parking accumulation - Julia Street**

## Parking Occupancy



**Figure 14: Parking occupancy - Julia Street**

Parking Load



**Figure 15: Parking load - Julia Street**

Analysis

Parking lot:

<b>Parking Metric:</b>	<b>Value</b>
Cumulative Parking Load (space-hours)	294.00
Number of parking spaces	93
Utilization factor (0.90)	
Average Parking Duration per space (hours)	7.59

On-street:

<b>Parking Metric:</b>	<b>Value</b>
Cumulative Parking Load (space-hours)	45.50
Number of parking spaces	-
Utilization factor (0.90)	
Average Parking Duration per space (hours)	-

The parking lot shows occupancy rates above 85%. The parking lot is therefore over capacity. The average parking duration in the parking lot is approximately 7.6 hours. This is indicative of high utilization by long term parking users such as business owners, and employees in the area.

## 6. SPECIAL EVENTS PARKING

### 6.1 Data

The City of Titusville and the downtown merchants groups periodically host public events in the downtown historic district. Based on the police estimates as well as sign-in data the special events attendance numbers for Fiscal Year 5 and Fiscal 16 that were used in this analysis are

**Table 16: Special Events attendance data**

Event:	Estimated Attendance	
	FY15	FY16
Downtown Merchants Friday Nite Live Monthly Events	400	
10/9/15		800
11/13/15		1,000
1/8/16		700
2/12/16		800
3/11/16		1,000
4/8/16		1,200
5/13/16		1,000
6/10/16		1,000
7/8/16		1,000
9/9/16		1,000
Chili Cook-off	4,000	2,500
Food Truck Wars	15,000	
Lights of Hope <sup>1</sup>	4,000	500
Art & Algorithms <sup>1</sup>		1,200
Veterans Parade		700
Christmas Parade		3,000
4th July at Sand Point Park		4,000

<sup>1</sup> Average attendance for multi-day event.

## 6.1 Summary Statistics

Upon conducting a check for outliers and removing them from the data the descriptive statistics of the attendance numbers are as follows.

**Table 17: Special Events attendance summary statistics**

<b>Statistic:</b>	<b>Value</b>
Mean	1,568.42
Standard Error	286.44
Median	1,000
Mode	1,000
Standard Deviation	1,248.57
Sample Variance	155,8947.36
Range	3,600
Minimum	4,00
Maximum	4,000
Count	19
Lower Quartile	800
Upper Quartile	2,500
95% Confidence Interval	[1071.72, 2065.11]

Further analysis of the distribution of the special events attendance numbers can be found in the Appendix.

The upper limit of the confidence interval (2,065.11) is such that there is a 97.5% probability that the attendance will not exceed this value. In this study it is adopted as a benchmark to compare with the effective parking supply.

It is assumed that vehicles attending the special events have a **vehicle occupancy** of 2.1 passengers per vehicle, which is typical for parking associated with recreational and tourist type uses and events. Dividing the adopted attendance value by the vehicle occupancy yields a parking demand of approximately 984 vehicles seeking parking.

Comparing with the effective parking supply in the downtown/ redevelopment area of 1,337 (Table 3), the parking demand for special events can be accommodated 97.5% of the time.

However, comparing the special events parking demand (984) with the effective parking supply of acceptable level-of-service within the downtown/historic district only -404 (Table 14), it is clear that the effective parking supply of acceptable level-of-service, is insufficient. In other words there is an insufficient supply of parking spaces that are located within an acceptable walking distance (500 ft) to the final destination, for special events, within the downtown historic district.

## **7. CONCLUSIONS AND RECOMMENDATIONS**

### **7.1 Findings**

The study shows the effective parking inventory in the Downtown/Redevelopment district is 1,337 spaces for public parking. Approximately 68% of the effective inventory is located in off-street parking facilities.

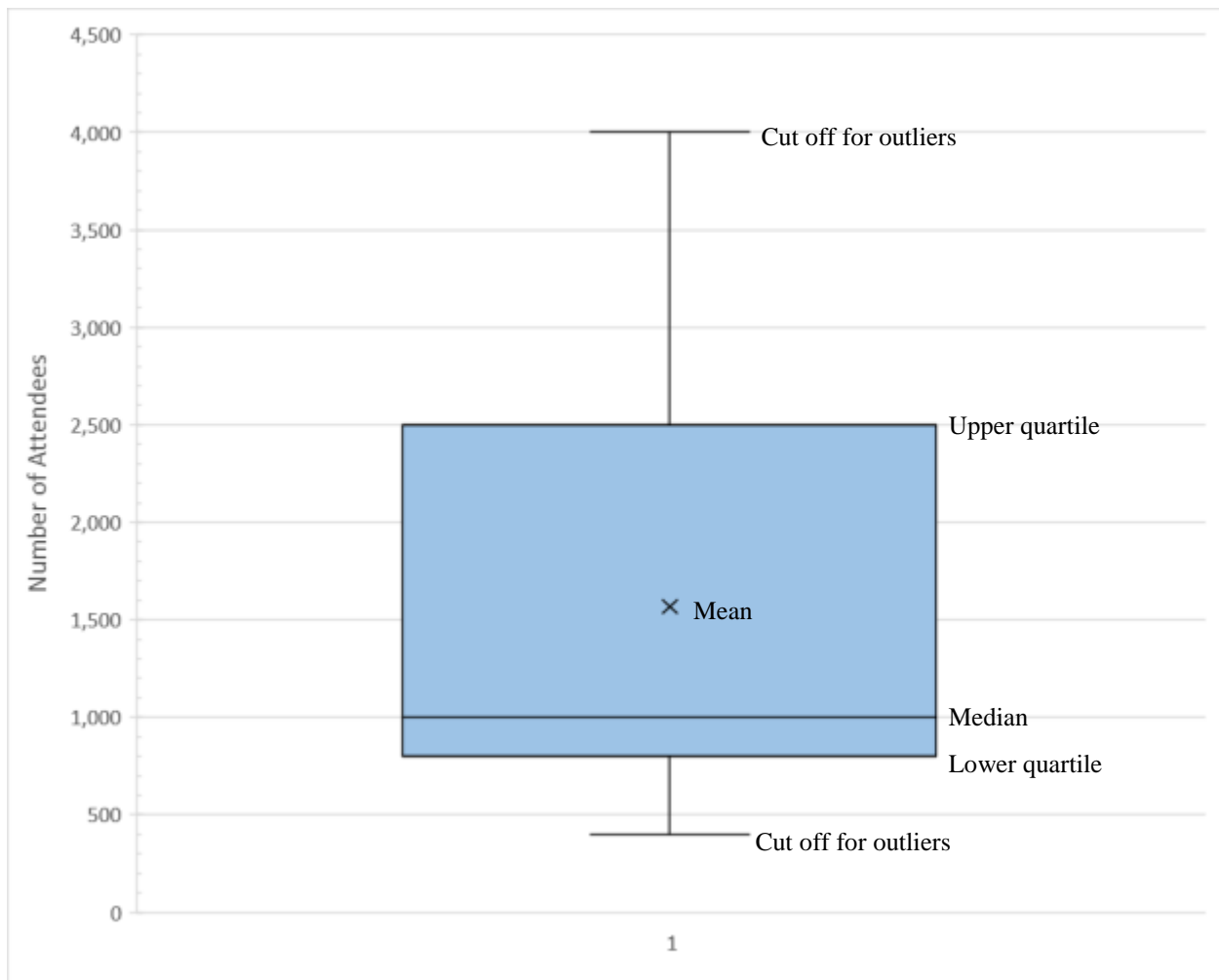
Within an overlay that consists of merging 500 ft. buffers around the North Brevard Government complex, the Titusville City Hall, and the Downtown /Historic district, the effective parking inventory is the 780 spaces, of which approximately 62% are located in off-street parking facilities. This represents the effective inventory of public parking spaces within a generally acceptable walking distance to these destinations.

Parking metrics were computed and analyzed for three selected locations in the Downtown/ Redevelopment district. The results showed that the average parking duration in the North Brevard Government Complex parking lot on South Street is approximately 3.28 hours. At the Marina Park, the average parking duration on for all types of vehicles is 1.00 hours. It was shown that the average parking duration at the Julia Street parking lot is approximately 7.60 hours and that the parking lot operates at/ above capacity.

The Downtown/ Historic district is the venue of periodic events hosted by the City of Titusville and the downtown merchants' groups. The study found that the number of parking spaces within the Downtown/ Redevelopment district that are within an acceptable walking distance to the Downtown/ Historic district effectively amounted to 404 spaces of which approximately 62% are located in off-street parking facilities. This effective inventory with acceptable level-of-service, within the downtown/historic district is insufficient for special events.

## Appendix

A Box Plot summary of the distribution of special events attendance numbers is as follows.







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*Titusville*  
FLORIDA

# Downtown Parking Discussion

# Urban vs Suburban Parking

- Urban parking
  - Mix of on-street and off-street parking
  - Smaller lots that may be shared
  - May be located a short distance from surrounding businesses
- Suburban parking
  - Off-street parking
  - Dedicated parking lot for each use
  - Located directly adjacent to business, but may be 500' or more in depth



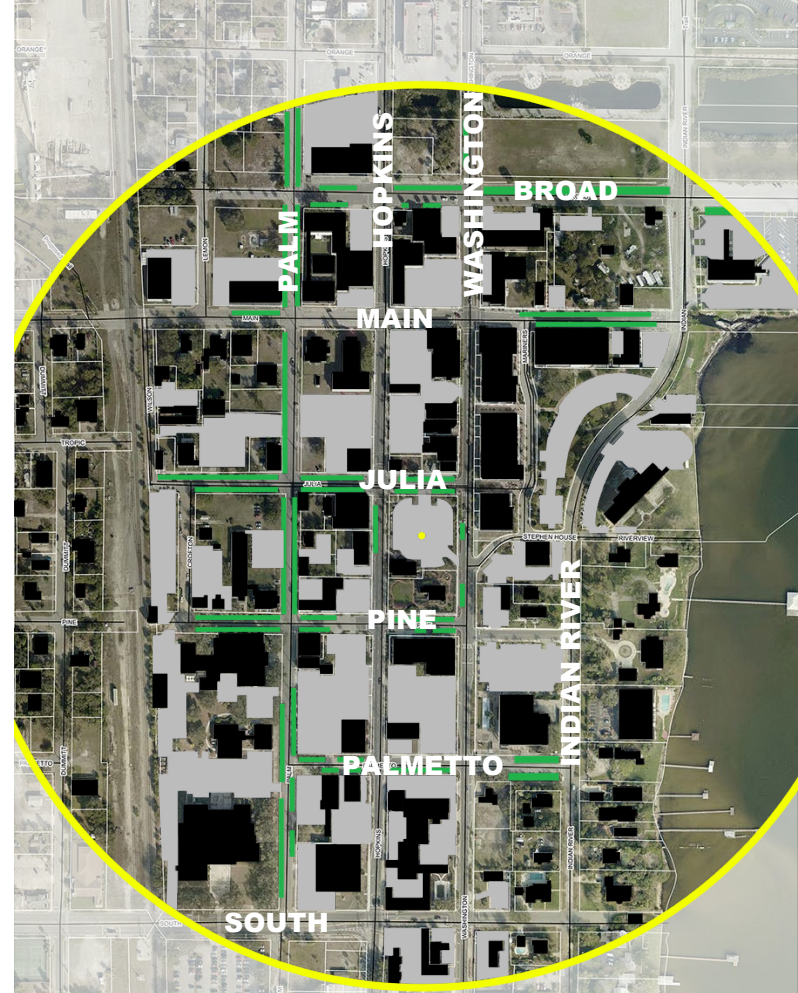
# Scale Comparison

- Area of Downtown (as pictured):  
57.3 ± acres
- Standard Downtown Block:  
200± feet by 400± feet
- Highlighted Area (as outlined):  
20.5 ± acres
- Distance across Walmart parcel:  
900± feet



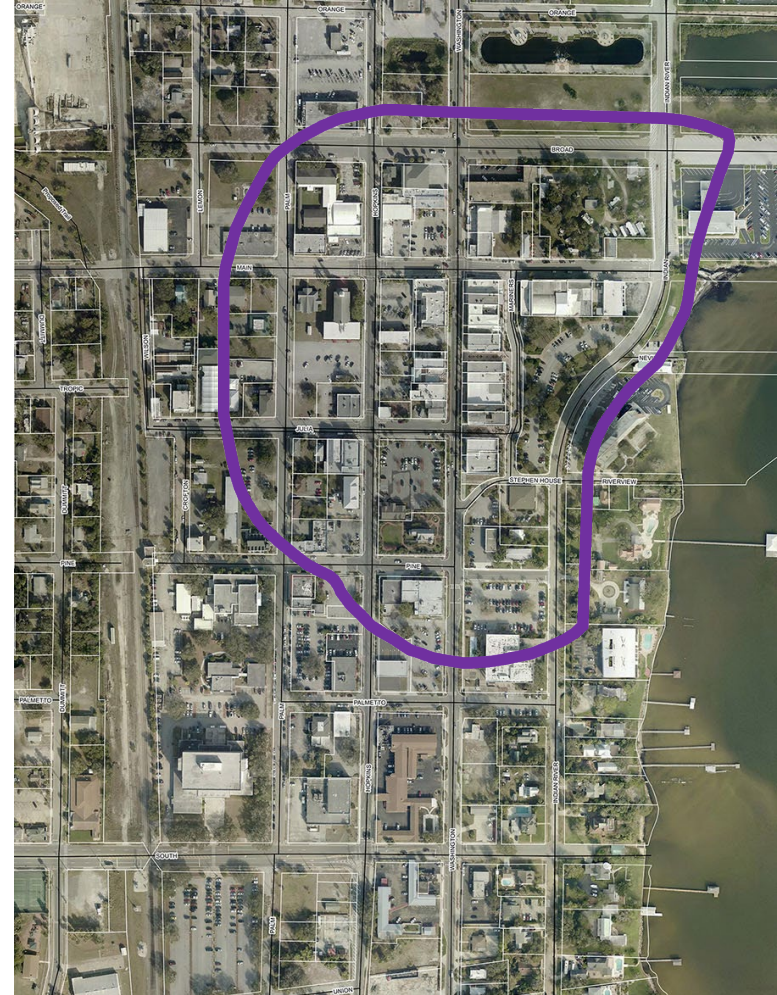
# Downtown Core Parking Areas

- 5-minute walk (approx. ¼ mile) centered on Julia Street Parking Lot / Welcome Center  
Approximately 83 acres of land (east of FEC)
- Footprint of all buildings:  
Approximately 524,000sf or 12.02 acres
- Footprint of all areas suitable for parking:  
Approximately 751,000sf or 17.24 acres
- Linear feet of on-street parking:  
Approximately 8,394 feet or 1.59 miles



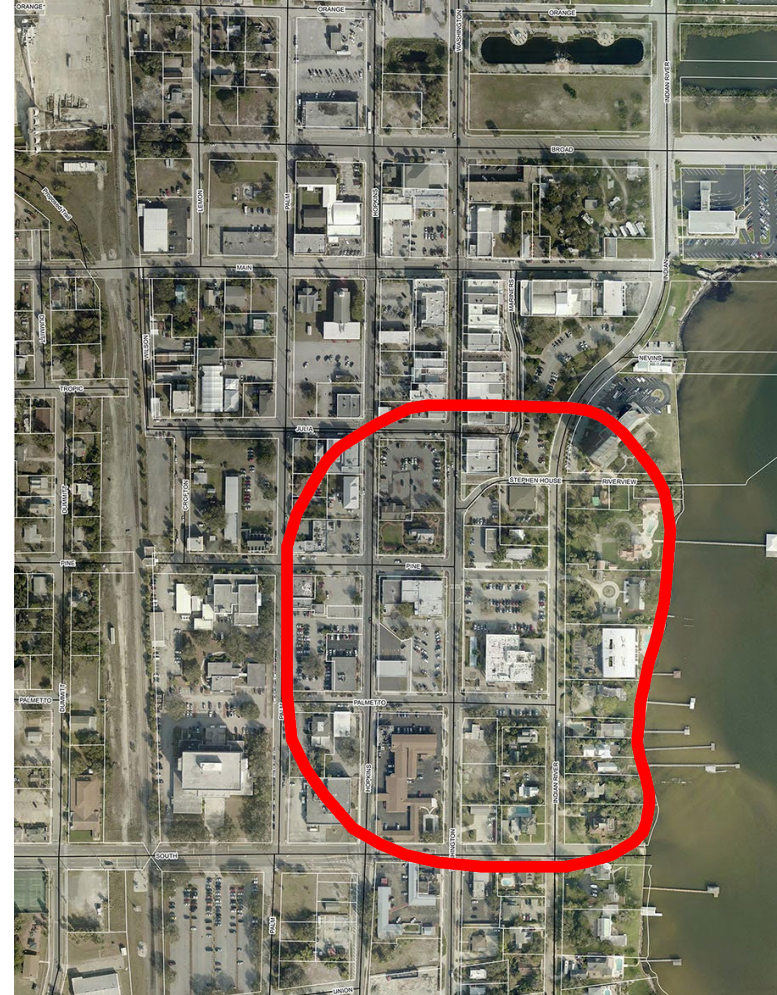
# Downtown Study Areas

- Downtown Historic District  
(500 foot radius)
  - Approximately 2-3 minute walk
  - 231 on-street spaces
  - 245 off-street spaces
- **Total: 476 spaces**



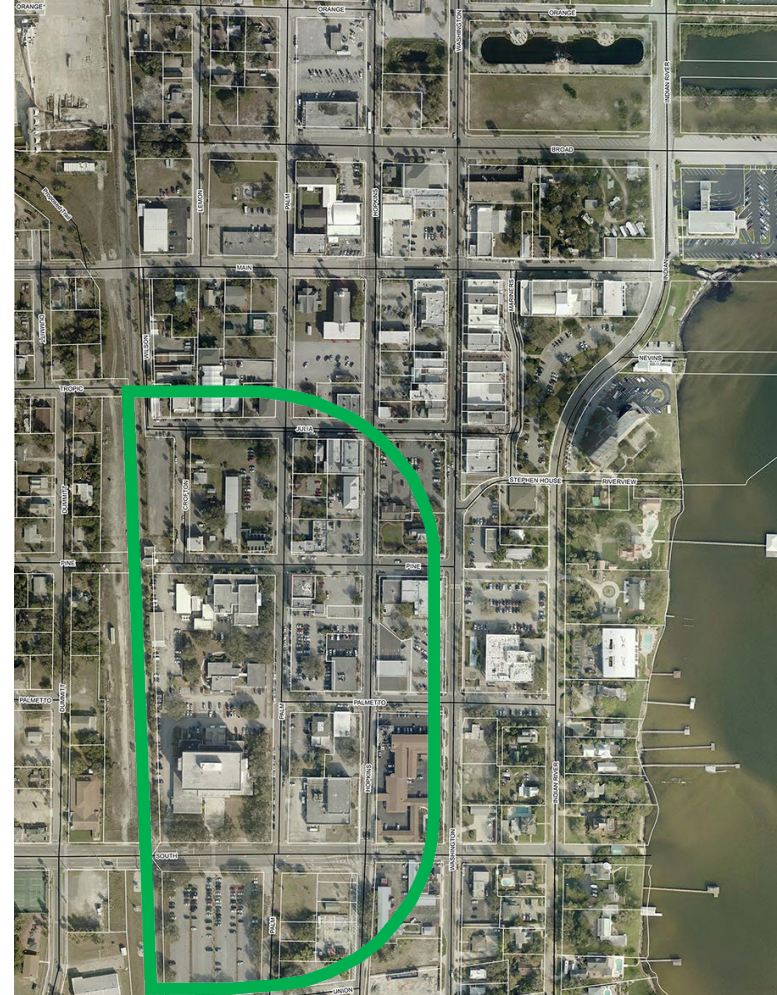
# Downtown Study Areas

- City Hall (500 foot radius)
  - Approximately 2-3 minute walk
  - 95 on-street spaces
  - 202 off-street spaces
- **Total: 297 spaces**



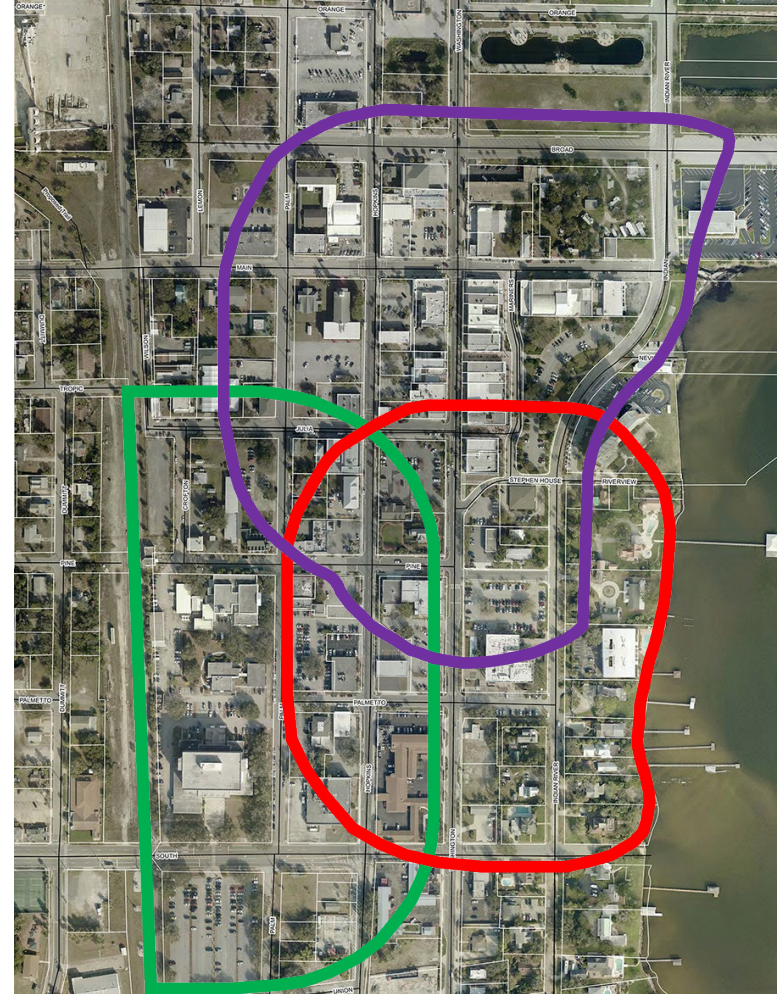
# Downtown Study Areas

- Government Complex (500 foot radius)
  - Approximately 2-3 minute walk
  - 137 on-street spaces
  - 403 off-street spaces
- **Total: 540 spaces**



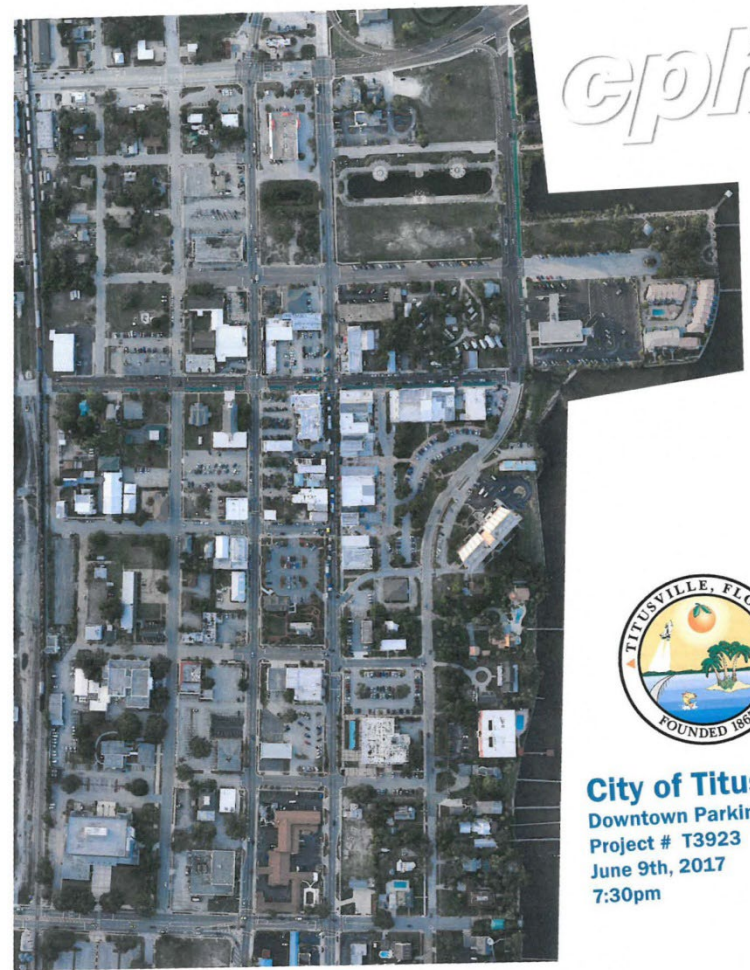
# Downtown Study Areas

- Total Parking
  - Government Complex: 540 spaces
  - City Hall: 297 spaces
  - Downtown District: 476 spaces
- **Total: 918 spaces** (Duplicates Removed)
  - On-street: 343 spaces
  - Off-street: 575 spaces



# CPH Parking Study

- Conducted June 2017 during 7<sup>th</sup> annual Sea Turtle Festival
- Study area boundaries:
  - Garden Street, South Street, FEC Railroad, Indian River Lagoon
- 1,818 total parking spaces
- 897 vehicles peak demand
- 49% total parking occupancy



### \*Core Construction Costs

Component	Unit Cost (Per Space)	Total Cost Estimate
Structure (precast concrete)	\$25,000	\$10,000,000
Foundations & Earthwork	\$1,500	\$600,000
Stripping & Signage	\$200	\$80,000
Fire Protection Systems (Code Req.)	\$400	\$160,000
<b>Subtotal: Core Construction</b>		<b>\$10,840,000</b>

### \*MEP Systems

Component	Cost Estimate
Electrical & Panel Work	\$300,000
Plumbing (drainage, sump, etc.)	\$150,000
Mechanical Ventilation (if req.)	\$200,000
Fire Alarm System	\$120,000
<b>Subtotal: MEP</b>	<b>\$770,000</b>

### \*Solar Lighting System

Component	Cost Estimate
Rooftop Solar Panels (120 kW)	\$300,000
Battery Storage / Controls	\$100,000
Solar-compatible LED lighting	\$120,000
Installation & Integration	\$80,000
<b>Subtotal: Solar Lighting</b>	<b>\$600,000</b>

### \*Elevator Systems (2 units)

Component	Cost per Unit	Total Cost
Hydraulic or traction elevator	\$400,000	\$800,000
Shaft, cab, controls, safety	Included	
<b>Subtotal: Elevators</b>		<b>\$800,000</b>

**\*Access Control / Gates**

<b>Component</b>	<b>Cost Estimate</b>
Entry/Exit Gates (2 dual-lane)	\$80,000
Payment / Ticketing System	\$60,000
Security Cameras / LPR	\$40,000
Software & Network Setup	\$20,000
<b>Subtotal: Gates &amp; Access</b>	<b>\$200,000</b>

**\*Soft Costs & Contingency**

<b>Component</b>	<b>% or Unit Cost</b>	<b>Total Estimate</b>
Architectural & Engineering Fees	8% of total	\$1,000,000
Inspections, Testing	Lump sum	\$250,000
General Contractor	10%	\$1,300,000
Contingency (10%)		\$1,300,000
<b>Subtotal: Soft Costs</b>		<b>\$3,850,000</b>

**Total Estimated Cost**

<b>Category</b>	<b>Total</b>
Core Construction	\$10,840,000
MEP Systems	\$770,000
Solar Lighting	\$600,000
Elevators	\$800,000
Access Control & Gates	\$200,000
Soft Costs & Contingency	\$3,850,000
<b>Grand Total</b>	<b>\$17,060,000</b>
<b>Per Space Cost</b>	<b>\$42,650</b>



# BEST PRACTICES IN PARKING MANAGEMENT

Ideas to stimulate program development  
in the City of Tampa

PREPARED FOR:



PREPARED BY:



Hillsborough County  
City-County  
Planning Commission

MAY 2016

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# Introduction

Parking problems are one of the most common issues businesses and local officials face in the urban core of Tampa. Inadequate parking can constrain economic development in Downtown Tampa, along major corridors, and in urban core neighborhoods where the City is targeting redevelopment. Competition amongst commuters, shoppers, employees, residents and visitors for a limited amount of parking is becoming an issue that can't be ignored. Colliers International has identified the shortage of parking in the Tampa Central Business District to be an issue as a number of office tenants are choosing to relocate to the suburbs where parking is abundant (Research & Forecast Report, Tampa Bay, 3rd Quarter 2015). Parking issues in SoHo, Palma Ceia, and Ybor City have plagued the city for the past two decades and continue to worsen as these areas become more desirable for residents, businesses, and shoppers. Neighborhoods such as Seminole Heights, Tampa Heights, and West Tampa are on the cusp of a reemergence, and with proper planning can avoid the parking woes experienced in other areas of the City.

## Purpose

The Tampa Downtown Partnership has asked the Planning Commission to complete a review of best practices in parking management and evaluate parking solutions and new technologies that would provide for more efficient use of existing parking in order to accommodate more employees, residents, and visitors. With this report, City officials and stakeholder organizations will be aware of the great variety of innovative parking solutions and new technologies as they manage and plan for parking that best serves the Tampa as it continues to grow and redevelop. Essentially, Tampa can learn from other cities and use their strategies to improve the ease and efficiency of parking.

This report is a compilation of strategies used by a wide variety of cities as a way to develop and manage on-street and off-street parking resources. This is meant to be a cursory review and the best practices presented here should be examined in greater detail and study if City officials and stakeholder organizations determine they have potential for local implementation. Included are strategies and recommendations that are categorized as short-range, mid-range, and long-range and defined as infrastructure solutions, policy solutions, or technology solutions.

This best practices review has identified 40 strategies from dozens of cities. It's important to note that no city uses all of these strategies, however most use a variety of them to complement one another. How each strategy is implemented differs city by city, and it is important to understand each strategy in context. Cities vary by size, density, land use patterns, and available transportation options, all of which must be considered. Additionally, each city has its own policy goals largely influenced by existing regulations, residents, as well as past and current administrations. Thus, there is no one-size fits all approach to managing on-street and off-street parking resources.

## Methodology

The compilation of best practices in this report was gathered through extensive internet research, literature review from urban planning and parking industry journals and magazines, land development/zoning codes, and workshops regarding parking solutions. Best practices researched for this report were selected using several criteria. Some were chosen based on their innovative approach to managing parking, while others were selected due to their ease and practical applicability. This report includes a mix of small and large cities. Although some of the cities are significantly larger or smaller than Tampa, their approach to managing parking is informative and could potentially be translated locally.

## Recommendations

Tampa has adopted mixed-use and transit oriented development strategies in its long-range plan, among other sustainability initiatives. Given these development strategies, many of Tampa's parking regulations and strategies, which have been in place for decades, are in need of review. Moving forward, the City will need to identify opportunities where current policies and strategies could be adjusted, or new ones could be introduced to make parking in Downtown and its neighborhoods better.

Two major factors that will hinder redevelopment in downtown, urban core neighborhoods, and along older corridors include 1) the lack of available public and private parking and 2) the lack of a robust transit system.

Cities that have an adequate parking supply in downtown and urban neighborhoods typically have developed specific strategic plans to address parking that are aligned with larger economic development, land use, and transportation planning initiatives. Parking should be treated like infrastructure or a utility and managed collectively. Planning Commission staff recommends a comprehensive parking study for Downtown Tampa and its urban core neighborhoods. Without an understanding of current parking needs and future demand, and a plan to implement solutions, the City's ability to redevelop will be stymied.

Cities with thriving downtowns and urban neighborhoods but limited parking, typically have robust public transit options which allow commuters, residents, and visitors access without the need for cars. Unfortunately, with no clear plan or funding for transit, the City of Tampa will need to invest in innovative solutions and parking garages that will allow for growth and development, either initiated by the City or through public-private partnerships. While innovative solutions and parking garages can be costly, parking can be an effective economic development strategy and should be viewed as such.

Solving the parking issues that plague Downtown Tampa and its urban neighborhoods won't be easy. However, there are solutions and ideas from cities around the world to stimulate program development as the City tackles parking. The "best practices" presented here are just a first step towards creating real and transformative solutions.

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# SHORT RANGE SOLUTIONS

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# SPECIAL RESIDENT RATES

## CATEGORY



## LOCATION

**Miami Beach, FL; Hoboken, NJ**

## DESCRIPTION

Residents of a particular geographic area pay a lower meter rate than non-residents and tourists pay. In Miami Beach, for example, the rate is \$1 an hour for residents and \$1.75 an hour for non-residents. That fee, implemented with the help of plate-kiosk technology, might seem unfair but the approach is justified because residents, unlike visitors, already pay taxes to maintain streets and parking enforcement services. The system also encourages people to shop closer to home, which in turn reduces driving and congestion. The higher rates for non-residents could encourage the use of alternative modes of transportation to travel to downtown.



# INCREASED PARKING FEES

## CATEGORY

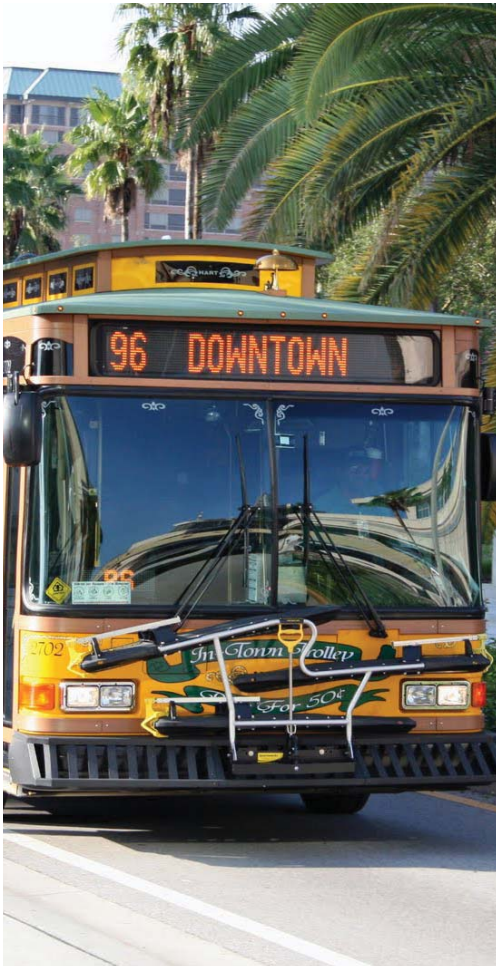


## LOCATION

Pasadena, CA; Spokane, WA;  
Houston, TX, Tulsa, OK

## DESCRIPTION

Increased parking revenue could be invested back into the neighborhoods where it originated in smarter ways rather than going into the City's general fund. Beyond increasing parking fees, the City could install parking meters where none exist currently. Additional revenue could be used to pay for services such as: additional street patrols, transit, streetscaping, advanced parking management systems, additional parking lots/garages, etc. This approach fosters political good will among businesses and residents who typically oppose increased rates and meters; as well as drivers who tend to see rate hikes as taxpayer gouging.



Daily Parking Rates	
0 - 1 hour.....	\$1.20
1 - 2 hours.....	\$2.40
2 - 3 hours.....	\$3.60
3 - 4 hours.....	\$4.80
4 - 5 hours.....	\$6.00
Greater than 5 hours to 6 a.m. each day .....	\$7.00
Lost ticket pays full day(s) rates	

# IMPROVED ENFORCEMENT

## CATEGORY



## DESCRIPTION

Parking regulations and pricing requirements are enforced more frequently, more effectively, and more considerably. Improved enforcement could bring in higher revenues and encourage turnover of on-street parking.

## LOCATION

St. Petersburg, FL; Miami Beach, FL



## SHARED RATHER THAN RESERVED SPACES

### CATEGORY



### LOCATION

Ventura, CA

### DESCRIPTION

Motorists share parking spaces, rather than being assigned a reserved space. For example, 100 employees can usually share 60 - 80 parking spaces, since at any particular time some are on leave, commuting by an alternative mode, in the field, or working another shift. Hotels, apartments, condominiums and dormitories can share parking spaces among several units, since the number of vehicles per unit varies over time. Sharing can be optional, so for example, motorists could choose between \$60 per month for a shared space or \$100 for a reserved space.



## INCREASE CAPACITY OF EXISTING PARKING FACILITIES

### CATEGORY



### LOCATION

Pittsburgh, PA

### DESCRIPTION

Use currently wasted areas such as corners, edges, and undeveloped land to increase the parking supply. This can be particularly appropriate for compact car, motorcycle, and bicycle parking. Another method is to reduce parking stall widths from 9 feet wide to 8 feet wide in order to create compact car parking. One additional parking space for every eight can be created.

# INCREASE ON-STREET PARKING

## CATEGORY

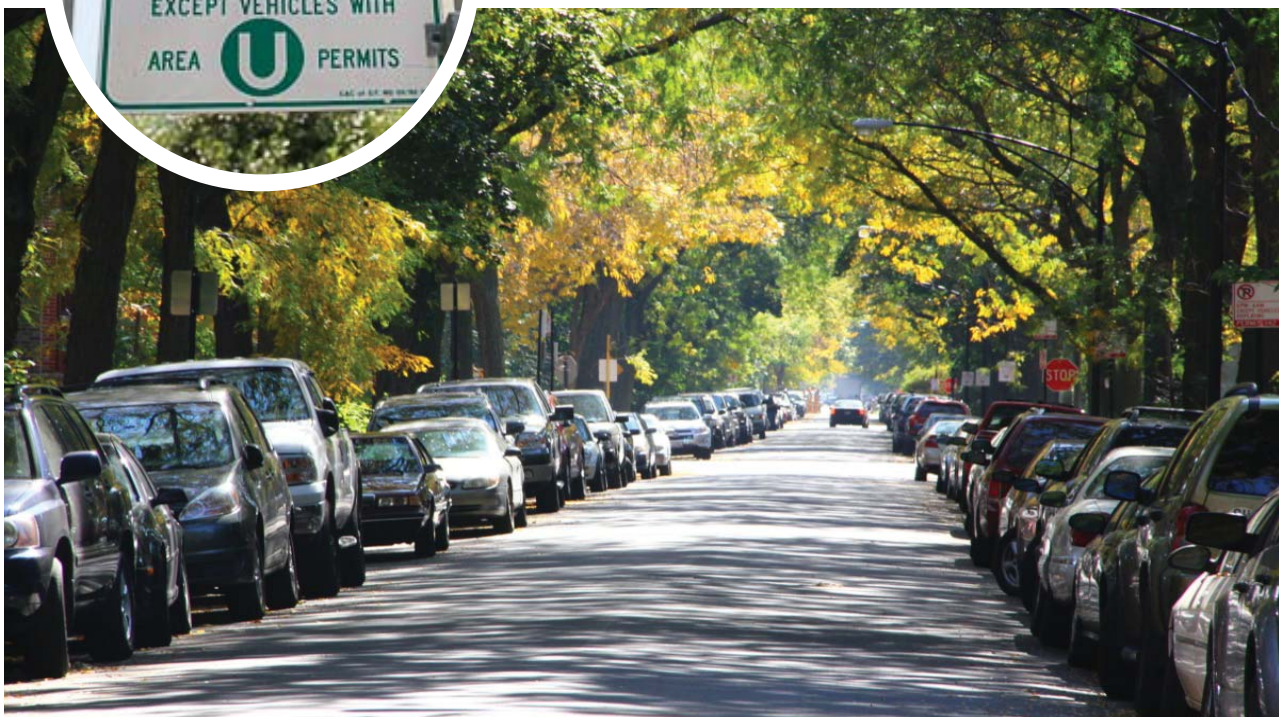


## LOCATION

**Jacksonville, FL; Burlington, VT; Tacoma, WA**

## DESCRIPTION

Many cities are minimizing restrictions for on-street parking and redesigning streets with parking lanes, particularly in residential areas close to neighborhood centers and major corridors. In smaller commercial centers and newly developing centers, on street parking may provide most of the parking supply. On-street parking is convenient, visible and cost efficient. It is a form of shared parking, with each space serving many destinations, and so tends to have a high load factor. It does not require access lanes, and so uses less land per parking space than off-street parking. It is also relatively inexpensive, and can provide a buffer between pedestrians and vehicle traffic. Unfortunately, only a limited amount of curb parking can be provided in an area. It often involves trade-offs with traffic lanes, bike lanes, sidewalk space, and other uses of street space.



# ON-STREET ANGLED PARKING

## CATEGORY



## LOCATION

**Sacramento, CA; Austin, TX;  
Sarasota, FL**

## DESCRIPTION

Where there is adequate street width, on-street parking can be changed from parallel to angled parking. If the street is wide enough, lane width could be reduced to accommodate angled parking and can increase overall supply of on-street parking. Converting parallel to angled parking increases capacity by almost doubling the number of on-street parking spaces, and makes parking faster and easier. Under some conditions, angled parking increases the rate of collisions, although it tends to reduce their severity.



# REMOTE PARKING AND SHUTTLE SERVICE

## CATEGORY



## LOCATION

**St. Petersburg, FL; Nashville, TN; San Diego, CA; Oklahoma City, OK**

## DESCRIPTION

Remote parking, also called satellite parking, typically involves the use of parking facilities located at the periphery of a business district or other activity centers. Special shuttle buses, or free transit service, may be provided to connect destinations with remote parking facilities, which would allow them to be farther apart than would otherwise be acceptable.

Another type of remote parking is the use of Park & Ride facilities. They are often located at the urban fringe where parking is free or significantly less expensive than in urban centers.

Remote parking often involves shared parking facilities. See Page 23 for more information on shared parking.



# GPS TRACKING ON CIRCULATOR BUSES

## CATEGORY



## LOCATION

**Chicago, IL; Boston, MA;  
University of South Florida;  
University of Florida; Miami, FL**

## DESCRIPTION

Providing GPS tracking devices on public transportation options, including shuttle buses and circulator vehicles, allows the users to know exactly when the next bus or vehicle will arrive. GPS tracking typically encourages people to use shuttles because it becomes more reliable. GPS is used in many cities and on university campuses to track bus and shuttle locations and provide real time information on arrivals to the user.



## PARKING DATABASE

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### CATEGORY

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### LOCATION

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**Seattle, WA**

### DESCRIPTION

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Most cities have incomplete records of how many on-street or off-street parking spaces exist. An inventory of spaces enables municipalities to accurately review parking supplies in order to meet current and future demands for growing downtown centers and neighborhoods. The database could be used in coordination with transportation demand management technology to direct drivers to available parking spaces and reduce congestion.

## INFORMAL MARKETS FOR OFF-STREET PARKING

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### CATEGORY

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### LOCATION

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**Ann Arbor, MI; Los Angeles, CA**

### DESCRIPTION

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In some cities residents that live around popular areas or event facilities can charge people for parking in their driveways. Drivers might have to walk a few blocks to the area of interest, but they will be able to leave the area or event more easily; avoiding traffic congestion. The demand for parking is so strong, some cities have made this informal market legal.

## PARKING SPACE SALES AND LEASING

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### CATEGORY

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### EXAMPLES

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**[www.justpark.com](http://www.justpark.com) and [www.paqex.com](http://www.paqex.com)**

### DESCRIPTION

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Create or market a website which allows residents or workers to look for parking to rent on a daily, weekly, or monthly basis. Facilities or businesses with excess parking capacity can lease or trade it to others.

# FEDERAL COMMUTER TRANSIT BENEFIT

## CATEGORY



## LOCATION

**New York, NY; Washington, D.C.; San Francisco, CA**

## DESCRIPTION

Workers who use transit or van pools to commute to their jobs can set aside up to \$255 (2016 IRS allowances) from their paychecks, before taxes are deducted, to help pay for the cost of transportation. The benefits, sanctioned by the Internal Revenue Service, offer tax savings to both employers and employees. Companies can offer a tax-free employer-paid subsidy, pre-tax employee-paid payroll deduction, or a combination of both. Commuter benefits are considered tax-free benefits, not employee wages, so companies can save on average 7.65% in payroll taxes. Employees who participate in a commuter benefit program don't have to pay income taxes on the money they set aside for their commute, saving up to 40% on their commuting expenses.

Offering commuter benefits is voluntary, but a handful of cities have local laws mandating that certain employers make such plans available to workers.

Businesses and organizations can calculate their tax savings by visiting: [hcommuterbenefits.com/employers/how-it-works](http://hcommuterbenefits.com/employers/how-it-works)



# INCENTIVES FOR TRANSIT USE

## CATEGORY



## LOCATION

**Portland, OR; entire State of California**

## DESCRIPTION

There are various types of financial incentives to change commuting behavior. One example is “parking cash-out” whereby commuters who are typically offered subsidized parking, can choose cash instead of parking. Another incentive is a “transit pass benefit” which provides employees with a free or subsidized transit pass, often purchased in bulk and at a discounted rate by the employer. Another incentive is to provide discounted or preferential parking for rideshare (carpool and vanpool) vehicles.

# VALET PARKING SERVICE

## CATEGORY



## LOCATION

**Palo Alto, CA; Miami (Design District), FL; Coral Gables, FL**

## DESCRIPTION

The advantage of valet service is that some of the floors in garages, or some areas of parking lots, can be restriped to provide tandem parking, thus increasing the number of parking spaces per square foot of area. Car stackers could also be added in some garages. This increase in efficiency effectively “builds” more parking spaces at a minimum of the cost.

A step beyond standard valet parking is “Flexible Valet” where the patron can park their car at any location, and then pick it up at any number of other locations. This valet service encourages patrons to walk, shop, and explore.

The provision of valet parking results in an increase in the operating costs of the parking facility. To make valet parking acceptable to the user, sufficient valet personnel must be on hand to deliver the user’s vehicle in a timely manner.



# ADVANCED PARKING MANAGEMENT SYSTEMS

## CATEGORY



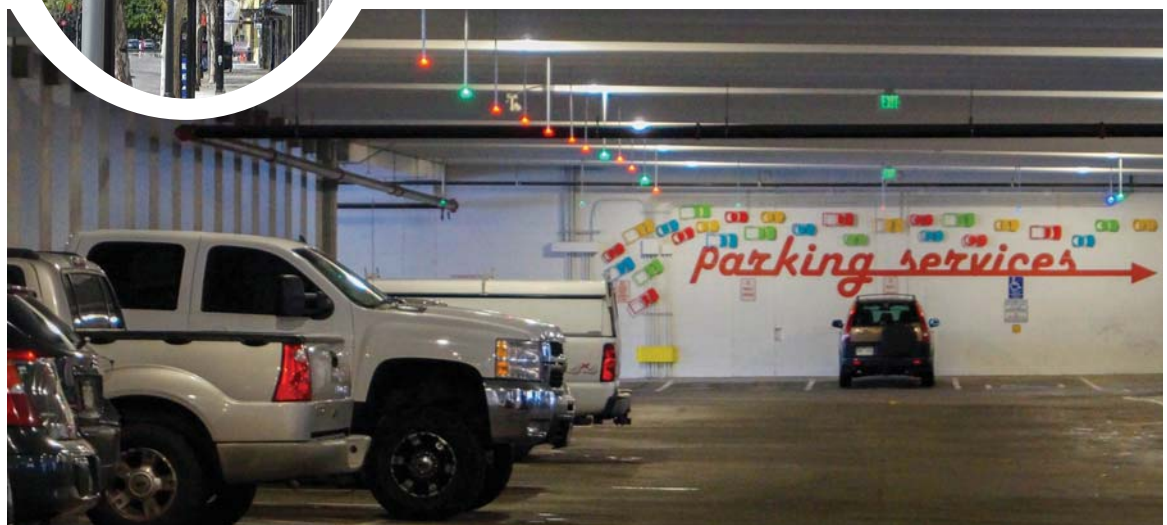
## LOCATION

**New York, NY; Chicago, IL; San Francisco, CA; Seattle, WA; Milwaukee, WI; Boulder, CO**

## DESCRIPTION

Advanced Parking Management Systems (APMS) are designed to increase the efficiency and turnover of parking spots by using technologies to alert drivers towards open spaces and informing them of relevant information, such as delays. An APMS interface can be anything from a web-based format to a GPS navigation system.

APMS typically combines various technologies to improve traffic congestion. Some technologies being used are: parking sensors, information monitors, video cameras, satellite radio, and web applications via mobile phone or internet. e-Park is an example of a parking guidance system which provides real-time short-term parking information. The e-Park signs let people know how many spaces are available in garages. This can reduce the need to drive around to find parking. Wireless sensors can be placed on the curb next to parking spaces, which inform the public of open parking spaces in real-time via street signs or the internet. The sensors also could be used to implement demand-based parking prices (see page 24).



# ON-DEMAND PARKING MOBILE APPS

## CATEGORY



## LOCATION

**New Orleans, LA; Denver, CO,  
Newark, NJ; Milwaukee, WI**

## EXAMPLES

**SpotHero.com, Luxe.com,  
ParkingPanda.com**

## DESCRIPTION

Phone applications can show availability of parking in parking facilities in a particular area and how much it will cost to park there. The apps are synced with the drivers credit card so they don't have to pay at the garage. Once the driver has selected and paid for the parking garage, a bar code is sent to their phone. When they get to the garage, a machine will prompt the driver to scan the code. They may then enter the garage and park in any open space. Prices on these apps are generally lower than if the driver were to enter the garage without a reservation.



## TRANSFERABLE PARKING RIGHTS

### CATEGORY



### LOCATION

**Portland, OR**

### DESCRIPTION

Developers can choose between constructing required parking spaces or transferring parking spaces to another development. This works best in areas where parking maximums limit the amount of parking that can be built. A transfer program could allow historic properties, low income housing, and senior housing projects, where parking demand is lower, to transfer parking spaces to another development that would like additional spaces above the maximum allowed.

## SPECIAL POPULATIONS PROVISIONS

### CATEGORY



### LOCATION

**New York, NY; Los Angeles, CA;  
San Diego, CA; Seattle, WA**

### DESCRIPTION

Parking requirements are reduced for developments designed for special populations, such as low-income housing or elderly housing. Housing without parking can be more affordable for developers and tenants.

## ELIMINATE PARKING REQUIREMENTS

### CATEGORY



### LOCATION

**Fayetteville, NC; Newport Beach, CA; Buffalo, NY; Cincinnati, OH; Temple Terrace, FL**

### DESCRIPTION

Cities are eliminating parking requirements in key areas - particularly urban centers, higher density mixed-use areas, and around transit stations. Eliminating parking requirements allows the market to dictate the parking needs for each project, thus allowing each development flexibility in determining the amount of parking actually needed rather than having to follow arbitrary guidelines from the land development code. Often the financing institution will already have a set of parking standards built into the financing agreement.

# MAXIMUM PARKING REQUIREMENTS

## CATEGORY



## LOCATION

**New York, NY; Chicago, IL;  
Minneapolis, MN; Portland,  
OR**

## DESCRIPTION

Maximum parking requirements limit the number of parking spaces that may be built and prevent the developer from building additional spaces. Many municipalities have adjusted their parking requirements by replacing minimums with maximums. Until the early 1980s, requiring a minimum number of parking spaces was the accepted policy for determining off-street parking requirements. Minimums require developers to provide a specified number of spaces on their property with no upper limit on the number of parking spaces built.



# MEDIUM RANGE SOLUTIONS

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# SHARED PARKING

## CATEGORY



## LOCATION

Alexandria, VA; Portland, OR;  
Newport Beach, CA; Boston,  
MA

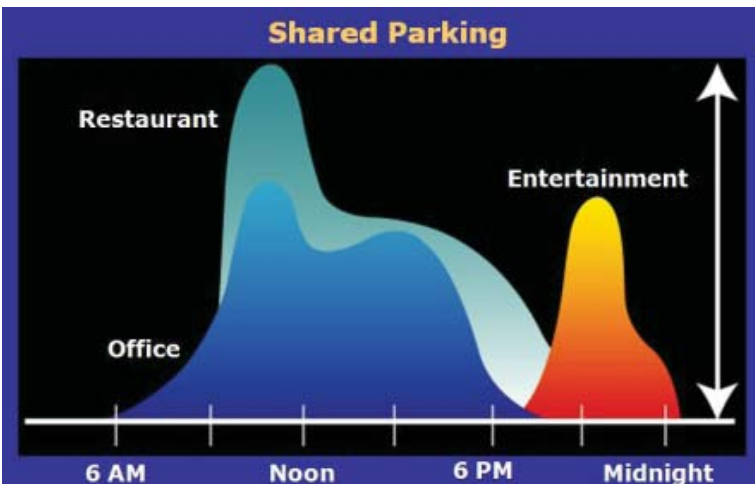
## DESCRIPTION

Shared parking is when two or more land uses share the same parking spaces. An example of a shared facility is when office workers park at a shopping center or sport facility parking lot on weekdays, in exchange for customers using the office parking lot on evenings and weekends.

By taking into account different peak parking demands, shared parking reduces the total number of parking spaces required compared with simply adding together the parking requirements of each individual land use. The major benefit of shared parking is a reduction in the land devoted to parking, especially in the amount of paved surface, which preserves more land for green space or development density. This is most successful if destinations have different peak periods, or if they share patrons so motorists park at one facility and walk to multiple destinations.

There are two main approaches to shared parking: (1) contractual agreements between adjacent uses; and (2) parking management districts. Whereas the

first approach involves only two adjacent users, the second approach encompasses an entire district with multiple property owners. Under a contractual agreement, the circumstances under which parking spaces would be shared would be explicitly defined in the contract. In a parking district, all uses within the district would have access to all the parking spaces at any given time.



# DEMAND-PRICED PARKING

## CATEGORY



## LOCATION

San Francisco, CA; Seattle, WA; Los Angeles, CA

## DESCRIPTION

A system whereby the city compares the actual parking occupancy with the desired parking occupancy and every few weeks nudge prices up or down accordingly based on demand. Prices can be set by block and time of day to produce one or two open spaces on every block and thus reduce cruising.

San Francisco has the most ambitious program. In seven pilot zones, San Francisco installed 7,000 sensors that report the occupancy of each space on each block, and parking meters that charge variable prices according to the time of day. The city adjusts parking prices every two months in response to the observed occupancy rates – the prices go up on overcrowded blocks and down on under-occupied blocks.



### Before SFpark



Block A – Central Business District Location

No Open Spots



Block B – Nearby Location

3 Open Spots

### After SFpark



Block A – Central Business District Location

1 Open Spot



Block B – Nearby Location

2 Open Spots

# PARKING TAX

## CATEGORY



## LOCATION

**Miami, FL; Cleveland, OH;  
Chicago, IL; Philadelphia, PA;  
Pittsburgh, PA; Minneapolis,  
MN; New Orleans, LA**

## DESCRIPTION

Parking tax reform includes commercial parking taxes and per-space parking levies. Commercial parking taxes are taxes placed on parking rental transactions. Per-space parking levies are special annual property taxes placed on parking facilities. Placing a tax on parking helps recapture property tax revenue that is lost due to the low assessed value of parking lots, while creating an incentive to practice more efficient parking management.

Commercial parking taxes are the most commonly applied parking tax in the United States due to the relative ease of implementation. These taxes typically apply to private businesses that operate parking facilities on an hourly, daily, or monthly basis and are levied on each transaction similar to a sales tax.

Commercial parking taxes and per-space parking levies can incentivize redevelopment of surface level parking lots as well as provide revenues for public programs. Taxes and fees are most appropriate when applied to parking that is not mandated or required by land use regulations. Parking taxes could be waived for structured parking as an incentive for private parking lot owners to develop or build structured parking.



# PUBLIC PARKING IN PRIVATE PROJECTS

## CATEGORY



## LOCATION

San Jose, CA

## DESCRIPTION

This strategy adds public parking to private projects as they are developed. This is usually accomplished in one of two ways. In the first method, the private development is required to add a certain number of public parking above and beyond the zoning code parking requirement for the project. Oftentimes the amount of public parking required is related to the amount of parking on the site prior to the development. The new project is required to “replace” the existing public parking within its site plan. Under this scenario, the expense of building the parking would be the responsibility of the new development.

In the second approach, the public sector (i.e.. the City or the Redevelopment Agency) would add parking supply to a private development by financing the additional parking. Under this scenario, the private development would be required to operate these spaces as part of the public parking supply – respecting the public parking rate structure and accepting any public parking validation vouchers. Revenue generated by these spaces is generally added to the public parking system after deduction of parking operating expenses which would be retained by the operator of the spaces.



## IN-LIEU FEES

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### CATEGORY

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### LOCATION

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**Orlando, FL; Miami, FL; Santa Monica, CA; Pasadena, CA; Toronto, ON; Seattle, WA**

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### DESCRIPTION

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In-lieu fees allow developers to pay fees into a municipal parking or traffic mitigation fund in lieu of providing the required parking on site. The fees can then be used to provide centralized public parking. In some cases, the community may wish to establish the fund in such a way that it can also be used for transit, bicycle, and pedestrian improvements that can reduce parking demand.

By consolidating parking in centralized public lots or structures and allowing developers an alternative to providing parking on-site, a fee-in-lieu system can encourage in-fill development and redevelopment in existing downtowns or historic buildings. It can also improve the overall efficiency of parking provision by addressing the needs of the area as a whole, rather than the needs of each individual site. In-lieu fees are more effective when there is sufficient concurrent development in a defined area to generate the funding to develop municipal parking structures.

## TRANSPORTATION IMPROVEMENT/ BENEFIT DISTRICTS

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### CATEGORY

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### LOCATION

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**Pasadena, CA; Portland, OR; San Diego, CA**

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### DESCRIPTION

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Revenue generated from parking meters or parking permits within specified districts stays in the district where it was collected. The dedicated revenue stream funds local improvements such as street furniture, trees, transportation improvements, or transit.

# CAR STACKERS AND MECHANICAL GARAGES

## CATEGORY



## LOCATION

**Santa Monica, CA; Lafayette, CA; Hoboken, NJ; Washington, D.C.**

## DESCRIPTION

Stackers and mechanical garages can significantly increase the number of vehicles that can be stored in a particular area. Various types of lifts and elevators can be used to increase the number of vehicles that can fit in a parking structure or on a surface level parking lot. They are a flexible way to address growing demand for parking spaces at relatively low construction cost and no additional land requirements.

There are relatively high equipment and operating costs (although usually less than building additional structured parking). This system is only suitable in parking structures and on lots with attendants/valets. There will be an increased time required to park and retrieve vehicles, and can be unsuitable for many types of vehicles (vans and trucks).



# TEMPORARY PARKING STRUCTURES

## CATEGORY



## LOCATION

Los Angeles, CA; San Diego, CA; St. Lambert, QC Canada; London UK

## DESCRIPTION

Temporary, modular, and one deck car park systems are designed to nearly double the capacity of a surface parking lot. This is done by use of a free-standing deck installed in a short amount of time with minimal site disruption. Pre-fabricated elements are installed on the surface lot without traditionally excavated foundations. The finished structure can be disassembled and 100% re-assembled on another site in different configurations. In many cases installation can be phased to retain spaces for an ongoing parking operation and a continued revenue stream. These systems are 40% less expensive than standard parking garages.



## PAVE DIRT LOTS FOR MAXIMUM USAGE

### CATEGORY



### DESCRIPTION

Many parking lots are not paved nor have appropriate lines where cars should park. Paving or restriping a parking lot is a less expensive way to incorporate maximum parking. Without lines to indicate spots, cars may be parking too wide from one another decreasing the efficiency of the parking lot. Parking lots could have sections for compact vehicles only thus increasing the amount of parking available.

## CAR SHARE PROVISIONS

### CATEGORY



### DESCRIPTION

Car share programs provide short-term car rentals and are operated by a private company or not-for-profit organization. Several cities include zoning language that encourages or requires developers to dedicate spaces for car share vehicles. Some cities give developers incentives to provide spaces for car share vehicles through reduced parking requirements. Studies suggest that car sharing can reduce demand for accessory residential parking, overall vehicle miles traveled, vehicle ownership rates, and household transportation costs.

### LOCATION

**New York, NY; Philadelphia, PA; San Francisco, CA; Vancouver, BC**





# FINANCING OPTIONS FOR PUBLIC PARKING

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- Special Assessment District for Parking
- Business Improvement District
- Business License Tax Increase
- Eliminate Free Parking
- \$2- \$5 Increase in Citation Fines
- Increased Daily/Monthly Parking Rates in City Owned Facilities
- In Lieu Fees
- Parking Deficiency Fee Paid by Developers
- 10-20% Parking Tax on Private Surface Level Parking Lots
- Public/Private Partnerships
- Redevelopment Agency Tax Increment Financing (TIF) Funds

# LONG RANGE SOLUTIONS

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# PARKING GARAGES

## CATEGORY



## DESCRIPTION

Parking garages can increase the supply of public parking where it is most desirable from a community perspective. Public resources and incentives can be used to build parking facilities and include a mix of direct government funding, free or discounted land provided to developers, tax exemptions and other favorable tax policies, and public parking facilities incorporated into public-private-partnership projects are just a few of the mechanisms that can be used.



Unfortunately, parking garages tend to be expensive, and represents a public subsidy for driving. They are slow to implement (planning and constructing a new parking facility can take years). Garages can also be inflexible, resulting in expensive structures that have few alternative uses - if expected demand does not occur. In some cities, garages are being constructed to allow easy conversion to residential or commercial uses in the future.



## UNBUNDLED PARKING

### CATEGORY



### LOCATION

**San Diego, CA; San Francisco, CA; San Jose, CA; Seattle, WA; Austin, TX**

### DESCRIPTION

Unbundling means that parking is rented or sold separately, rather than automatically being included with building space. For example, rather than renting an apartment with two parking spaces for \$1,000 per month, the apartment would rent for \$800 per month, plus \$100 per month for each parking space. This is more equitable and efficient, since occupants only pay for parking they need. Unused parking spaces could be used for public parking at an hourly rate. In some cases it may be easier to offer a discount to renters who use fewer than average parking spaces, rather than charging an additional fee. For example, an office or apartment might rent for \$1,000 per month with two “free” parking spaces, but renters who only use one space receive a \$75 monthly discount.

## LAND BANKING

### CATEGORY



### LOCATION

**Palo Alto, CA; San Diego, CA**

### DESCRIPTION

Land banking addresses the uncertainty of future parking demand. The strategy reserves unpaved space for anticipated future parking demands if they arise. Meanwhile, the space can be used for amenities such as playgrounds or parks. Land banking can be a useful tool for developments that occur in phases - since developers may be holding the land for future parking demand that will only be fulfilled when a project is complete. Land banking is best for low- to medium- density areas where land for future development is likely to remain fallow for some time.

# STREETSCAPING AND LANDSCAPING

## CATEGORY



## DESCRIPTION

Making outer city lots more appealing with shading (natural or artificial) and promoting cleanliness will encourage people to want to park there. In addition, making walks from distant parking lots desirable and shaded, will help people enjoy their walk to work. Improving walkability (the quality of walking conditions) expands the range of parking facilities that serve a destination. It increases the feasibility of sharing parking facilities and use of remote parking facilities. Improving walkability also increases “park once” trips, that is, parking in one location and walking, rather than driving to other destinations, which reduces vehicle trips and the amount of parking required at each destination. In addition, walking and cycling improvements encourage transit use - since most transit trips involve walking or cycling links.



# PARKING AUTHORITY

## CATEGORY



## LOCATION

**Miami, FL; Memphis, TN;  
Pittsburgh, PA; Chattanooga,  
TN; Toledo, OH, Lancaster,  
PA; Albany, NY, Hartford, CT**

## DESCRIPTION

Parking authorities are quasi-public agencies created specifically to finance, develop, maintain, and operate the municipal parking system. A parking authority manages and develops on and off-street parking a designated area such as a downtown, and is a self-sustaining agency managed by parking industry professionals and financed by parking revenues. Funds not used by operations are returned to the city.

Parking authorities work closely with the local governments that created them, as well as other municipal agencies such as Community Redevelopment Areas and Business Improvement Districts, to support and foster economic growth. They also share responsibility with the City Police Department for enforcement of parking regulations.

Because a parking authority is an entity separate from the city government, this debt is not applied toward the city's debt limit. A parking authority would need to be created by a Special Act of the Florida State Legislature.



# COMPARABLE PARKING RATES



Source: Colliers International, 2012 Parking Rate Survey



Hillsborough County  
City-County  
Planning Commission



813-272-5940



[www.planhillsborough.org](http://www.planhillsborough.org)



601 E. Kennedy Blvd. 18th FL  
Tampa, FL 33602

# Titusville Government Center

Project Review and Discussion

September 27, 2022

Jennifer Lyons, Steve Loomis, Zak Nawrocki, John Dorman

Delivering a better world



# Concept Design Public Safety

Delivering a better world

# Public Safety Campus Site Plan



# Public Safety Campus Site Plan

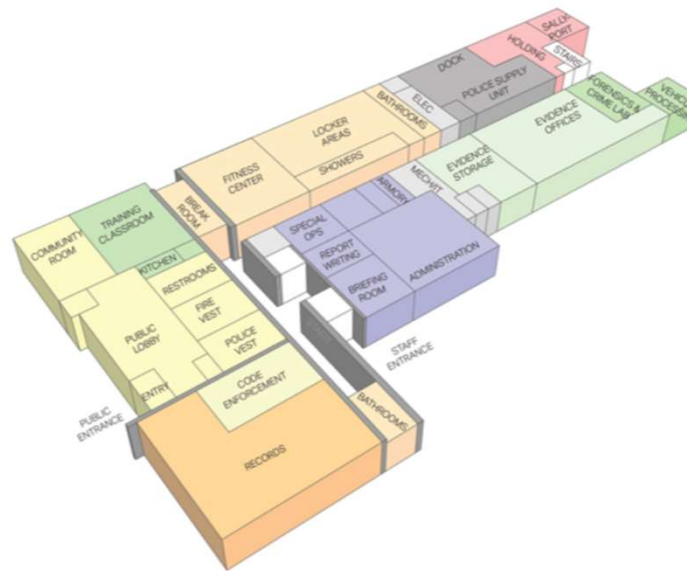
TITUSVILLE GOVERNMENT CENTER  
PUBLIC SAFETY BUILDING

BLOCKING  
LEVEL ONE



CAMPUS SITE PLAN

TOTAL INTERIOR:  
37,866 SF



<b>GROUP 5:</b>			
PUBLIC SPACES	ADMINISTRATIVE BUREAU	STAFF SUPPORT	
OFFICE OF THE CHIEF	PROFESSIONAL STANDARDS	BUILDING SYSTEMS	
INVESTIGATIONS	RECORDS	POLICE SUPPLY UNIT	
FORENSIC AND CRIME LAB	TRAINING		
EVIDENCE	CODE ENFORCEMENT		
PSAP DISPATCH	EOC		
OPERATIONS BUREAU	FIRE DEPT. ADMINISTRATION		





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## Public Safety Building Option 1



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## Public Safety Building Option 2



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# Fire Station



# ROM Cost Estimate

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## ROM Cost Estimate – Construction Cost

Building	Area	Cost per sf	Total Cost
Public Safety Building	77,531 sf	\$560	\$43,500,000
Fire Station	13,938 sf	\$515	\$5,500,000
Logistics Building	8,000 sf	\$300	\$2,400,000

---

## ROM Cost Estimate – Project Cost

- Public Safety Campus \$50-85m
- Estimate of project cost based on the Pre-Schematic Concept Design on City Owned property
- Project soft costs includes:
  - Furniture, Fixtures, & Equipment
  - Owners Contingency of 10%
  - Design Fees & CM Fees
  - Permitting Fees
  - Utility Fees

# Funding Opportunities

## Funding Opportunities

NO.	SOURCE	OPPORTUNITY	TOTAL / ANNUAL	APPLICABILITY
1	IJA	Build Resilient Infrastructure and Communities (BRIC)	\$1,000M / \$183M*	Design and construction of resilient building practices to reduce observed and future wind and flood damage
2	ARPA	American Rescue Plan Act	Unencumbered Funds	Construction and/or renovation of a government facility providing community services
3	Fed Approp	Emergency Operations Center Grants	\$49,026,403	Design, construction, retrofit, rehabilitate, upgrade emergency operations centers
4	Fed Approp	Byrne Discretionary Community Projects Grants	\$184,707,000	Design and installation of emergency operations center located in the facility
5	State Appropriations - HB 5001	<b>Item 2645</b> - Grants and Aids to Local Governments and Non-State Entities	\$28,812,182	Fixed Capital Improvements / Outlays for Emergency Management Facility Needs
6	State Appropriations - HB 5001	<b>Item 2286A</b> - Grants and Aids to Local Governments and Non-State Entities	\$100,991,900	Fixed Capital Outlay Housing and Community Development Projects
7	State Appropriations - HB 5001	<b>Item 1253A</b> - Grants and Aids to Local Governments and Non-State Entities	\$56,005,000	Fixed Capital Outlay Grants and Aids to Local Governments and Non-State Entities

# Next Steps

## Next Steps

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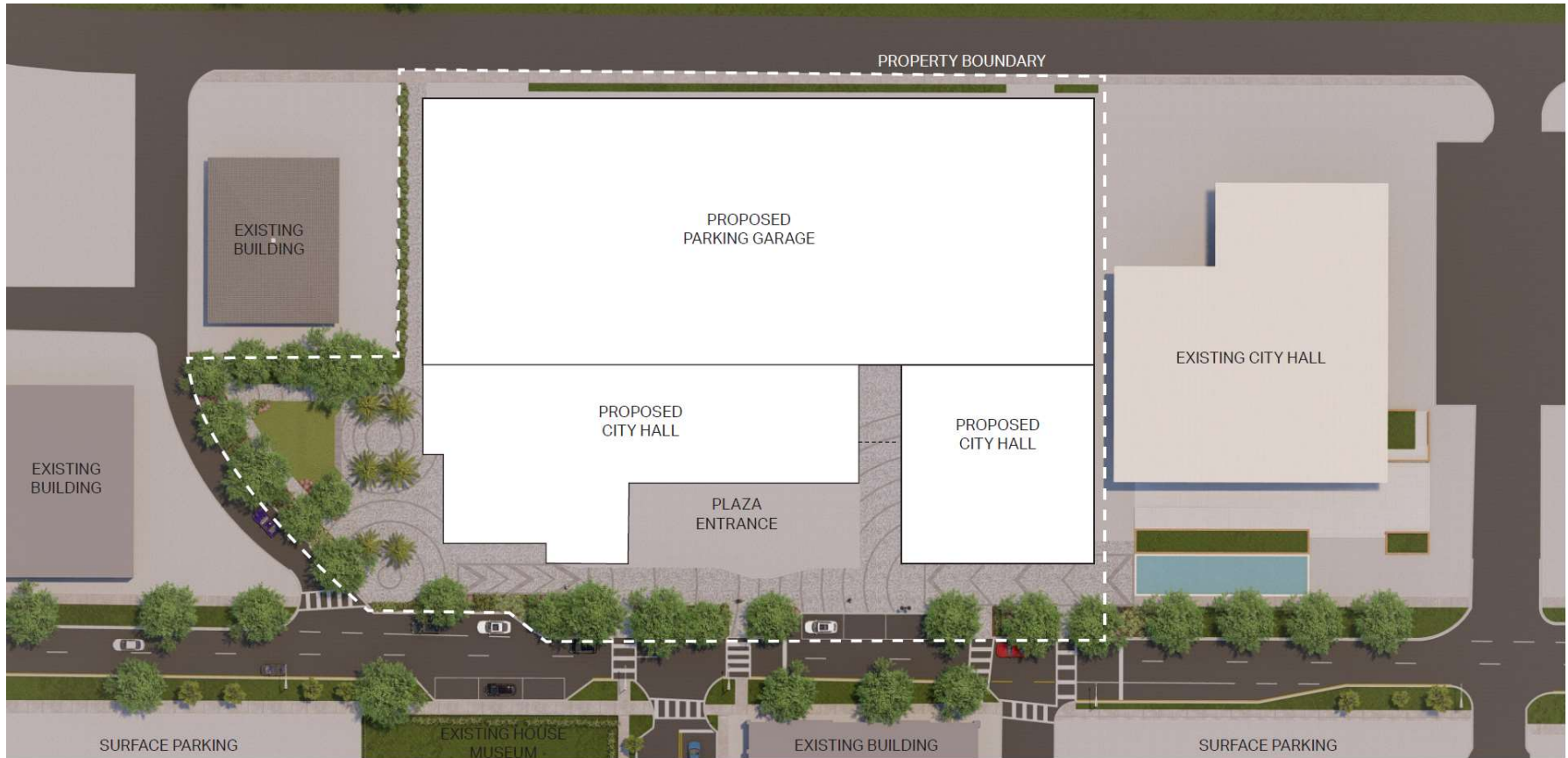
- Advertise for A/E Firm
- Select a Site
- Apply for Grants
- Bond Issue
- Decide on Public Referendum



# Concept Design City Hall

Delivering a better world

# City Hall Site Plan



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# City Hall Option 1



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## City Hall Option 2



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## City Hall Option 1



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## City Hall Option 2



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## City Hall Option 2



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## City Hall Option 2



# ROM Cost Estimate

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## ROM Cost Estimate – Construction Cost

Building	Area	Cost per sf	Total Cost
City Hall	102,962 sf	\$515	\$53,000,000
City Hall Parking Structure and Exterior Improvements	640 Spaces	23,740 per space	\$15,200,000
Demolish Existing City Hall	40,000 sf	\$18	\$720,000

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## ROM Cost Estimate – Project Cost

- City Hall Project Cost \$80-100m
- Estimate of project cost based on the Pre-Schematic Concept Design City Owned property
- Project soft costs includes:
  - Furniture, Fixtures, & Equipment
  - Owners Contingency of 10%
  - Design Fees & CM Fees
  - Permitting Fees
  - Utility Fees

# Funding Opportunities

# Funding Opportunities

NO.	SOURCE	OPPORTUNITY	TOTAL / ANNUAL	ELIGIBLE USE / APPLICABILITY
1	IIJA	Build Resilient Infrastructure and Communities (BRIC)	\$1,000M / \$183M*	Design and construction of resilient building practices to reduce observed and future wind and flood damage
2	IIJA	Safeguarding Tomorrow Revolving Loan Fund - STORM Act Grants	\$500M / \$97M*	Reduce disaster risks for homeowners, businesses, nonprofit organizations, and communities to decrease loss of life and property
3	IIJA	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary - Coastal	\$1,400M / \$350M*	Support resilient planning, design, and implementation of surface transportation to and around proposed City Hall
4	IIJA	Improvements to Cybersecurity and Critical Infrastructure Grants	\$1,000M / varying	Plan and implement strategies that address cybersecurity risks and cybersecurity threats to information systems
5	ARPA	American Rescue Plan Act	Unencumbered Funds	Construction and/or renovation of a government facility providing community services
7	State Approp - HB 5001	<b>Item 2286A</b> - Grants and Aids to Local Governments and Non-State Entities	\$100,991,900	Fixed Capital Outlay Housing and Community Development Projects
8	State Approp - HB 5001	<b>Item 1253A</b> - Grants and Aids to Local Governments and Non-State Entities	\$56,005,000	Fixed Capital Outlay Grants and Aids to Local Governments and Non-State Entities

# IIJA – Implementation Priorities

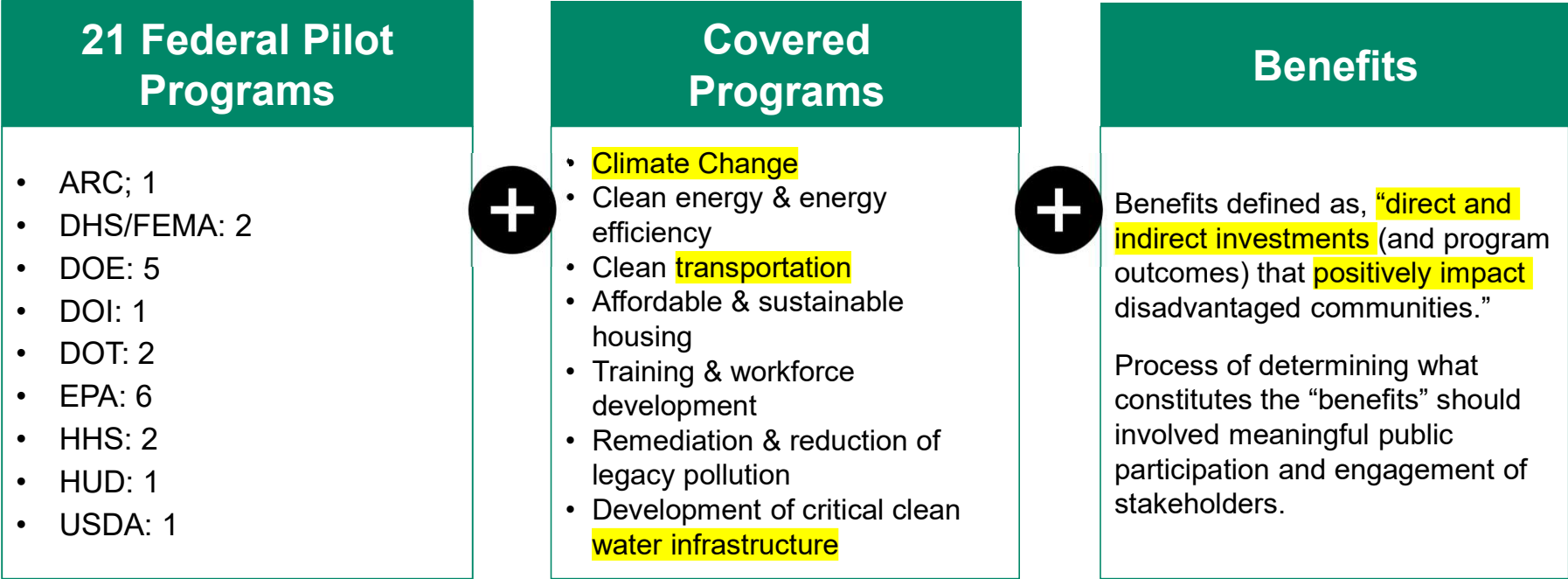
President Biden Executive Order defined six priorities that Federal government will utilize in the implementation and funding of the IIJA

- Invest public dollars efficiently, avoid waste, and focus on measurable outcomes
- Buy American (Made-in-America)
- Create good-paying job opportunities
- Invest public dollars equitably, including through the Justice 40 Initiative
- Resilient infrastructure that can withstand the impacts of climate change and that helps combat the climate crisis
- Effective coordination with State, local, Tribal, and territorial governments
- Communities will need to ensure that their grant applications and project proposals address these priorities

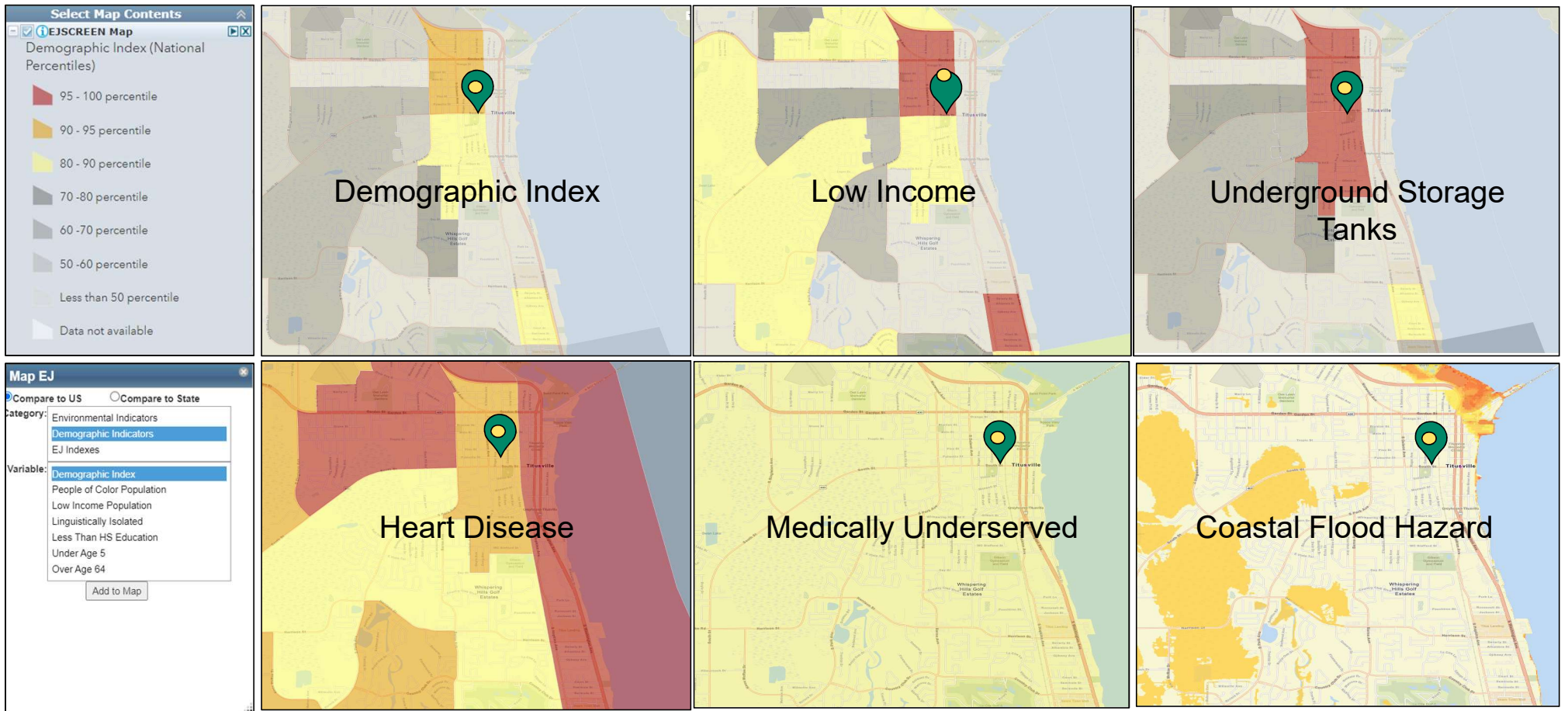


# Justice 40 Initiative

A whole-of-government effort to ensure that Federal agencies work with states and local communities to deliver **at least 40% of the overall benefits from Federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution.**



# EPA Environmental Justice Screening Tool



# Next Steps

## Next Steps

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- Advertise for A/E Firm
- Apply for Grants
- Bond Issue
- Decide on Public Referendum



**Thank you.**

**AECOM** Delivering a  
better world

**City of Titusville**  
"Gateway to Nature and Space"

REPORT

**To:** Members of the Community Redevelopment Agency  
**From:** Thomas Abbate, City Manager  
**Subject:** **Commercial Beautification Grant Application - 1111 South Washington Avenue**  
**Department/Office:** Community Development

**Recommended Action:**

Approve the award of a Commercial Beautification Grant in the amount of \$46,229 to Sachin Shenoy, for property located at 1111 South Washington Avenue.

**Summary Explanation & Background:**

Attached for the Board's review is an application for a Commercial Beautification Grant from Sachin Shenoy Agent for SRMS Properties LLC to assist in the renovation of the building located at 1111 S. Washington Avenue in the Downtown Community Redevelopment Area (CRA). The applicant is proposing to renovate the building into a professional office.

The City of Titusville's Community Redevelopment Agency's Commercial Beautification (Facade Improvement) Program allows for Community Redevelopment Agency (CRA) grant funds to be utilized for general improvements to the exterior of commercial structures located within the CRA. Eligible applicants can receive grant funding up to \$50,000 for each property with 75% of the grant paid at the project's completion and 25% of the grant paid at the first year of occupancy after completion of the improvements. All improvements must be consistent with the City of Titusville's Community Redevelopment Plan, Downtown Master Plan, Land Development Regulations and Urban Design Manual.

The intent of the program is to increase commercial occupancy rates and values within the CRA while revitalizing the overall area. To accomplish this goal, the program assists commercial property owners to restore or renovate the exterior of their structures, which will enhance the visual quality of the environment and increase investment, occupancy and property values.

The approval process for the grant program allows the CRA Executive Director or designee to approve grant applications up to \$10,000. Applications in excess of \$10,000 are forwarded to the CRA Board for review and funding approval. The grant funds will be distributed only upon completion of improvements and submittal of receipts, invoices and required documentation, including building permits to the CRA

staff. Through an agreement, the applicant must be willing to maintain the renovations for at least five (5) years. Should the grantee transfer, sell, or divest themselves of their interest in the subject property, or fail to maintain the improvements, during the five-year period following the receipt of grant funds, the CRA will be entitled to reimbursement of the grant funds as determined in the agreement. Applications must be approved by the CRA before work can begin on the improvements.

This project is located at 1111 South Washington Avenue within the Midtown Sub-district of the Community Redevelopment District. Sachin Shenoy is applying to rebuild sections of rotten wood to replace architectural elements, install a new roof, install impact -resistant windows, replace exterior doors, primer and paint, landscaping, install new exterior wiring, add security lighting fixtures, add an ADA-compliant wheelchair ramp, and install a new parking lot with ADA-compliant access improvements. All of these items are eligible expenses in the Commercial Beautification Facade Improvement Program. The total cost of the low bid for these improvements is \$92,456. The total amount of the reimbursement grant is 50% of the total, which is \$46,228. Funds are available in the CRA Building Grants FY2025 budget to cover the grant amount.

Upon completion, this renovation will transform a currently vacant historic building into active professional office space, which is expected to generate business activity, job opportunities, and increased tax revenues. This reinvestment will contribute to the vibrancy and economic vitality of the Downtown CRA district.

All backup documentation required is attached.

**Alternatives:**

1. Approve less than the eligible grant amount.
2. Do not approve the grant request.

**Item Budgeted:**

Yes

**Source/Use of Funds/Budget Book Page:**

Account #104-5555-565-82-01 Project CR1703 Aid to Private Organizations

**Strategic Plan:**

This addresses the City of Titusville's Strategic Goals and Objectives including:

<b>Strategic Goal &amp; Objective</b>	<b>Objective Reference</b>	<b>Alignment with Project</b>
Goal 1: Quality of Life	1.b - Enhance physical appearance	Renovations include repainting, facade restoration, new roofing, landscaping, and lighting, which enhance the city's appearance.
Goal 1: Quality	1.f - Encourage	Activating a vacant/underused building for

of Life	a vibrant downtown	professional use adds to the economic vitality of the Midtown area.
Goal 2: Efficient & Effective Services	2.b - Continue partnerships	The grant represents a public-private partnership to facilitate investment in CRA redevelopment.
Goal 4: Economic Development	4.c - Continue redevelopment efforts	Project revitalizes a deteriorated building, supporting the CRA's goal to eliminate blight and reinvest in aging structures.
Goal 4: Economic Development	4.g - Implement well-planned growth	Redevelopment of the property into a functional commercial space supports smart, planned commercial development.
Goal 4: Economic Development	4.h - Encourage managed growth	The use of ADA-compliant access, green space, and updated infrastructure supports principles of attractive and responsible growth.
Goal 6: Community Design <i>(Implied)</i>	6.a - Improve community design	The project adheres to the Urban Design Manual, improving consistency in urban form and design standards.

In addition, this project will impact the goals and policies established in the adopted 2022 CRA Plan. This includes but is not limited to;

<b>Goal / Policy / Strategy</b>	<b>Description &amp; Project Alignment</b>
Goal 4.1 – Increase private sector investment, small business development, and economic activity within the CRA	The project incentivizes private reinvestment in a vacant property, stimulating job creation, tax revenue, and small business growth.
Objective 4.1.1 – Increase utilization of undeveloped and underutilized parcels	The currently vacant building will be activated into usable office space, increasing occupancy in the CRA.
Policy 4.1.1.3 – Support adaptive reuse of underused commercial or historic structures	The building, constructed in 1925, is a prime example of a historic structure being rehabilitated and reused productively.
Goal 3.1 – Preserve and promote Titusville’s historic assets and resources	The project helps restore the exterior of a historic structure while improving its utility and appearance.
Policy 3.1.1.5 – Encourage rehabilitation and adaptive reuse of historic buildings	This renovation specifically includes façade restoration, window and door replacements, and ADA upgrades—all eligible improvements for historic preservation.
Goal 5.1 – Create safe and accessible public spaces within the CRA	Project features such as ADA ramps, parking accessibility upgrades, and safety lighting improve accessibility and public safety.
Policy 5.1.1.3 – Encourage ADA and universal design improvements by private property owners	The installation of an ADA-compliant ramp and parking lot contributes directly to equitable access and compliance.

Goal 1.2 – Collaborate with agencies and groups to foster redevelopment	The grant program reflects the CRA's collaboration with private stakeholders to accomplish revitalization goals.
Redevelopment Strategy – Support Planned and Programmed Redevelopment in the CRA	The program guides private improvements consistent with public goals of façade revitalization and historic preservation.
Redevelopment Strategy – Reinforce CRA Branding and Marketing	Enhanced façade appearance strengthens the district's character and downtown identity.
CRA Vision – Traditional Town Center and Sense of Place	Restoring historic exteriors and improving walkability supports the long-term vision of an attractive, vibrant traditional downtown.

**Strategic Plan Impact:**

This grant project directly aligns with the CRA's purpose to reduce blight, restore historic properties, and stimulate long-term reinvestment and revitalization in Titusville's Midtown Subdistrict. This exemplifies the intended impact of the Commercial Beautification Grant Program.

**ATTACHMENTS:**

1. Beautification w scope of work
2. backup documenttion
3. Survey 1111 S Washington
4. Sealed plans for 1111 S. Washington



# APPLICATION

## CITY OF TITUSVILLE COMMUNITY REDEVELOPMENT AGENCY DOWNTOWN TITUSVILLE COMMUNITY REDEVELOPMENT AREA

### **COMMERCIAL BEAUTIFICATION (FAÇADE) IMPROVEMENT PROGRAM**

#### I. APPLICANT AND BUSINESS INFORMATION

Date of Application: 7.30.2025

Name of Applicant: Sachin Shenoy

Name of Business: Dusty Rose Antique Mall

Business Address: 1111 S. Washington Ave 32780

Telephone Number: 321.794.1441 Fax Number: 321.264.0442

E-mail Address: sachinrshenoy@yahoo.com

Type of Business: \_\_\_\_\_

Parcel ID Number: 22.35.03.55.6.5

Are there any liens or existing Code violations on the property? \_\_\_\_\_ Yes  No

If yes, briefly explain (attach additional pages if needed): \_\_\_\_\_

ZONING DESIGNATION – NOTE: This section to be reviewed and completed by the City of Titusville Planning Department (321.567.3860):

DMU Sub-district: Mid Town Land Use: DMU

Use is in compliance:  Use is not in compliance: \_\_\_\_\_

Planner/Reviewer and Date: Aue E. Williams 8/1/2024

BUILDING PERMITS – NOTE: This section to be reviewed and completed by the City of Titusville Building Department (321.567.3765):

Building Permit(s) will be needed: Yes X No \_\_\_\_\_

If yes, what permits will be required? Non-Residential Alteration Improvements

Building Official/Reviewer and Date: [Signature] 8/1/2025

II. PROPERTY OWNER INFORMATION (if different from Applicant)

Name of Property Owner: Sachin Shenoy | SRMS Proprietor LLC

Telephone Number: 321-264-2011 Fax Number: 321-264-0442

E-mail Address: Sachinrshenoy@yahoo.com

Business Address: 1845 Jess Parrish Ct 32794

III. PROJECT FINANCING INFORMATION

Total Project Cost: \$ 109,456.00

Attach at least two bids from a licensed contractor

Bid One  
Contractor Name: Simpson Contracting LLC Bid Amount: \$ 92,456

Bid Two  
Contractor Name: Quantum Industrial Inc Bid Amount: \$ 104,478.28

Amount of Grant Funds Requested: \$ 46,228

(The applicant must provide matching funds that are at least one-half (1/2) of the amount of the grant amount being requested. The maximum grant amount is ~~\$40,000~~)

*50,000 \$ amount approved by CRA Grant Changes*

How will applicant's portion of the project be financed?  
(Verification of funding sources will be required before final approval of the grant application.) (Attach additional sheets if necessary)

Provided Trust Bank Statement

**IV. PROJECT SUMMARY**

Please provide a summary of the proposed project and how the requested funds will be used. Be specific in describing the nature of the project and address the improvements that will be made and the timetable for completing the proposed improvements. Attach additional pages if necessary. Note: A site visit with the applicant may be necessary to understand the scope and nature of the project.



See attached.

**IV. ADDITIONAL SUBMISSIONS (required)**

1. Provide color photographs (minimum of 4 inch X 6 inch if not digital) of the existing building exterior showing all sides of the structure, with emphasis on the area to be improved.

2. Renderings or conceptual drawings of the proposed project at completion.
3. Two bids from a licensed contractor detailing the following:
  - a. Description of the materials to be used and the construction procedure.
  - b. Itemized cost estimate of the project.
4. A legal description of the property.
5. Proof of property ownership (deed) or, if a tenant, a copy of the lease.
6. Tenants must provide written documentation verifying the property owner authorizes and approves the proposed enhancements. In all cases the property owner shall be a co-signer of the grant agreement document.
7. Proof of property insurance.
8. A title search provided by the applicant showing that the property is free from any judgement liens and that all mortgage and tax obligations are current.

**V. CERTIFICATION**

Please read the following and sign below. **All owners, authorized corporate officers, or partners must sign this application.**

The information contained in this application is accurate to the best of my knowledge. Applicants understand that personal, business and/or property information may be requested pursuant to this application and hereby give their consent for such information to be provided. The CRA retains the sole decision as to whether this grant application is approved, disapproved, or modified.

Applicant agrees to accept future maintenance and other associated costs occurring after the completion of the project for not less than five years.

Sachin Shenoy  
Name (print)

Sachin Shenoy  
Name (print)

owner / director  
Title

\_\_\_\_\_  
Title

  
Signature

\_\_\_\_\_  
Signature

July 31, 2025  
Date

\_\_\_\_\_  
Date

From:

SRMS Properties LLC.

To,

The City of Titusville

Community Redevelopment Agency,

Date: July 31, 2025

Dear Madam/ Sir.

SRMS properties as owner of a property located at 1111 South Washington Ave wishes to apply for Funds from the CRA to improve the property from both the downtown commercial beautification project and from the commercial interior building renovation program. To date we have made substantial structural improvements, sewer repairs, termite mitigation and structural resiliency measures. There is, however, a need for added work. I wish to present a list of proposed repairs and renovations as follows.

Scope of work: EXTERIOR

- 1) Upgrade the existing and now defunct knob and tube wiring to meet current code for the exterior of the building as per engineered plans.
- 2) Remove existing single pane windows and install energy efficient double pane impact resistant windows to code.
- 3) Install wider new doors to meet ADA requirements.
- 4) Replace, paint and repair existing siding to follow downtown beautification guidelines.
- 5) Install a new roof to follow current code and for hurricane resilience.
- 6) Landscaping to enhance aesthetics.
- 7) Repave the parking lot for handicap access.
- 8) Improve handicap access to building by making the entire floor a single level. (currently at split level)

Thank you for your attention to this matter and look forward to collaborating with you over the next several months.

Sincerely,

Sachin Shenoy, M.D.

President, SRMS Properties LLC



# SIMPSON CONTRACTING LLC

1111 S. Washington Ave

## EXTERIOR IMPROVEMENTS

- **Electrical**- Install new electrical wires, meter main combo, and install new security lighting fixtures per drawings provided by Allen Kiesel and DDC engineering for electrical work directly related to exterior of building along with exterior improvements with security lighting. **TOTAL-\$4,895**
- **Windows**-Install new impact jeld-wen windows at locations provided on drawing for exterior improvements and replacements. **TOTAL-\$6,365**
- **Doors**- Install new exterior doors for replacement and exterior improvements. **TOTAL-\$2,546**
- **Paint**-Apply primer and A-100 exterior paint as part of a more comprehensive improvement project for improvements that enhance access. **TOTAL-\$9,548**
- **Landscape**-Plant all shrubs, bushes, and trees necessary for exterior landscaping. **TOTAL-\$ 5,000**
- **Roof**- Install new peel and stick dry in material. Install new 26 gauge exposed fastener metal roof to meet code for roof repair and improvement. Color to match existing. **TOTAL-\$9,548** Pressure wash, remove debris, Apply cotton mesh as needed. Coat entire roof including around all penetrations of a/c and roof equipment, and clean up site at antique mall located at 1101 south Washington ave. **TOTAL-\$17,000** ← remove Dusty Rose
- **Framing**- Rebuild sections required along with replacing rotten wood and siding as needed to replace architectural elements that have structural deficiencies and making improvements to enhance handicap access. Build new ADA compliant wheelchair ramp with proper landings per drawing provided. **TOTAL-\$22,559**
- **Parking lot**- Install new parking lot to improve access for handicap through JRS asphalt. **TOTAL-\$31,995**

Remove Dusty Rose →

TOTAL-109,456.00

$$\begin{array}{r} 109,456 \\ - 17,000 \\ \hline 92,456 \end{array}$$

$$92,456 \div 2 = 46,228$$

## INTERIOR IMPROVEMENTS

- **Hvac**- Install new 2- ton system with flex duct and exhaust fans in accordance with drawings provided to meet code. **TOTAL-\$12,858**
- **Concrete**- Install new 4000 psi fiber mesh concrete landings and footers in all areas per drawings by Allen Kiesel and DDC engineering to meet ADA requirements. **TOTAL-\$3,182**
- **Plumbing**-Install new water lines, drains, toilets and sinks that are ADA compliant, and hook up to city water line per drawings provided. **TOTAL-\$9,548**

Email: [M.simpson@simpsoncontract.com](mailto:M.simpson@simpsoncontract.com)

Job#- 4172025-2

Phone: 321-403-0816

License#: CGC1531932

Address:4720 Dixie way, Mims, Fl



**SIMPSON CONTRACTING LLC**

- **Framing-** Framing all door openings to proper width for ADA access along with rebuilding floor framing and subfloor to provide proper floor elevations to meet ADA requirements. **TOTAL-\$22,000**
- **Electrical-** Install new electrical wires, outlets, lighting, and fire protection devices per drawings provided by Allen Kiesel and DDC engineering to meet code. **TOTAL-\$9,936**
- **Antique mall bathroom-** Remove existing bathroom and build out to accommodate ADA compliant and accessible bathroom. **TOTAL-20,000**

do not include →

TOTAL-77,524.00  
 - 20,000.00  
 \_\_\_\_\_

Interior Quote

Total → 57,524.

\_\_\_\_\_  
Customer Sign/Date

\_\_\_\_\_  
Contractor Sign/Date

Email: [M.simpson@simpsoncontract.com](mailto:M.simpson@simpsoncontract.com)  
 Phone: 321-403-0816  
 License#: CGC1531932  
 Address:4720 Dixie way, Mims, Fl

Job#- 4172025-2

# Proposal for Interior and Exterior Improvements

Prepared by: Quantum Industrial Inc.  
 Date: July 29, 2025  
 Project Location: 1111 S. Washington Ave

## Scope of Work

### Interior Improvements

#### Task Description

Install a new 2-ton HVAC system with flex ducting and exhaust fans	\$14,538.54
Pour 4000 psi fiber-reinforced concrete landings and footers	\$3,597.66
Install water lines, drainage systems, ADA-compliant fixtures, and connect to city water	\$10,788.24
Frame door openings to ADA standards and reconstruct floor framing and subfloor	\$24,860.00
Install new interior wiring, outlets, lighting, and fire protection devices	\$11,227.68
Remove existing restroom and build a new fully ADA-compliant bathroom	\$22,600.00

*Remove  
Dusty ROSE*

**Interior Improvements Subtotal: \$87,611.12**

*87,611.12  
- 22,600.00  
65,011.12*

### Exterior Improvements

#### Task Description

Install new exterior wiring, meter/main combination, and security lighting fixtures	\$5,531.35
Supply and install Jeld-Wen impact-resistant windows per specifications	\$7,194.45
Replace exterior doors to enhance security and accessibility	\$2,876.98
Apply primer and Sherwin-Williams A-100 exterior paint	\$10,789.24
Install shrubs, bushes, and trees as required for landscaping	\$5,650.00
Install new 26-gauge exposed fastener metal roofing	\$10,789.24
Perform roof restoration: pressure washing, debris removal, cotton mesh application, roof coating, and site cleanup	\$19,210.00

*Remove  
DUSTY  
ROSE*

Structural wood replacement and construction of an ADA-compliant wheelchair ramp \$25,492.67

Install new asphalt parking lot with ADA-compliant access improvements \$36,154.35

**Exterior Improvements Subtotal: \$123,688.28**

123,688.28  
- 19,210.00  

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104,478.28

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## Total Estimated Costs

- Interior Work Total: \$87,611.12
- Exterior Work Total: \$123,688.28

**Grand Total: \$211,299.40**

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## Terms and Conditions

1. All work will be performed in compliance with current building codes and industry best practices.
  2. Project scheduling will be coordinated with the client to minimize disruption.
  3. Changes to the project scope must be documented in writing and may result in additional costs.
- 

**Client Signature / Date:** \_\_\_\_\_

**Quantum Industrial Inc. Signature / Date:** \_\_\_\_\_

Quantum Industrial Inc

321-261-1685

STHOMAS@QUANTUMINDUSTRIAL.NET

LICENSE#  
CGC1531159



**REAL PROPERTY DETAILS**  
Account 2201045 - Roll Year 2024

Owners	SRMS PROPERTIES LLC
Mailing Address	1845 JESS PARRISH CT TITUSVILLE FL 32796
Site Address	1101 S WASHINGTON AVE TITUSVILLE FL 32780 1107 S WASHINGTON AVE TITUSVILLE FL 32780 1111 S WASHINGTON AVE TITUSVILLE FL 32780
Parcel ID	22-35-03-55-6-5
Taxing District	14A0 - TITUSVILLE
Exemptions	NONE
Property Use	1210 - MIXED USE - COMMERCIAL PROPERTY
Total Acres	0.36
Site Code	0300 - U S 1
Plat Book/Page	0001/0087
Subdivision	GLEASONS ADDN TO TITUSVILLE
Land Description	GLEASONS ADDN TO TITUSVILLE LOTS 5,6 BLK 6



**VALUE SUMMARY**

Category	2024	2023	2022
Market Value	\$347,080	\$339,300	\$327,090
Agricultural Land Value	\$0	\$0	\$0
Assessed Value Non-School	\$347,080	\$339,300	\$323,360
Assessed Value School	\$347,080	\$339,300	\$327,090
Homestead Exemption	\$0	\$0	\$0
Additional Homestead	\$0	\$0	\$0
Other Exemptions	\$0	\$0	\$0
Taxable Value Non-School	\$347,080	\$339,300	\$323,360
Taxable Value School	\$347,080	\$339,300	\$327,090

**SALES / TRANSFERS**

Date	Price	Type	Instrument
11/24/2020	\$340,000	WD	8930/2424
12/27/2013	--	WD	7055/1741
04/01/2005	\$324,000	WD	5455/6681
04/01/2005	--	QC	5455/6685
05/27/2004	--	WD	5309/0848
06/01/1997	\$116,300	08	3681/0435
05/01/1994	\$102,400	QC	3465/0800
05/30/1990	\$350,000	WD	3061/0511
06/01/1984	\$160,000	WD	2515/2258
02/28/1978	\$70,000	PT	1855/0710

**BUILDINGS**

**PROPERTY DATA CARD #1**

Building Use: 1100 - RETAIL STORE - 1 UNIT

Materials		Details	
Exterior Wall:	STUCCO	Year Built	1925
Frame:	MASNRCONC	Story Height	12
Roof:	BU-TG/MMBRN	Floors	2
Roof Structure:	WOOD TRUSS	Residential Units	
		Commercial Units	1
Sub-Areas		Extra Features	
Base Area (1st)	4,900	Fence - Wood 6'	30
Base Area (2nd)	1,050	Fence - Iron	285
Total Base Area	5,950	Paving - Concrete	2,920
Total Sub Area	5,950	Paving - Asphalt	5,750

**PROPERTY DATA CARD #2**

Building Use: 0110 - SINGLE FAMILY RESIDENCE

Materials		Details	
Exterior Wall:	BRD/LAP SIDING	Year Built	1915
Frame:	WOOD FRAME	Story Height	10

<b>Materials</b>		<b>Details</b>	
Roof:	ENAMEL METAL	Floors	1
Roof Structure:	WOOD TRUSS	Residential Units	
		Commercial Units	1
<b>Sub-Areas</b>		<b>Extra Features</b>	
Base Area (1st)	771	No Data Found	
Open Porch	126		
Total Base Area	771		
Total Sub Area	897		

**PROPERTY DATA CARD #3**

**Building Use:** 1700 - OFFICE BUILDING - SINGLE TENANT - 1 STORY

<b>Materials</b>		<b>Details</b>	
Exterior Wall:	STUCCO	Year Built	1925
Frame:	MASNRYCONC	Story Height	10
Roof:	ENAMEL METAL	Floors	1
Roof Structure:	WOOD TRUSS	Residential Units	
		Commercial Units	1
<b>Sub-Areas</b>		<b>Extra Features</b>	
Base Area (1st)	419	No Data Found	
Total Base Area	419		
Total Sub Area	419		

**2025 FLORIDA LIMITED LIABILITY COMPANY ANNUAL REPORT**

DOCUMENT# L14000169593

**Entity Name:** SRMS PROPERTIES LLC

**Current Principal Place of Business:**

1845 JESS PARRISH CT  
TITUSVILLE, FL, FL 32796

**Current Mailing Address:**

1845 JESS PARRISH CT  
TITUSVILLE, FL, FL 32796 US

**FEI Number:** 47-2244026

**Certificate of Status Desired:** No

**Name and Address of Current Registered Agent:**

SHENOY, SACHIN R  
1845 JESS PARRISH CT  
TITUSVILLE, FL, FL 32796 US

*The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.*

**SIGNATURE:**

\_\_\_\_\_  
Electronic Signature of Registered Agent

\_\_\_\_\_  
Date

**Authorized Person(s) Detail :**

Title MGR  
Name SHENOY, SACHIN R  
Address 1845 JESS PARRISH CT  
City-State-Zip: TITUSVILLE, FL FL 32796

*I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am a managing member or manager of the limited liability company or the receiver or trustee empowered to execute this report as required by Chapter 605, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.*

**SIGNATURE:** SACHIN SHENOY

**DIRECTOR**

**04/23/2025**

\_\_\_\_\_  
Electronic Signature of Signing Authorized Person(s) Detail

\_\_\_\_\_  
Date

# Ownership and Encumbrance Property Information Report

Attorneys' Title Fund Services, Inc.

*Fund File Number:* 1649636

**Issuer:** Attorneys' Title Fund Services, Inc.

**Recipient:** Kristy A. Mount, P.A.

Volusia  
(800) 336-3863

*Fund File Number:* 1649636

*Agent's File Reference:* 25-196

*Effective Dates:*     **From** November 24, 2020 at 11:00 PM

**To**     June 4, 2025 at 11:00 PM

*This title search commences from the date of the last outstanding institutional first mortgage on the property. If there is no outstanding mortgage, the search commences with the date record title vested in the current record owner.*

## Description of Real Property Situated in Brevard County, Florida.

Lot 5 and 6, Block 6, Sarah G. Gleason's Addition to Titusville, according to the map or plat thereof as recorded in Plat Book 1, Page 87, Public Records of Brevard County, Florida.

## Apparent Title Vested in:

SRMS Properties, LLC, a Florida limited liability company by Warranty Deed recorded in O.R. Book 8930, Page 2424, Public Records of Brevard County, Florida.

*This search does not cover matters other than those recorded in the Official Records Book of the county and does not assure the legality or validity of the referenced instruments.*

*Prepared Date:* June 11, 2025

# Ownership and Encumbrance Property Information Report

Attorneys' Title Fund Services, Inc.

*Fund File Number:* 1649636

## ENCUMBRANCES

### 1. Nothing found.

*A 20-year name search has been performed on parties acquiring an interest within the time period covered by this search.*

*This Title Search is prepared and furnished for information only. It is not an opinion of title and may not be used as a title base for the issuance of a title insurance commitment and/or policy, nor should it be used for the preparation of foreclosure proceedings or other litigation.*

*This report is not title insurance. Pursuant to s. 627.7843, Florida Statutes, the maximum liability of the issuer of this property information report for errors or omissions in this property information report is limited to the amount paid for this property information report, and is further limited to the person(s) expressly identified by name in the property information report as the recipient(s) of the property information report.*

**State of Florida  
Policy Cover Page**

Named Insured: SRMS Properties LLC  
Policy Number: 630B014118  
Policy Period: Effective From 12/7/2024 To: 12/7/2025

Surplus Lines Agent's Name: Edward P. Jackson  
Surplus Lines Agent's Address: 6951 W. Sunrise Blvd.  
Plantation , FL 33313  
Surplus Lines Agent's License: A128903

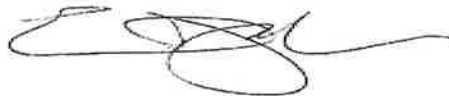
Producing Agent's Name: Melissa Duncan Strickland  
Producing Agent's Address: 490 B Garden Street  
Titusville, FL 32796

**"THIS INSURANCE IS ISSUED PURSUANT TO THE FLORIDA SURPLUS LINES LAW. PERSONS INSURED BY SURPLUS LINES CARRIERS DO NOT HAVE THE PROTECTION OF THE FLORIDA INSURANCE GUARANTY ACT TO THE EXTENT OF ANY RIGHT OF RECOVERY FOR THE OBLIGATION OF AN INSOLVENT UNLICENSED INSURER."**

**"SURPLUS LINES INSURERS' POLICY RATES AND FORMS ARE NOT APPROVED BY ANY FLORIDA REGULATORY AGENCY."**

Total Premium:	\$650.00
Fees:	Policy Fee \$100.00
Surplus Lines Tax:	\$37.05
Service Office Fee:	\$0.45
FEMA Surcharge:	
FHCF	
CPIE:	
Total:	\$787.50

Surplus Lines Agent's Countersignature:



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**INSURANCE POLICY**  
of  
**The Burlington Insurance Company**

A Stock Company

Home Office, Administrative Office and Claim Office  
City Place II, 185 Asylum Street, 7th Floor, Hartford, CT 06103  
Tel. 860-723-4150 or  
Toll Free 1-800-328-8719



In Witness Whereof, we have caused this policy to be executed and attested, and, if required by state law, this policy shall not be valid unless countersigned by our authorized representatives.

A handwritten signature in black ink, appearing to read "Valley Jones", written over a horizontal line.

Secretary

A handwritten signature in black ink, appearing to read "Elizabeth A. Moore", written over a horizontal line.

President



IFG

Companies

COMMON POLICY DECLARATIONS

Policy Number 630B014118

Renewal of: 630B012423

THE BURLINGTON INSURANCE COMPANY

Home Office, Administrative Office and Claim Office
City Place II, 185 Asylum Street, 7th Floor, Hartford, CT 06103

Co. Use:

Item 1. Named Insured and Mailing Address

SRMS Properties, LLC

Bass Underwriters, Inc.
1005 S. Dillard Street

PO Box 5779

Winter Garden
FL 34787

TITUSVILLE
FL 32783

Code: 0630

Surplus Lines Broker License No.: A128903

Item 2. Policy Period

Effective Date: 12/07/2024 Expiration Date: 12/07/2025
at 12:01 A.M., Standard Time at your mailing address shown above.

Item 3. In return for the payment of the premium, and subject to all the terms of this policy, we agree with you to provide the insurance as stated in this policy. This policy consists of the following coverage parts for which a premium is indicated. Where no premium is shown, there is no coverage.

Table with 2 columns: Coverage Part(s), Premium. Includes COMMERCIAL GENERAL LIABILITY with a premium of \$650.00.

Other Charges (if applicable)

Total Policy Premium or Deposit Premium

Policy Fee
Stamping Fee
Surplus Lines Tax

100.00
0.45
37.05

Total Other Charges
Total Amount Due\*

\$ 650.00
\$ 137.50
\$ 787.50

\* Premium is: [X] Flat [ ] Auditable

Policy Minimum Premium \$ 650.00

In the event you cancel this policy, we will retain Minimum earned premium. See form BG-I-015

Item 4. Forms and Endorsements applicable to this policy: See "Listing of Forms and Endorsements" (IFG-I-0150)

Item 5. Form of Business.

- Individual, Partnership, Joint Venture, Limited Liability Company, Other Organization, including a Corporation, Trust

Business Description: Lessors Risk

THESE DECLARATIONS TOGETHER WITH THE COMMON POLICY CONDITIONS AND COVERAGE FORM(S) AND ANY ENDORSEMENT(S), COMPLETE THE ABOVE NUMBERED POLICY.

SURPLUS LINES INSURERS' POLICY RATES AND FORMS ARE NOT APPROVED BY ANY FLORIDA REGULATORY AGENCY. THIS INSURANCE IS ISSUED PURSUANT TO THE FLORIDA SURPLUS LINES LAW. PERSONS INSURED BY SURPLUS LINES CARRIERS DO NOT HAVE THE PROTECTION OF THE FLORIDA INSURANCE GUARANTY ACT TO THE EXTENT OF ANY RIGHT OF RECOVERY FOR THE OBLIGATION OF AN INSOLVENT UNLICENSED INSURER.

Countersigned:

Date: 12/09/2024
Issue Date 12/09/2024

By: [Signature]
Authorized Representative



POLICY NUMBER: 630B014118

POLICY PERIOD: 12/07/2024  
Effective Date

12/07/2025  
Expiration Date

**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

## **LISTING OF FORMS AND ENDORSEMENTS**

This listing forms a part of the following:

COMMERCIAL GENERAL LIABILITY

### **NUMBER**

### **TITLE**

#### INTERLINE FORMS

IFG-I-0002	05/24	Policy Cover Page
IFG-I-0101	03/18	Common Policy Declarations
IFG-I-0150	03/03	Listing of Forms and Endorsements
IFG-I-0402	04/19	Service of Suit Amendment

#### GENERAL LIABILITY FORMS

IFG-G-0002-DL	05/03	Commercial General Liability Declarations
IFG-G-0003	05/03	Commercial General Liability Classifications and Rates Schedule
IFG-G-0085	03/17	Exclusion - Unscheduled Owned, Leased Or Rented Premises Or Locations Or Unscheduled Operations
IFG-G-0086	04/19	Total Pollution Exclusion
IFG-G-0175	03/17	Exclusions - Construction Or Demolition, And Undeclared Premises, Locations Or Operations (With Exception For Routine Maintenance)
IFG-G-0190	03/17	Amendment - Aircraft, Auto Or Watercraft Exclusion
IFG-G-0192	03/17	Personal And Advertising Injury Amended
IFG-G-0197	05/15	Amendment - Employer's Liability Exclusion
IFG-G-0241	03/21	NY - Excl - Any Constr or Contr
IFG-G-0300	01/21	Exclusion Of Certified Acts Of Terrorism And Exclusion Of Other Acts Of Terrorism Committed Outside Of The United States
IFG-G-0304	05/24	Exclusion - Perfluorinated Alkylated Substances (PFAS)
IFG-G-0311	11/22	Florida Changes - Cancellation and Nonrenewal
IFG-I-1004	11/21	Exclusion - Cyber Incident

POLICY NUMBER: 630B014118

Forms List (Continued)

<u>NUMBER</u>		<u>TITLE</u>
BG-G-004	11/21	Exclusion - Lead-Bearing Substance
BG-G-005	03/17	Exclusion - Punitive Damages
BG-G-007	11/21	Exclusion - Asbestos, Silica or Other Similar Fibrous Or Mineral Substances
BG-G-039a	03/17	Amendment Of Premium Conditions
BG-G-042	11/21	Exclusion - Assault, Battery Or Other Physical Altercation
BG-G-053	04/19	Exclusion - Body Of Water
BG-G-446-ST	03/17	Amendment - Section I Insuring Agreement
BG-I-015	03/17	25% Minimum Earned Premium
IL 00 17	11/98	Common Policy Conditions
IL 00 21	09/08	Nuclear Energy Liability Exclusion Endorsement
IL P 001	01/04	U.S. Treasury Department's Office of Foreign Assets Control ("OFAC") Advisory Notice to Policyholders
CG 00 01	04/13	Commercial General Liability Coverage Form
CG 03 00	01/96	Deductible Liability Insurance
CG 21 32	05/09	Communicable Disease Exclusion
CG 21 47	12/07	Employment-Related Practices Exclusion
CG 21 67	12/04	Fungi or Bacteria Exclusion
CG 24 26	04/13	Amendment Of Insured Contract Definition
GSG-G-016	04/19	Excl-Aircraft Products & Grounding

**NUMBER** **Additional Forms**  
**TITLE**



Policy Number: 630B014118

### COMMERCIAL GENERAL LIABILITY DECLARATIONS

Named Insured:  
SRMS Properties, LLC

Effective Date:  
12/07/2024

**Item 1. LIMITS OF INSURANCE**

\$	\$2,000,000	General Aggregate Limit (Other Than Products - Completed Operations)
\$	Incl. In Gen. Agg.	Products - Completed Operations Aggregate Limit
\$	\$1,000,000	Personal and Advertising Injury Limit
\$	\$1,000,000	Each Occurrence Limit
\$	\$100,000	Damage To Premises Rented To You Limit (Any One Premises)
\$	\$5,000	Medical Expense Limit (Any One Person)

Refer to individual policy forms and/or endorsements for various coverage sublimits, if applicable.

**Item 2. AUDIT PERIOD (If Applicable):**

Annually       Semi-Annually       Quarterly       Monthly

**Item 3. FORM(S) AND ENDORSEMENT(S) made a part of this policy at time of issue:**

See Listing of Forms and Endorsements (IFG-I-0150)

**Item 4. COMPOSITE RATE**

If box is checked, see Composite Rate Endorsement (IFG-I-0152) for applicable classification, rates and premiums. If box is not checked, see page 2 of these Declarations for applicable classifications, rates and premiums.

**Item 5. RETROACTIVE DATE (CG 00 02 only) :**

Coverage A of this Insurance does not apply to "bodily injury" or "property damage" which occurs before the Retroactive Date, if any, shown here: (Enter Date or "None" if no Retroactive Date applies.)

**Item 6. PREMIUMS**

\$	650.00	Total Coverage Part Advance Premium
\$	650.00	Coverage Part Minimum Premium (if applicable)

These Declarations are part of the Policy Declarations containing the name of the insured and the policy period.

Policy Number: 630B014118

**COMMERCIAL GENERAL LIABILITY  
SCHEDULE OF CLASSIFICATIONS AND RATES**

Named Insured: SRMS Properties, LLC			Effective Date: 12/07/2024		
Loc. No. 1	Location Address (Premises you own, rent or occupy): 1101 S Washington Ave	County, Borough or Parish BREVARD	Rating Terr.  006		
Bldg. No. 1	TITUSVILLE FL 32780				
Code No. 61217	Classification Buildings Or Premises - Bank Or Office - Mercantile Or Manufacturing - Maintained By The Insured (Lessor's Risk Only) - Other Than Not-For-Profit (Product-Completed Operations are subject to the General Aggregate Limit)				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input checked="" type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	Rate:	All Other	Prod.-C.Ops
		6,461.00		\$ 72.228	\$ Incl.
		Area	Advance Premium:	\$ 467.00	\$ Incl.
Loc. No. 2	Location Address (Premises you own, rent or occupy): 1107 S Washington Ave	County, Borough or Parish BREVARD	Rating Terr.  006		
Bldg. No. 1	TITUSVILLE FL 32780				
Code No. 61217	Classification Buildings Or Premises - Bank Or Office - Mercantile Or Manufacturing - Maintained By The Insured (Lessor's Risk Only) - Other Than Not-For-Profit (Product-Completed Operations are subject to the General Aggregate Limit)				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input checked="" type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	Rate	All Other	Prod.-C.Ops
		419.00		\$ 72.228	\$ Incl.
		Area	Advance Premium:	\$ 30.00	\$ Incl.
Loc. No. 3	Location Address (Premises you own, rent or occupy): 1111 S Washington Ave	County, Borough or Parish BREVARD	Rating Terr.  006		
Bldg. No. 1	TITUSVILLE FL 32780				
Code No. 68606	Classification Vacant Buildings - Not Factories - Other Than Not-For-Profit (Product-Completed Operations are subject to the General Aggregate Limit)				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input checked="" type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	Rate	All Other	Prod.-C.Ops
		903.00		\$ 30.088	\$ Incl.
		Area	Advance Premium:	\$ 27.00	\$ Incl.
<input type="checkbox"/> See Schedule of Classifications and Rates (IFG-G-0003) for additional locations you own, rent or occupy and applicable classifications and rates and premiums.					



Policy Number: 630B014118

**COMMERCIAL GENERAL LIABILITY  
SCHEDULE OF CLASSIFICATIONS AND RATES (continued)**

Named Insured: SRMS Properties, LLC		Effective Date: 12/07/2024		
Loc. No. 4	Location Address (Premises you own, rent or occupy): 1090 Garden Street	County, Borough or Parish	Rating Terr.	
Bldg. No. 1	TITUSVILLE FL 32796	BREVARD	006	
Code No. 68606	Classification Vacant Buildings - Not Factories - Other Than Not-For-Profit (Product-Completed Operations are subject to the General Aggregate Limit)			
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input checked="" type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	All Other	Prod.-C.Ops
		1,400.00	Rate \$ 30.088	\$ Incl.
		Area	Advance Premium: \$ 42.00	\$ Incl.
Loc. No.	Location Address (Premises you own, rent or occupy):	County, Borough or Parish	Rating Terr.	
Bldg. No.				
Code No.	Classification			
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	All Other	Prod.-C.Ops
			Rate \$	\$
			Advance Premium: \$	\$
Loc. No.	Location Address (Premises you own, rent or occupy):	County, Borough or Parish	Rating Terr.	
Bldg. No.				
Code No.	Classification			
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	All Other	Prod.-C.Ops
			Rate \$	\$
			Advance Premium: \$	\$

These Declarations are part of the Commercial General Liability Declarations and Policy Declarations containing the name of the insured and the policy period.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## DEDUCTIBLE LIABILITY INSURANCE

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART  
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

Coverage	SCHEDULE	Amount and Basis of Deductible	
		PER CLAIM	or PER OCCURRENCE
Bodily Injury Liability OR		\$	\$
Property Damage Liability OR		\$ 500	\$
Bodily Injury Liability and/or Property Damage Liability Combined		\$	\$

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

APPLICATION OF ENDORSEMENT (Enter below any limitations on the application of this endorsement. If no limitation is entered, the deductibles apply to damages for all "bodily injury" and "property damage", however caused):

- A. Our obligation under the Bodily Injury Liability and Property Damage Liability Coverages to pay damages on your behalf applies only to the amount of damages in excess of any deductible amounts stated in the Schedule above as applicable to such coverages.
- B. You may select a deductible amount on either a per claim or a per "occurrence" basis. Your selected deductible applies to the coverage option and to the basis of the deductible indicated by the placement of the deductible amount in the Schedule above. The deductible amount stated in the Schedule above applies as follows:
  - 1. PER CLAIM BASIS. If the deductible amount indicated in the Schedule above is on a per claim basis, that deductible applies as follows:
    - a. Under Bodily Injury Liability Coverage, to all damages sustained by any one person because of "bodily injury";
    - b. Under Property Damage Liability Coverage, to all damages sustained by any one person because of "property damage"; or
    - c. Under Bodily Injury Liability and/or Property Damage Liability Coverage Combined, to all damages sustained by any one person because of:
      - (1) "Bodily injury";
      - (2) "Property damage"; or
      - (3) "Bodily injury" and "property damage" combined
 as the result of any one "occurrence". If damages are claimed for care, loss of services or death resulting at any one time from "bodily injury", a separate deductible amount will be applied to each person making a claim for such damages.
 

With respect to "property damage", person includes an organization.

2. PER OCCURRENCE BASIS. If the deductible amount indicated in the schedule above is on a "per occurrence" basis, that deductible amount applies as follows:

- a. Under Bodily Injury Liability Coverage, to all damages because of "bodily injury";
- b. Under Property Damage Liability Coverage, to all damages because of "property damage"; or
- c. Under Bodily Injury Liability and/or Property Damage Liability Coverage Combined, to all damages because of:
  - (1) "Bodily injury";
  - (2) "Property damage"; or
  - (3) "Bodily injury" and "property damage" combined

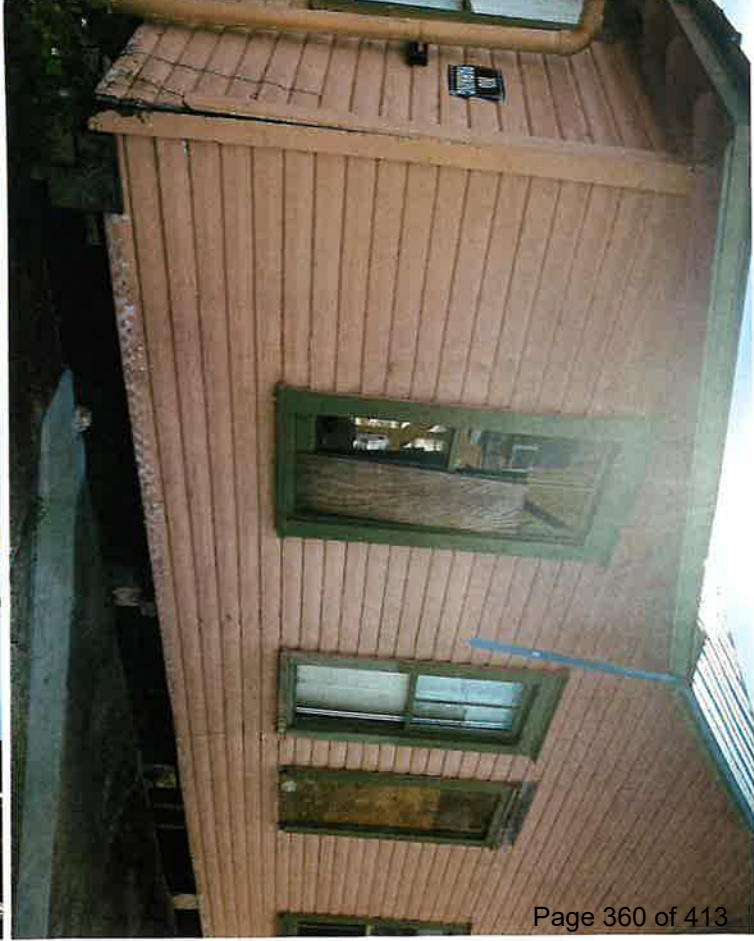
as the result of any one "occurrence", regardless of the number of persons or organizations who sustain damages because of that "occurrence".

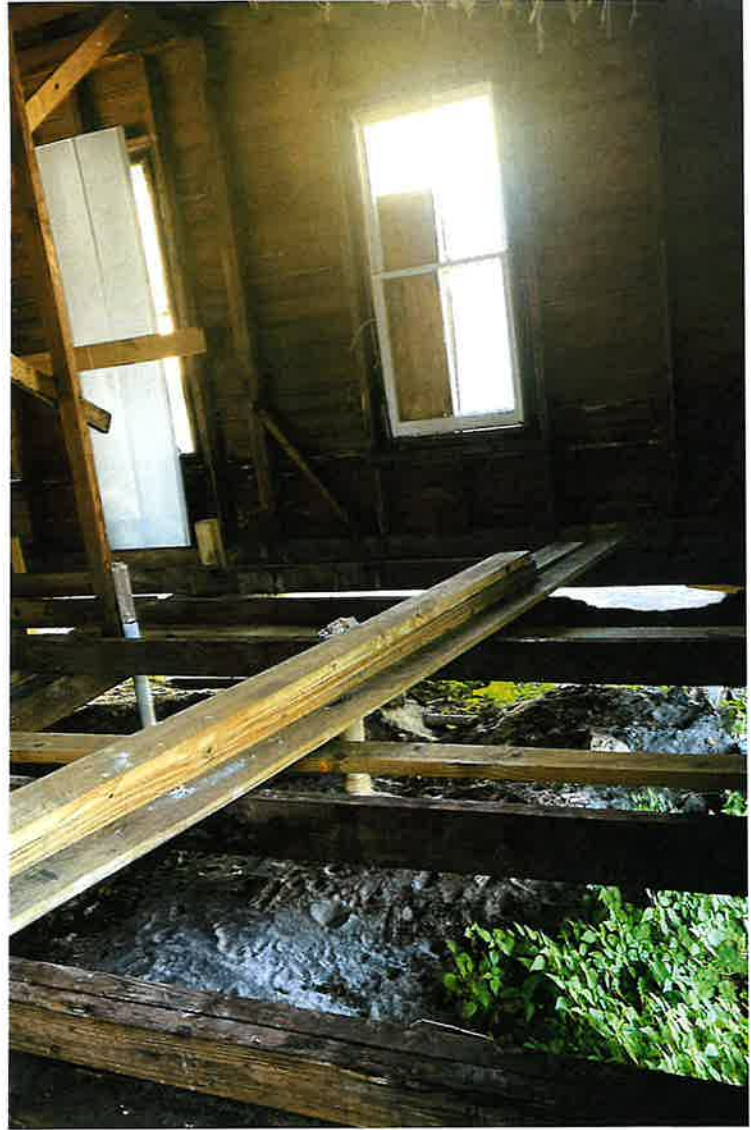
C. The terms of this insurance, including those with respect to:

- 1. Our right and duty to defend the insured against any "suits" seeking those damages; and
- 2. Your duties in the event of an "occurrence", claim, or "suit"

apply irrespective of the application of the deductible amount.

D. We may pay any part or all of the deductible amount to effect settlement of any claim or "suit" and, upon notification of the action taken, you shall promptly reimburse us for such part of the deductible amount as has been paid by us.

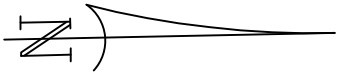
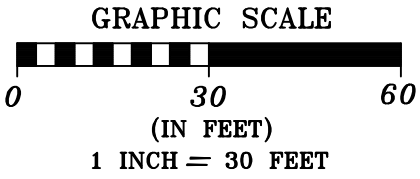




**LEGAL DESCRIPTION:**

LOT 5 AND 6 BLOCK 6 GLEASONS ADDITION TO TITUSVILLE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 87, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

**MAP OF SURVEY**

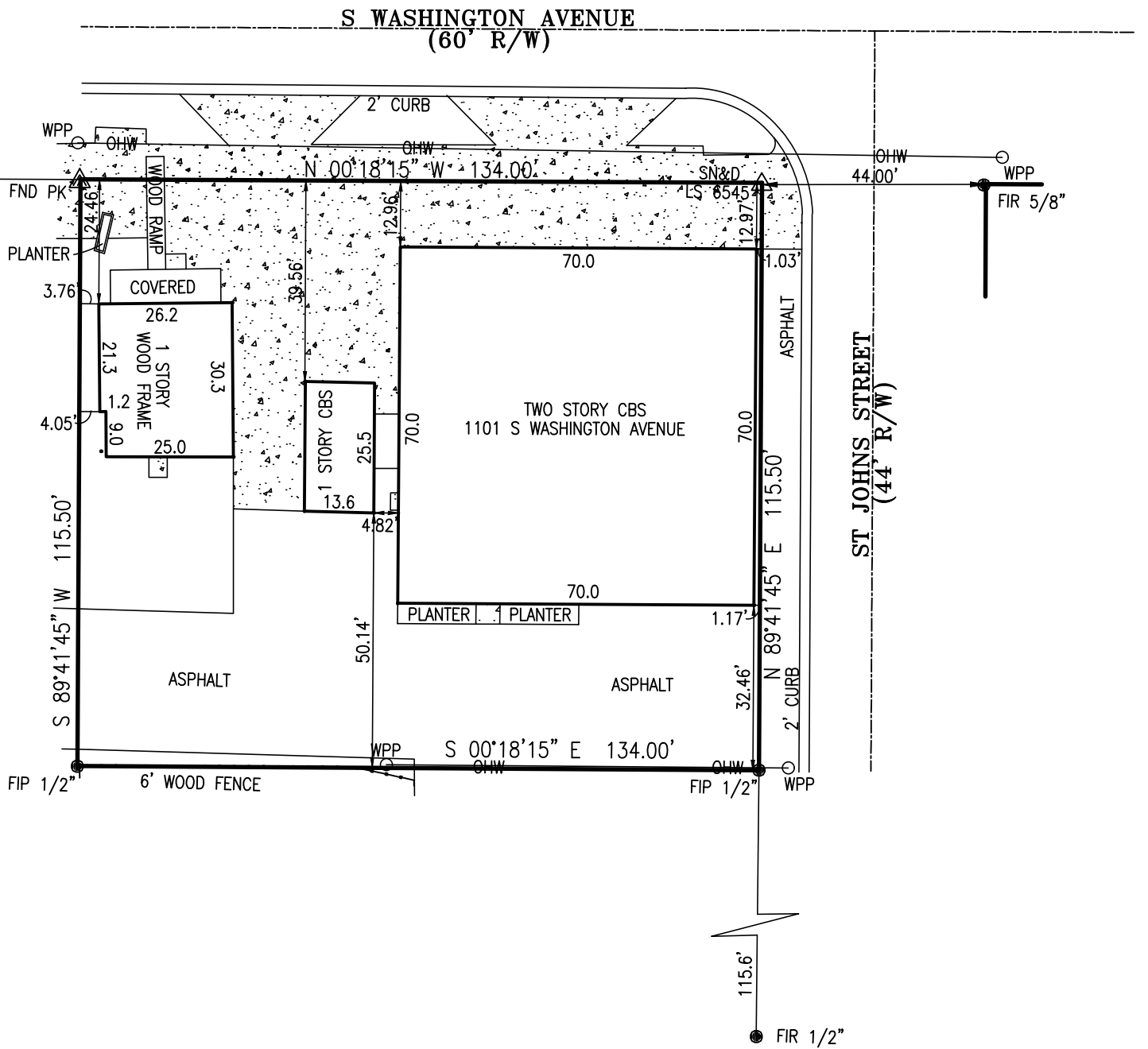


**LEGEND:**

- Set 1/2" iron rebar with cap # PSM 6545
- Found iron rebar, size and cap #
- Set 4"x 4" concrete monument with cap # PSM 6545
- Found concrete monument, size and identification #
- △ Set nail and disk # PSM 6545
- ▲ Found nail and disk, identification # as shown
- 26.0 Existing spot elevation
- Denotes concrete areas

**SURVEYOR'S NOTES:**

1. Unless otherwise noted, only platted easements are shown hereon.
2. P.U.D.E. denotes Public Utilities and Drainage Easement. P.U.E. denotes Public Utilities Easement.
3. No underground utilities or improvements were located unless otherwise shown.
4. Unless otherwise noted, any elevations shown are assumed for calculation purposes.
5. Bearings shown hereon are based assumed datum with the Right of Way Line of S Washington Avenue being N00°18'15"W according to the Map described hereon and is not a True North Azimuth.
6. This site appears to lie within F.I.R.M. Zone "X" per Community Panel Number 12009C0210G, dated 3/17/14.



- EXPLANATION OF ABBREVIATIONS**
- LB LICENSED BUSINESS
  - PSM PROFESSIONAL SURVEYOR & MAPPER
  - FIR FOUND IRON ROD
  - SIR SET IRON ROD
  - FIP FOUND IRON PIPE
  - OHW OVER HEAD WIRE
  - WPP WOOD POWER POLE
  - CBS CONCRETE BLOCK STRUCTURE
  - FIRM FEDERAL INSURANCE RATE MAP
  - FND FOUND
  - PK PARKER KRAYLON NAIL
  - R/W RIGHT OF WAY
  - PUDE PUBLIC UTILITIES AND/OR DRAINAGE EASEMENT

Section 03, Township 22S, Range 35E

Drawn by: JZ	<p><b>LAYOUT SERVICES, INC.</b> LAND SURVEYING &amp; MAPPING 3380 S. PARK AVE. STE 7 TITUSVILLE, FL. 32780 (321) 529-4484 layout1@att.net</p>
Checked by: AR	
Scale: 1" = 30'	
Date: 11/17/20	
Project # 20-502	
NOTES	
DATE	REVISIONS

**BOUNDARY & IMPROVEMENT SURVEY**

Certified to:

SRMS Properties, LLC  
Old Republic National Title Insurance Company  
Kristy A. Mount, P.A.

I hereby certify that the survey shown hereon is true and correct to the best of my knowledge and belief, based on actual measurements taken in the field. This survey meets the Standards of Practice as set forth by the Florida Board of Professional Land Surveyors in Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

James Zimmerman  
Professional Land Surveyor No. 6545  
Certificate of Authorization No. 7540  
State of Florida

# RENOVATIONS FOR: PROPOSED OFFICE

1111 SOUTH WASHINGTON AVENUE, TITUSVILLE, FLORIDA

## SCHEDULE OF DRAWINGS

- A-1 EXISTING/DEMOLITION PLAN & ELEVATIONS
- A-2 PROPOSED FLOOR PLAN & ELEVATIONS
- A-3 FOUNDATION, FLOOR FRAMING & ROOF FRAMING PLANS & DETAILS
- A-4 SECTIONS & DETAILS
- M-1 MECHANICAL LEGEND, NOTES & SPECIFICATIONS
- M-2 MECHANICAL PLANS
- M-3 MECHANICAL SCHEDULES & DETAILS
- P-1 PLUMBING LEGEND, NOTES, SPECS & SCHEDULES
- P-2 PLUMBING PLANS
- E-1 ELECTRICAL LEGEND, NOTES & SPECIFICATIONS
- E-2 ELECTRICAL POWER PLANS
- E-3 ELECTRICAL PANEL SCHEDULES

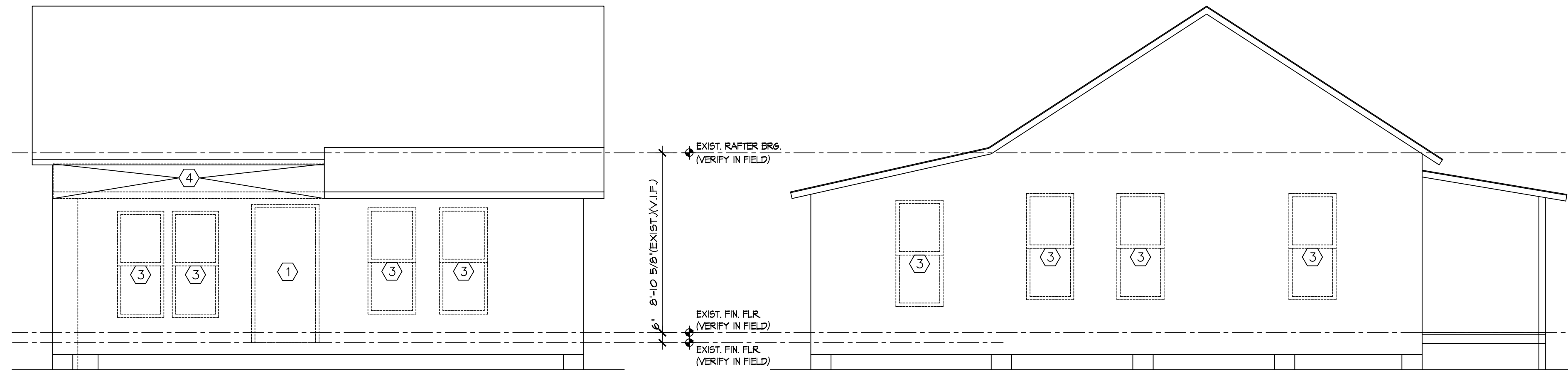
**FINAL REVIEW/BID SET**

(NOT FOR CONSTRUCTION)

2/21/25

- DEMOLITION NOTES:
- ① CAREFULLY REMOVE EXISTING DOOR AND FRAME. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.
  - ② CAREFULLY REMOVE EXISTING WINDOW, SILL & WALL BELOW. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.
  - ③ CAREFULLY REMOVE EXISTING WINDOW. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.
  - ④ CAREFULLY REMOVE EXISTING ROOF AND ROOF FRAMING. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.
  - ⑤ CAREFULLY REMOVE EXISTING FRAME WALL. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.

GENERAL DEMOLITION NOTE:  
ALL CARE HAS BEEN TAKEN TO DENOTE EVERY ASPECT OF THE DEMOLITION, HOWEVER, ANY OTHER DEMOLITION REQUIRED EITHER BY FIELD CONDITIONS OR THE NEW LAYOUT AS DEPICTED IN THE PLANS IS TO BE CONSIDERED A PART OF THIS DEMOLITION PLAN. ITEMS LISTED ARE NOT IN ANY ORDER OF PROCEDURE OR OF IMPORTANCE. CONTRACTOR TO CAREFULLY COORDINATE ALL DEMOLITION WITH THE FIELD CONDITIONS, NEW PLANS AND THE OWNER. CONTRACTOR TO TAKE CARE TO SHORE UP AND PROTECT ANY STRUCTURES, FINISHES, AND ADJACENT AREAS TO REMAIN AS REQUIRED AND TO MINIMIZE THE DAMAGE TO ANY STRUCTURE OR FINISHES TO REMAIN AS PART OF THE NEW LAYOUT. ANY ELECTRICAL, PLUMBING AND MECHANICAL ITEMS ENCOUNTERED DURING DEMOLITION SHALL BE MADE SAFE AND SECURE. ITEMS THAT WILL NOT BE USED, EXTENDED OR RELOCATED SHALL BE CAPPED OFF AND MADE SAFE AT ITS TERMINATION POINT.



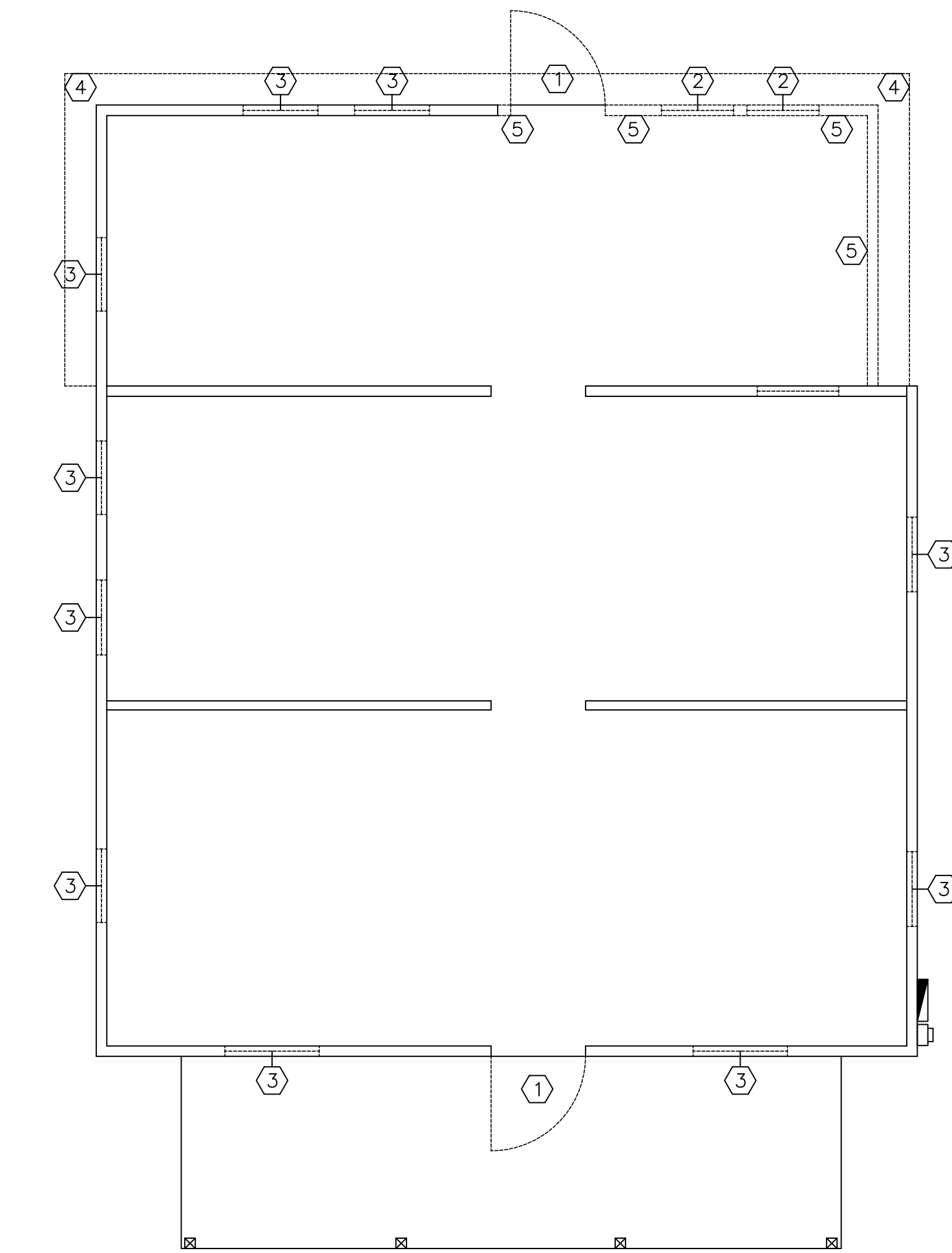
EAST ELEVATION  
SCALE: 1/4" = 1'-0"

NORTH ELEVATION  
SCALE: 1/4" = 1'-0"

WEST ELEVATION  
SCALE: 1/4" = 1'-0"

SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"

- WALL LEGEND
- NEW FRAME WALLS
  - EXISTING FRAME WALLS
  - EXISTING REMOVED



EXISTING/DEMOLITION PLAN  
SCALE: 1/4" = 1'-0"

REVISIONS	NO.

**ALLEN KIESEL & ASSOCIATES, P.A.**  
ARCHITECTURE + DESIGN

213 Broad Street, Titusville, Florida 32796  
321.264.1366 • AKAarchitecture@cfr.com  
Florida Reg. AR96683 • NCARB Cert. 76692

EXISTING/DEMOLITION  
PLAN & ELEVATIONS

Renovation For:  
**PROPOSED OFFICE**  
1111 S. WASHINGTON AVE.  
TITUSVILLE, FLORIDA

Allen J. Kiesel  
License # AR96683

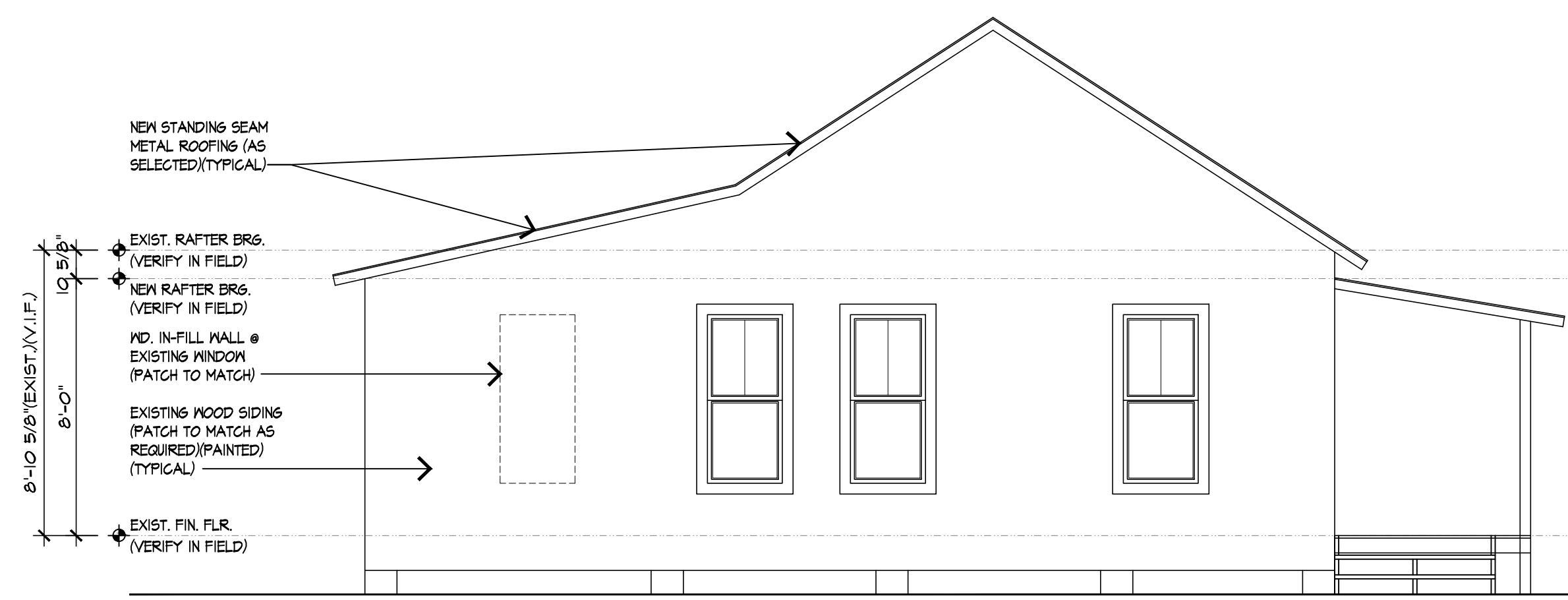
Date:	2/21/25
Scale:	As Noted
Drawn:	G.P.L.
Checked:	A.J.K.
Job:	30224
Sheet	<b>A-1</b>
Of	4 Sheets

GENERAL NOTES:

- TO THE BEST OF OUR KNOWLEDGE, THESE PLANS COMPLY WITH APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND I.A.W. 633 FLORIDA STATUTES.
- AIA DOCUMENT 201 "THE GENERAL CONDITIONS OF THE CONTRACT FOR THE CONSTRUCTION OF BUILDINGS" SHALL BE CONSIDERED PART OF THESE DOCUMENTS AND SHALL GOVERN ALL WORK OF CONTRACTOR AND SUBCONTRACTOR.
- EACH BIDDER SHALL VISIT THE SITE AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED.
- ALL WORK SHALL BE IN ACCORDANCE WITH STATE, LOCAL AND ALL APPLICABLE CODES AND ORDINANCES.
- ALL DIMENSIONS SHALL BE FIELD VERIFIED AND ALL ROUGH OPENING DIMENSIONS FOR WINDOW, DOORS, EQUIPMENT, ETC. SHALL BE VERIFIED W/ MANUFACTURER.
- THE ARCHITECT IS NOT RESPONSIBLE FOR CHANGES OR DEVIATIONS FROM THESE PLANS UNLESS SPECIFICALLY APPROVED BY THE ARCHITECT IN WRITING.
- MATERIALS AND EQUIPMENT ARE TO BE INSTALLED IN STRICT ACCORD WITH MANUFACTURER'S WRITTEN SPECIFICATIONS AND IN CONFORMANCE WITH STANDARDS OF THE TRADE.
- CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONARY MEASURES TO PROTECT THE PUBLIC AND ADJACENT PROPERTIES FROM DAMAGE THROUGHOUT CONSTRUCTION. CONTRACTOR ASSUMES LIABILITY FOR DAMAGES INCURRED DURING CONSTRUCTION.
- CONTRACTOR SHALL ESTABLISH AND VERIFY ALL OPENINGS AND INSERTS FOR MECHANICAL, ELECTRICAL AND PLUMBING WITH ALL APPROPRIATE TRADES.
- CONTRACTORS SHALL PROVIDE ALL NECESSARY TEMPORARY BRACING, SHORING, GUYING OR OTHER MEANS TO AVOID EXCESSIVE STRESSES AND TO HOLD STRUCTURAL ELEMENTS IN PLACE DURING CONSTRUCTION.
- TYPICAL DETAILS APPLY WHETHER SPECIFICALLY REFERRED TO OR NOT IN THE DRAWINGS AND SPECIFICATIONS.
- THE STARTING OF WORK BY ANY SUBCONTRACTOR SHALL BE CONSIDERED PRIMA FACIE EVIDENCE THAT HE HAS INSPECTED AND ACCEPTED ALL CONDITIONS INVOLVED IN HIS WORK AND FINDS THEM SATISFACTORY.
- THESE PLANS ARE THE PROPERTY OF THE ARCHITECT. THEY ARE AN INSTRUMENT OF SERVICE AND SHALL NOT BE RE-USED, REVISED, REPRODUCED OR COPIED WITHOUT WRITTEN CONSENT FROM THE ARCHITECT.
- THESE DRAWINGS ARE TO BE CONSIDERED A "CONTRACTOR'S PERMIT DOCUMENT" AND ARE NOT INTENDED TO COVER ALL AREAS OF CONTRACTUAL AGREEMENT BETWEEN OWNER AND THE CONTRACTOR. SPECIFIC MATERIALS, FINISHES, FIXTURES, ALLOWANCES, ETC. NOT COVERED BY THESE PLANS SHOULD BE INCLUDED IN THE WRITTEN AGREEMENT BETWEEN THE OWNER AND THE CONTRACTOR.

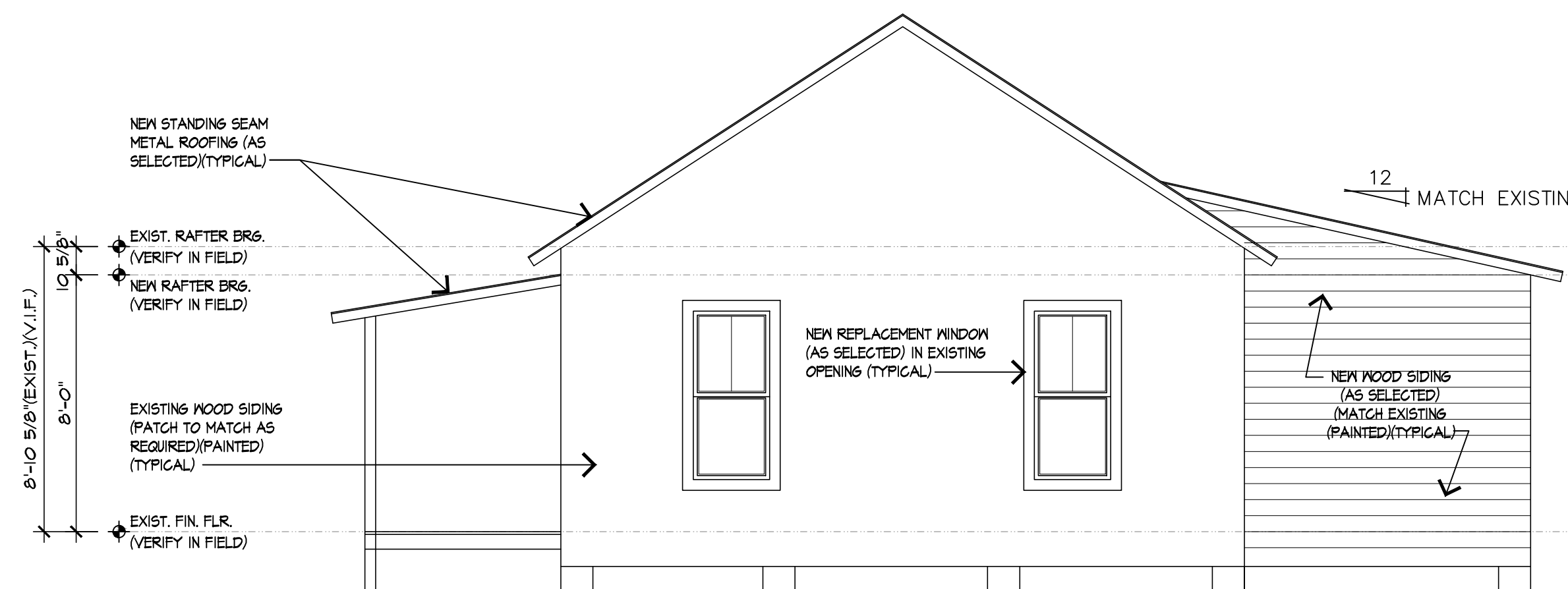
WINDBORNE DEBRIS PROTECTION NOTE:

- ALL NEW EXTERIOR DOORS AND WINDOWS SHALL BE PROVIDED WITH WINDBORNE DEBRIS PROTECTION PER THE FBC, 8th EDITION (2023) (LATEST ADOPTED EDITION) IN ANY ONE OF THE FOLLOWING MANNERS OF THE OWNER/CONTRACTORS CHOOSING:
- IMPACT RATED DOORS AND WINDOWS. (OWNER/CONTRACTOR TO PROVIDE PRODUCT APPROVALS OF SELECTED PRODUCT(S)).
  - IMPACT RATED SHUTTERS. (OWNER/CONTRACTOR TO PROVIDE PRODUCT APPROVALS OF SELECTED PRODUCT(S)).
  - WOOD STRUCTURAL PANELS PER SECTION R301.2.1.2 (EXCEPTION) OF THE FBC (RESIDENTIAL), 8th EDITION (2023) (LATEST ADOPTED EDITION)



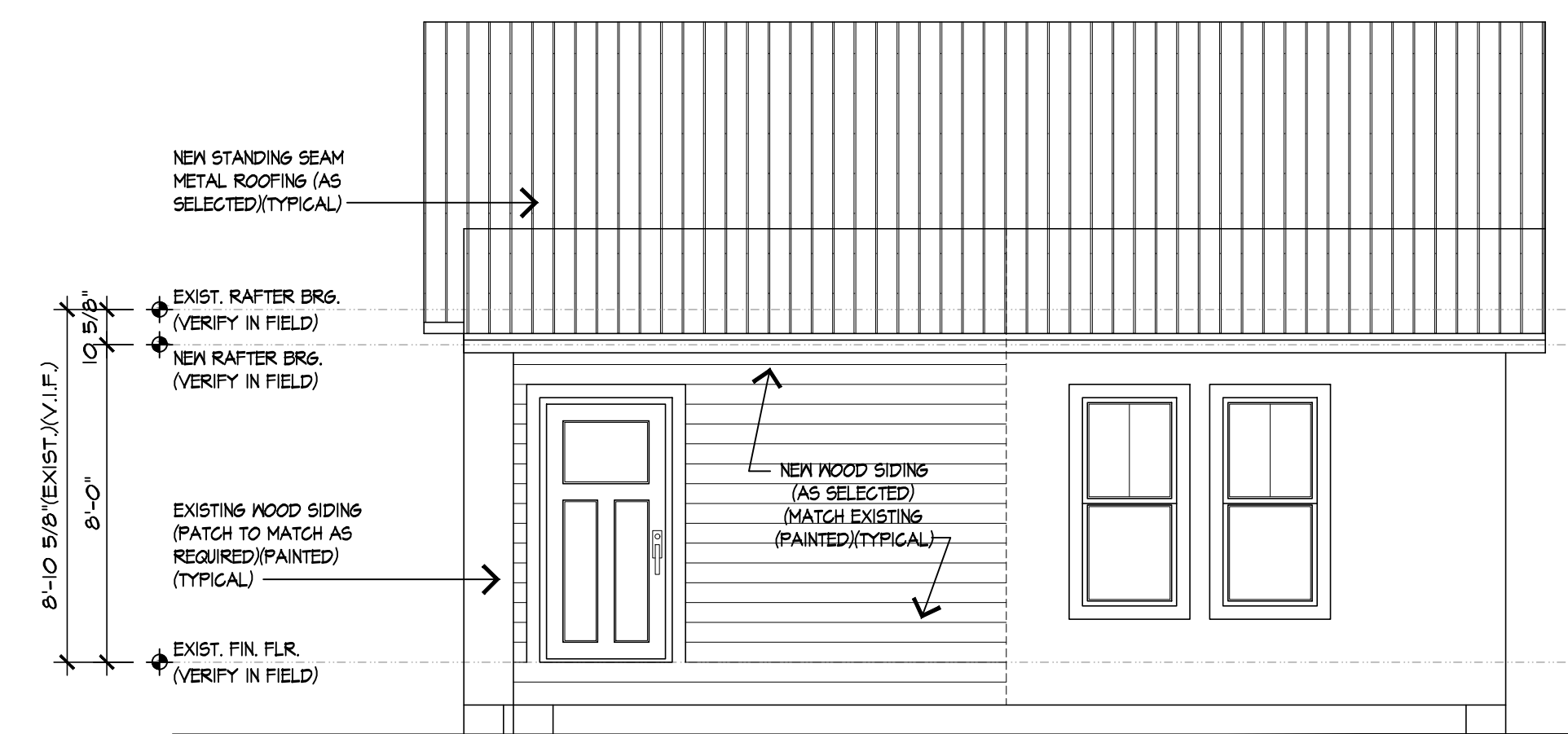
PROPOSED NORTH ELEVATION

SCALE: 1/4" = 1'-0"



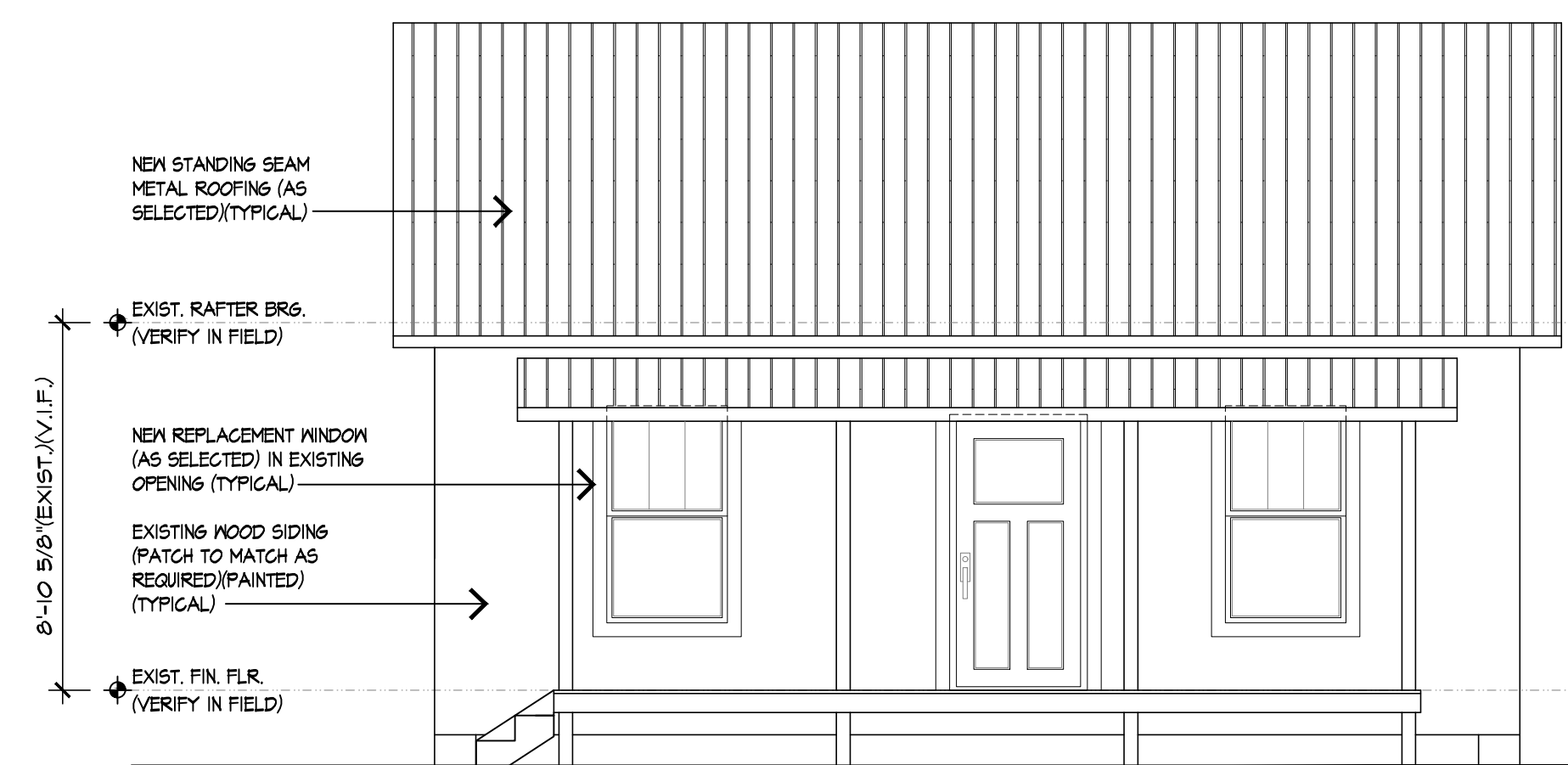
PROPOSED SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



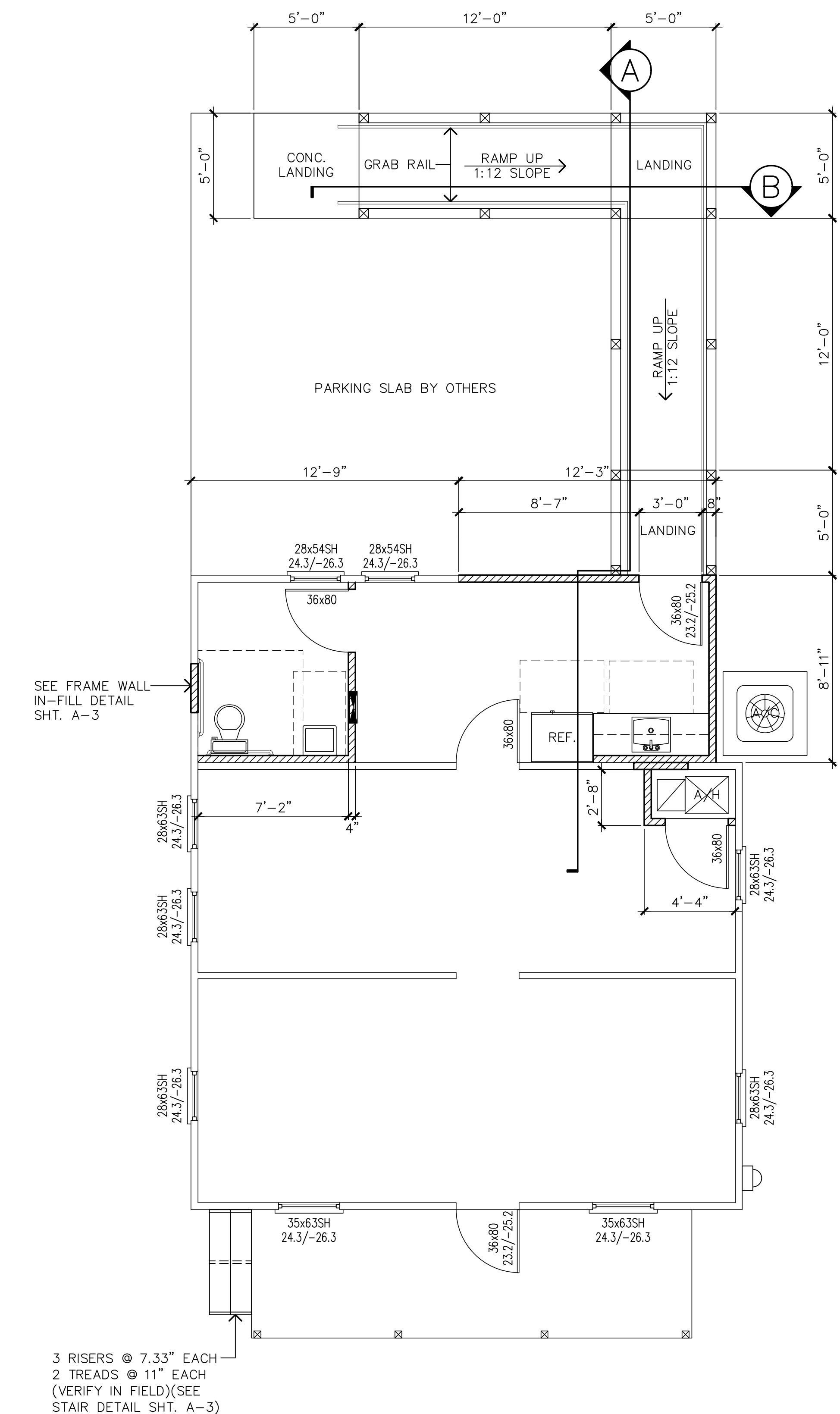
PROPOSED EAST ELEVATION

SCALE: 1/4" = 1'-0"



PROPOSED WEST ELEVATION

SCALE: 1/4" = 1'-0"



PROPOSED FLOOR PLAN

SCALE: 1/4" = 1'-0"

WALL LEGEND

- NEW FRAME WALLS
- EXISTING FRAME WALLS
- EXISTING REMOVED

REVISIONS	NO.

**ALLEN KIESEL & ASSOCIATES, P.A.**  
ARCHITECTURE + DESIGN

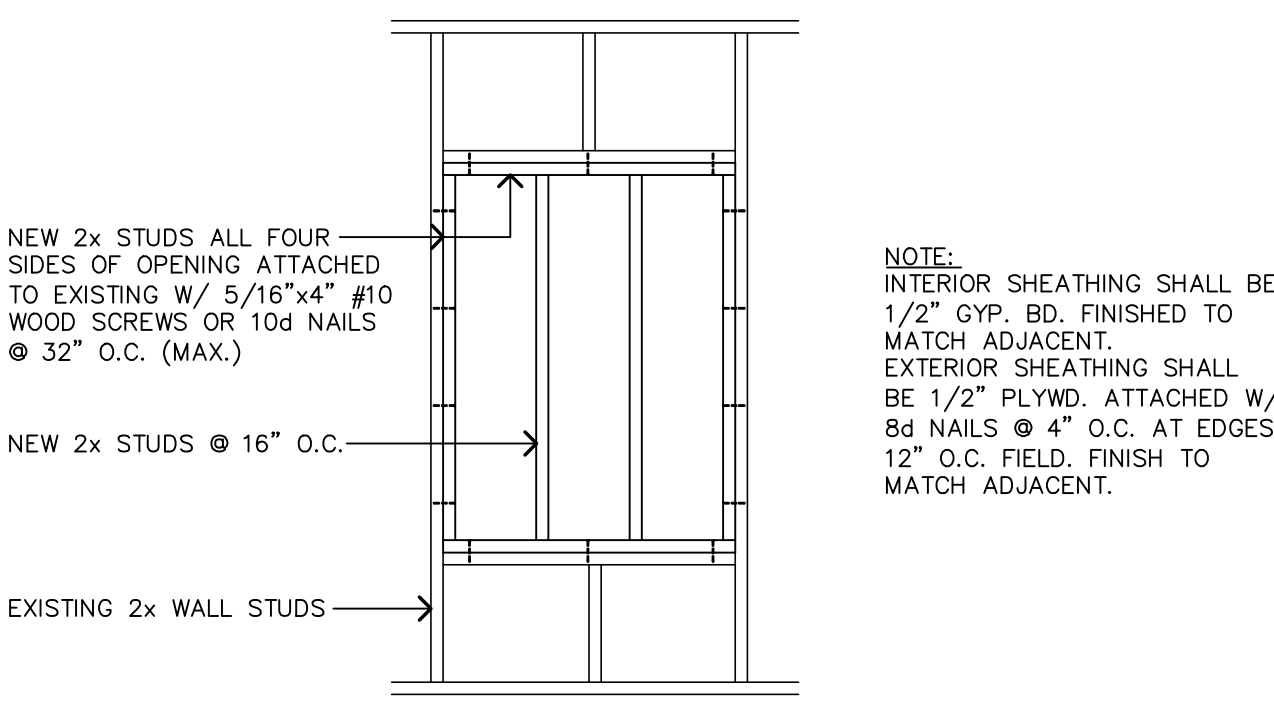
213 Broad Street, Titusville, Florida 32796  
321.264.1366 • AKAarchitecture@cfr.com  
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PROPOSED FLOOR PLAN & ELEVATIONS

Renovation For:  
**PROPOSED OFFICE**  
1111 S. WASHINGTON AVE.  
TITUSVILLE, FLORIDA

Allen J. Kiesel  
License # AR96683

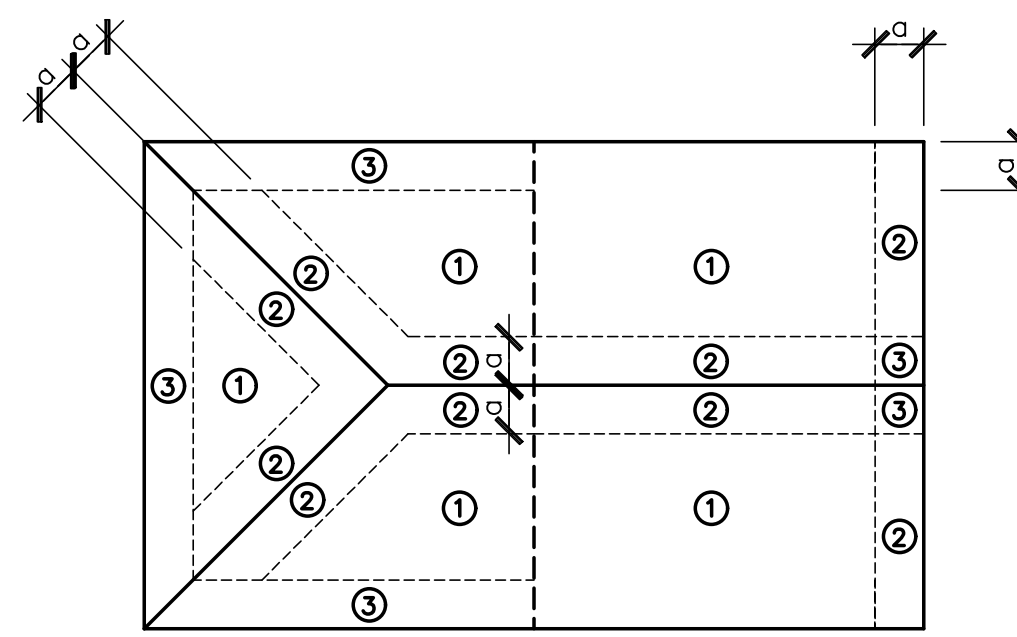
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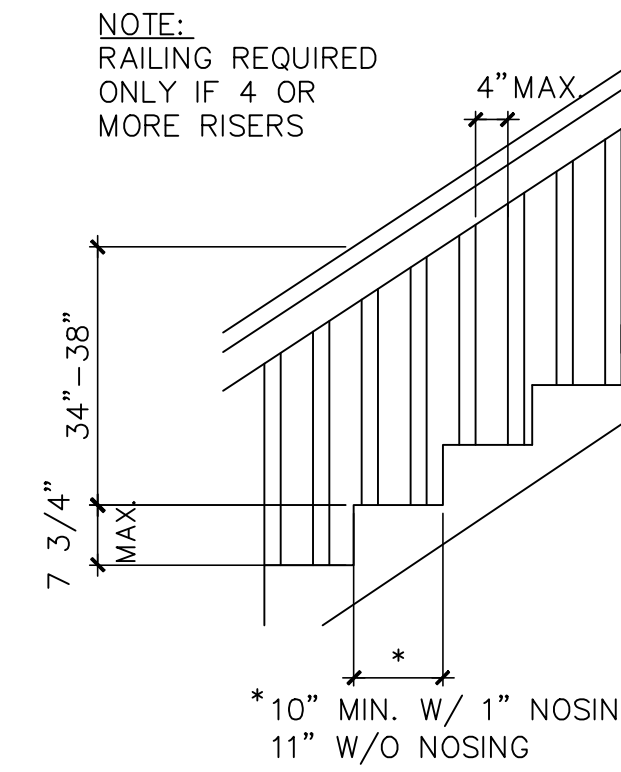
FRAME WALL IN-FILL DETAIL  
SCALE: NTS

**ROOFING NOTE:**  
PRE-FABRICATED ROOF TRUSSES SHALL BE SHEATHED WITH 1/2" 4-PLY CDX PLYWOOD NAILED TO THE ROOF TRUSSES PER NAILING SCHEDULE BELOW. 15/32" STRUCTURALLY RATED OSB BOARD MAY BE USED IN LIEU OF PLYWOOD. NAILS SHALL BE MIN. 8d, RING SHANKED FASTENERS PER 2023 FBCR R803.2.3.1

ZONE 1 - 8d nails @ 6" o.c. at edges, 8d nails @ 6" o.c. field.  
ZONE 2 - 8d nails @ 6" o.c. at edges, 8d nails @ 6" o.c. field.  
ZONE 3 - 8d nails @ 4" o.c. at edges, 8d nails @ 6" o.c. field.



ROOF COMPONENT & CLADDING LOADING ZONE DIAGRAM  
SCALE: NONE



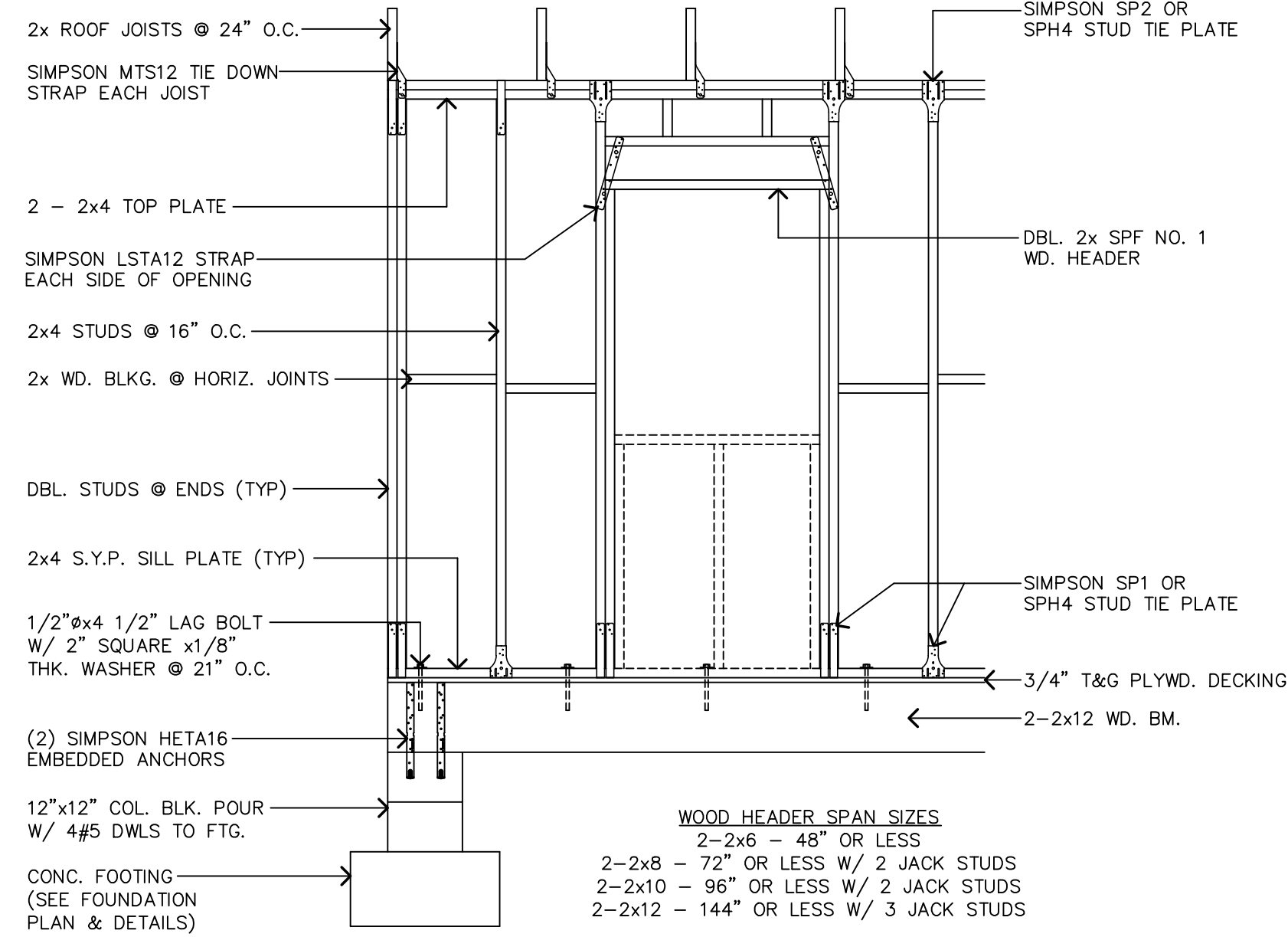
STAIR DETAIL  
SCALE: 1/2" = 1'-0"  
PER FBC R311.7

**WOOD NOTES**

1. ALL STRUCTURAL LUMBER SHALL BE SOUTHERN YELLOW PINE (SYP) OR SPRUCE WITH A BENDING STRESS, F<sub>b</sub>, NO LESS THAN 1400 PSI.
2. ALL WOOD MEMBERS IN CONTACT WITH CONCRETE OR MASONRY SHALL BE NATURALLY DURABLE OR PRESERVATIVE TREATED WOOD OR HAVE A VAPOR BARRIER INSTALLED BETWEEN THE WOOD AND CONCRETE (15# FELT MIN.)
3. EXTERIOR WALLS ARE SHEAR WALLS AND SHALL HAVE A MINIMUM 7/16" THK APA RATED SHEATHING ATTACHED TO STUDS W/ 8d RING NAILS AT 4" O.C. AT PANEL EDGES UNLESS OTHERWISE NOTED. INTERIOR SHEAR WALLS SHALL HAVE A MINIMUM 7/16" THK APA RATED SHEATHING ATTACHED TO STUDS W/ 8d NAILS AT 4" O.C.
4. INTERIOR SHEAR WALLS & BEARING WALLS SHALL BE SECURED TO FOOTER W/ HILTI KWIK-BOLT 2 (5/8"x7"LG) WEDGE ANCHOR W/ 2"x2"x1/8" THK PLATE WASHERS SPACED 21" O.C. MAX. W/ 3 1/2" MIN. EMBEDMENT.
5. EXTERIOR WALLS TO HAVE HEADER OVER OPENINGS PER DETAIL.
6. ALL CONNECTORS SHALL BE NAILED PER MANUFACTURER'S SPECIFICATIONS, IF INTO THE 1 1/2" DIM. OF 2x's, NAIL SHALL BE 1 1/2" LONG.
7. INTERCHANGEABILITY BETWEEN SIMPSON & USP CONNECTORS IS ALLOWED USING THE APPROPRIATE CROSS REFERENCE.

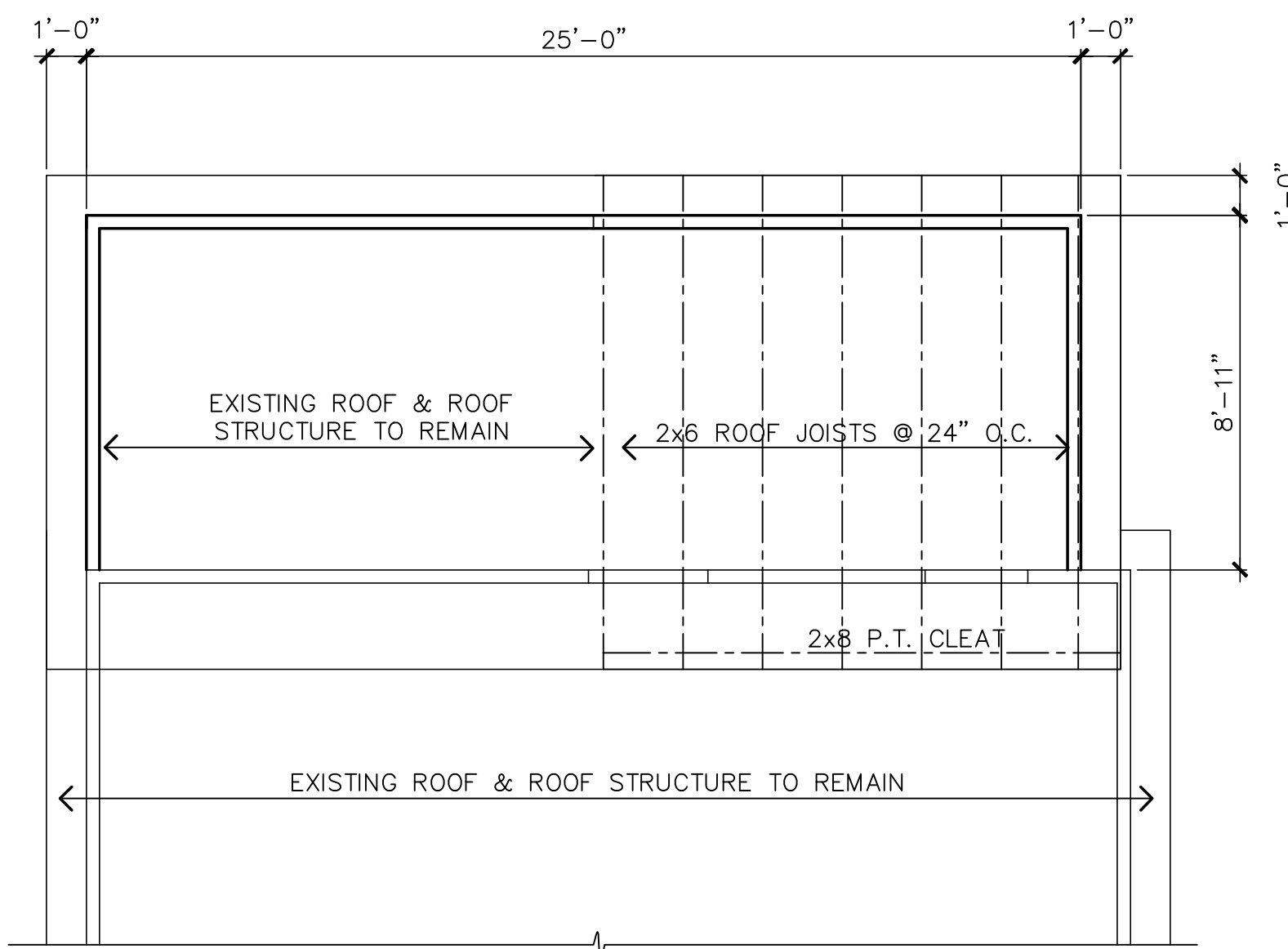
**FRAMING NOTES:**

EXTERIOR FRAME WALLS SHALL HAVE SIDING OVER TYVEK INFILTRATION BARRIER OR EQUAL ATTACHED TO 1/2" STRUCTURAL RATED OSB BOARD OR PLYWOOD NAILED TO 2 x STUDS AT 16" O.C. SHEATHING SHALL BE NAILED TO STUDS AT 4" O.C. AT EDGES AND 12" O.C. FIELD WITH 8d COMMON NAILS (MIN.). STUDS SHALL BE ATTACHED TO TOP AND BOTTOM PLATES WITH 20 GA. STEEL STRAPS. BOTTOM PLATES SHALL BE ATTACHED TO CONCRETE SLAB WITH 1/2" Ø ANCHOR BOLTS OR WEDGE BOLTS AT 21" O.C.

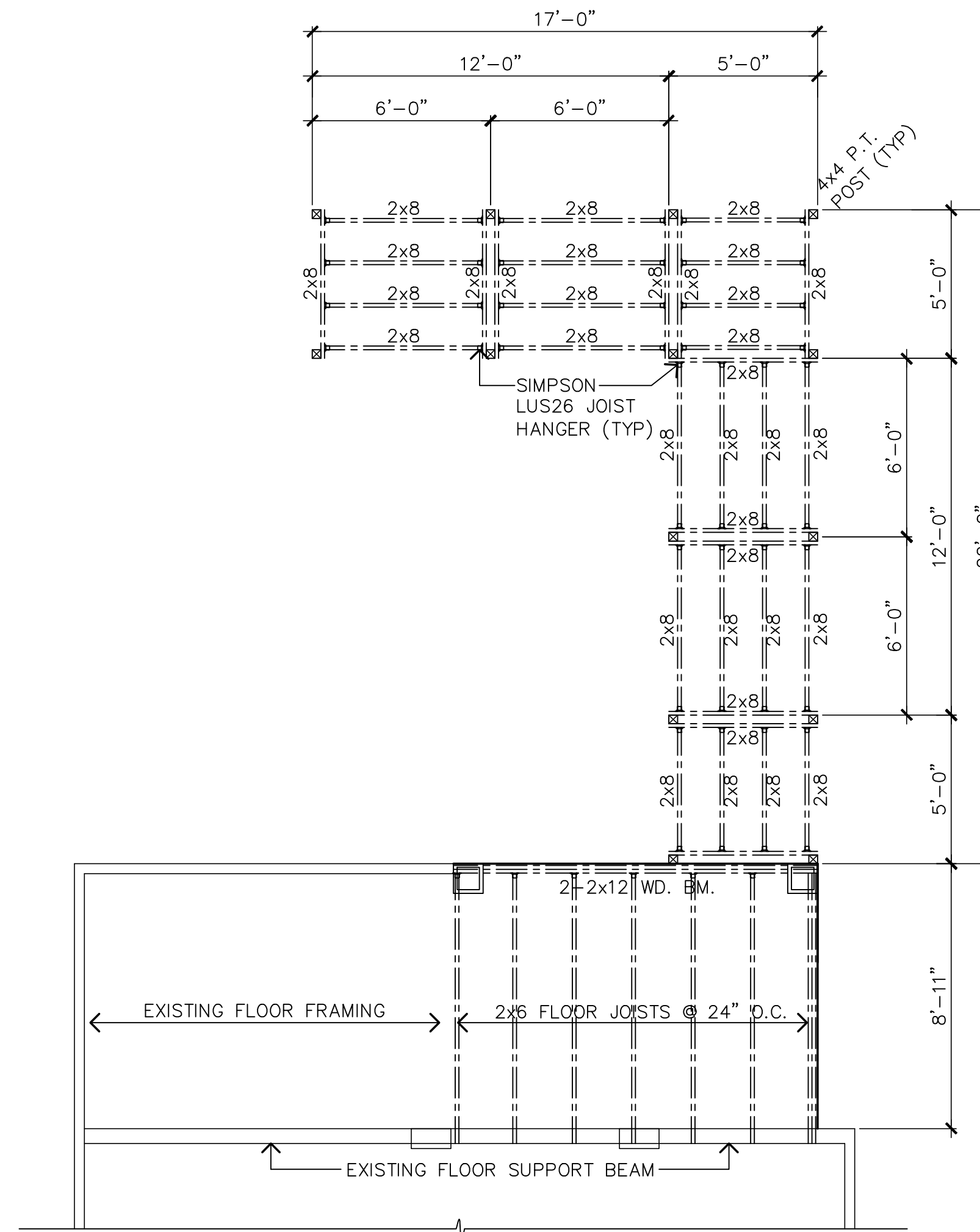


1 STORY FRAME BEARING WALL DETAIL  
SCALE: NTS

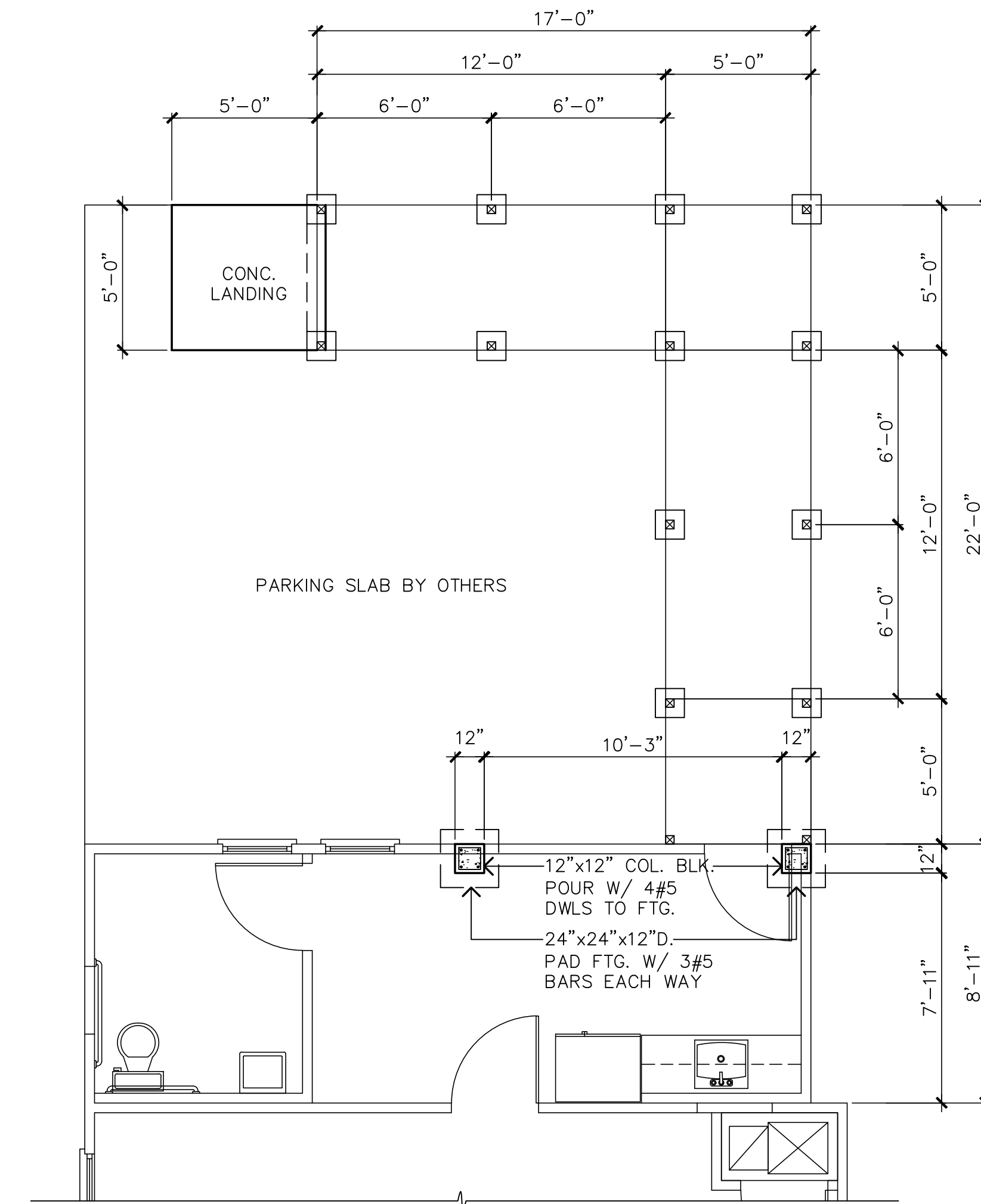
**WINDOW & DOOR ASSEMBLIES ANCHORING REQUIREMENTS**  
1. WINDOW AND DOOR ASSEMBLIES SHALL BE ANCHORED IN ACCORDANCE WITH THE PUBLISHED MANUFACTURER'S RECOMMENDATION TO ACHIEVE THE DESIGN PRESSURES SPECIFIED.  
2. WHERE THE FRAMING MATERIAL IS WOOD OR OTHER APPROVED FRAMING MATERIAL, WINDOW AND GLASS DOOR ASSEMBLIES SHALL BE ANCHORED THROUGH THE JAMB OR BY JAMB CLIP OR THROUGH THE FLANGE. ANCHORS SHALL BE PROVIDED TO TRANSFER LOAD FROM THE WINDOW OR DOOR FRAME TO THE ROUGH OPENING SUBSTRATE.



ROOF FRAMING PLAN  
SCALE: 1/4" = 1'-0"



FLOOR FRAMING PLAN  
SCALE: 1/4" = 1'-0"



FOUNDATION PLAN  
SCALE: 1/4" = 1'-0"

REVISIONS	NO.



FOUNDATION, FLOOR  
FRAMING & ROOF  
FRAMING PLANS &  
DETAILS

Renovation For:  
**PROPOSED OFFICE**  
1111 S. WASHINGTON AVE.  
TITUSVILLE, FLORIDA

Allen J. Kiesel  
License # AR96683

SEAL	Date: 2/21/25
	Scale: As Noted
	Drawn: G.P.L.
	Checked: A.J.K.
	Job: 30224
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	Of 4 Sheets

REVISIONS	NO.

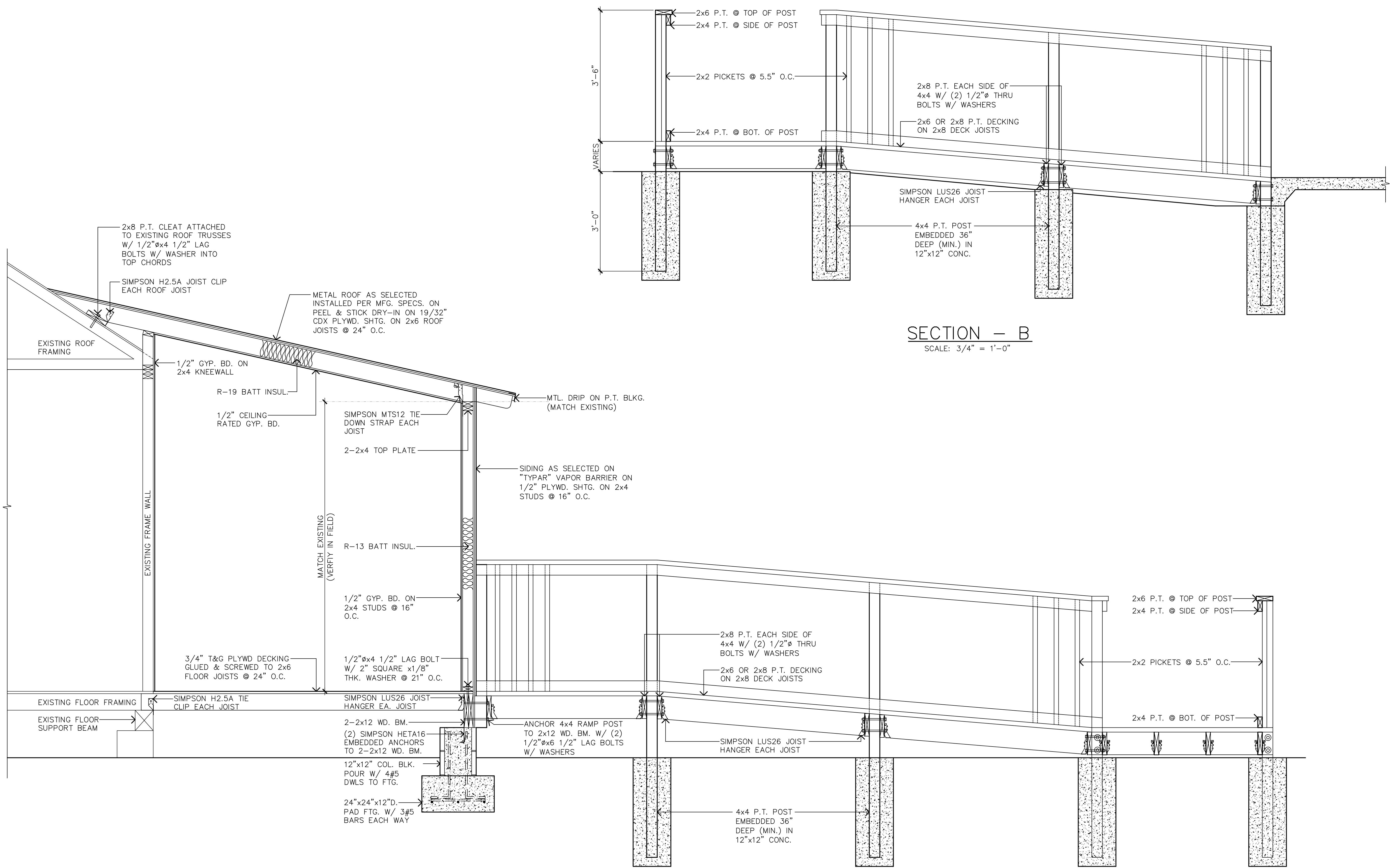
**ALLEN KIESEL & ASSOCIATES, P.A.**  
 ARCHITECTURE + DESIGN  
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SECTIONS & DETAILS

Renovation For:  
**PROPOSED OFFICE**  
 1111 S. WASHINGTON AVE.  
 TITUSVILLE, FLORIDA

SEAL  
 Date: 2/21/25  
 Scale: As Noted  
 Drawn: G.P.L.  
 Checked: A.J.K.  
 Job: 30224  
 Sheet

**A-4**  
 Of 4 Sheets



**City of Titusville**  
"Gateway to Nature and Space"

REPORT

**To:** Members of the Community Redevelopment Agency  
**From:** Thomas Abbate, City Manager  
**Subject:** **Commercial Interior Grant Application - 1111 South Washington Avenue**  
**Department/Office:** Community Development

**Recommended Action:**

Approve the award of a Commercial Interior Grant in the amount of \$28,762 to Sachin Shenoy for property located at 1111 South Washington Avenue.

**Summary Explanation & Background:**

Attached for the CRA Board is an application submitted by Sachin Shenoy Agent for SRMS Properties LLC for the Commercial Interior Building Renovation Grant. The application seeks financial assistance to support the renovation of the vacant commercial building located at 1111 S. Washington Avenue, situated within the Downtown Community Redevelopment Area (CRA). The proposed project involves converting the structure into a professional office.

The Commercial Interior Building Renovation Grant Program is designed to:

1. Incentivize the build-out of vacant commercial and mixed-use spaces;
2. Support businesses in relocating to and renovating spaces within the CRA district;
3. Upgrade older and historic building stock within the CRA.

The overarching goal is to increase commercial occupancy and property values, thereby stimulating redevelopment and long-term economic stability within the CRA district.

Renovating older structures often requires substantial investment to comply with modern regulations, including the Americans with Disabilities Act (ADA), Florida Fire Protection Code, and Florida Building Code. The grant program mitigates these financial challenges by supporting eligible property owners and tenants in restoring or improving interior building features.

The application meets the following program eligibility criteria:

- Renovation of an underused or historic structure;
- Compliance with the Americans with Disability Act (ADA), Florida Building Code (FBC), and Florida Fire Protection Code;
- Support for small business growth;
- Promotion of job creation within the CRA;
- Support for pedestrian and transit-oriented development;
- Expansion of customer opportunities in the CRA district.

This application aligns with several core objectives of the Commercial Interior Renovation Program, including:

- Elimination of blighting conditions;
- Prevention of property deterioration;
- Encouragement of business growth and development;
- Stimulation of new investments;
- Preservation of the pedestrian-oriented traditional retail district;
- Increased utilization of existing commercial space;
- Enhanced occupancy rates and customer activity in the CRA district.

The proposed renovations qualify for grant funding under the Eligible Expenses category, which includes:

- ADA accessibility improvements;
- Florida Fire Protection Code compliance;
- Florida Building Code improvements, including:

Interior plumbing upgrades;  
 Electrical system and lighting enhancements;  
 HVAC system upgrades.

The subject property is located at 1111 South Washington Avenue within the Midtown Subdistrict of the Community Redevelopment District and was built in 1925. Sachin Shenoy is applying to renovate to meet the requirements of the Americans with Disabilities Act, improvements to meet the requirements of the Florida Building Code including electrical improvements, plumbing improvements, HVAC system, and other structural improvements to meet the code. The total cost of the low bid for these improvements is \$57,524. The total amount of the reimbursement grant is 50% of the total, which is \$28,762. Funds are available in the CRA Building Grants FY2025 budget to cover the grant amount. The building is currently vacant.

Upon completion, this renovation will transform a currently vacant historic building into

active professional office space, which is expected to generate business activity, job opportunities, and increased tax revenues. This reinvestment will contribute to the vibrancy and economic vitality of the Downtown CRA district.

All backup documentation required is attached.

**Alternatives:**

1. Approve less than the eligible grant amount.
2. Do not approve the grant request.

**Item Budgeted:**

Yes

**Source/Use of Funds/Budget Book Page:**

Account #104-5555-565-82-01 Project CR1703 Aid to Private Organizations

**Strategic Plan:**

This addresses the City of Titusville's Strategic Goals and Objectives including:

<b>Strategic Goal &amp; Objective</b>	<b>Alignment with Project</b>
Goal 1: Quality of Life – 1.b Enhance physical appearance	The revitalization of a 1925 building improves the architectural character and physical appeal of the Midtown subdistrict.
Goal 1: Quality of Life – 1.f Encourage a vibrant downtown	Renovation of a vacant historic structure activates downtown space and supports a vibrant, walkable environment.
Goal 2: Efficient & Effective Services – 2.b Continue partnerships	The project represents a public-private collaboration by leveraging CRA funding to support private reinvestment.
Goal 3: Financial Stability – 3.b Plan for future capital obligations	The grant helps prevent long-term deterioration and offsets future City financial liabilities by reinvesting in underused infrastructure.
Goal 4: Economic Development – 4.c Continue redevelopment efforts	This project transforms a blighted, vacant building into an active commercial space, contributing to broader downtown revitalization goals.
Goal 4: Economic Development – 4.g Implement well-planned growth	Repurposing the building for professional office use supports targeted commercial investment and planned district-level development.
Goal 4: Economic Development – 4.h Encourage managed growth	The project includes ADA-compliant upgrades and updated infrastructure that support inclusive, sustainable, and responsible redevelopment.

In addition, this project would impact a variety of goals and policies established in the

adopted 2022 CRA Plan. This includes but is not limited to:

<b>Goal / Objective / Policy</b>	<b>Description &amp; Relevance to Project</b>
Goal 4.1 – Increase private sector investment, small business development, and economic activity within the CRA	The grant incentivizes private investment and supports economic activity by turning a vacant building into usable commercial office space.
Objective 4.1.1 – Increase utilization of undeveloped and underutilized parcels	The building is currently vacant and underused. Renovation supports revitalization and use of this property.
Policy 4.1.1.3 – Support adaptive reuse of underused commercial or historic structures	The renovation of this 1925-built historic structure aligns directly with adaptive reuse efforts.
Objective 4.1.2 – Recruit and retain businesses and encourage private-sector investment	The project supports retention and attraction of professional business tenants into the CRA.
Goal 4.3 – Act as a liaison, resource, and advocate for businesses	This grant support directly promotes the CRA’s role in assisting business growth within the district.
Goal 3.1 – Preserve and promote Titusville’s historic assets and resources	The project involves a 1925 building, contributing to historic preservation through structural and code compliance upgrades.
Policy 3.1.1.5 – Encourage rehabilitation and adaptive reuse of historic buildings	Supports revitalization while maintaining the historic integrity of the CRA’s building stock.
Goal 5.1 – Create safe and accessible public spaces within the CRA	The project includes upgrades for ADA compliance, improving public accessibility.
Policy 5.1.1.3 – Encourage ADA and universal design improvements by private owners	The building will meet ADA and Florida Building Code standards, ensuring inclusivity and modern code compliance.
Goal 1.2 – Collaborate with agencies and groups to foster redevelopment	The CRA is directly supporting private redevelopment through structured financial incentives.
Redevelopment Strategy: Support Planned and Programmed Development in the CRA	The CRA actively seeks to catalyze investment in underutilized properties; this renovation exemplifies that goal.
Redevelopment Strategy: Reinforce CRA Branding and Marketing	Activation of historic buildings contributes to the aesthetic and functional enhancement of the downtown area.
CRA Vision: Traditional Town Center and Sense of Place	Adaptive reuse of historic buildings helps preserve and enhance the community’s architectural character and appeal.

**Strategic Plan Impact:**

This application supports the CRA’s core mission to combat blight, encourage private

investment, and create a more vibrant, accessible, and economically active downtown core. This exemplifies the intended impact of the Commercial Interior Building Renovation Grant Program.

**ATTACHMENTS:**

1. Interior application w scope of work
2. backup documentation
3. Survey 1111 S Washington
4. Sealed plans for 1111 S. Washington



# APPLICATION

## CITY OF TITUSVILLE COMMUNITY REDEVELOPMENT AGENCY **DOWNTOWN COMMERCIAL INTERIOR BUILDING RENOVATION GRANT PROGRAM**

### I. APPLICANT AND PROPERTY INFORMATION

Date of Application: 7/30/2025  
Name of Applicant: Sachin Shenoy  
Name of Business: 1111 S. Washington Ave 32780  
Project/Business Building Address: Dusty Rose Antique Mall  
Telephone Number: \_\_\_\_\_ Cell Number: 321.794.1441  
E-mail Address: sachinrshenoy@yahoo.com  
Proposed Use of Improved Building Space: \_\_\_\_\_

Parcel ID Number: 22-35-03-55-6-5  
Are there any liens or existing Code violations on the property? \_\_\_\_\_ Yes  No  
If yes, briefly explain (attach additional pages if needed): \_\_\_\_\_

### II. PROPERTY OWNER INFORMATION (if different from Applicant)

Name of Property Owner: SRMS Properties LLC / Sachin Shenoy  
Telephone Number: 321.264.2011 Fax Number: 321.264.0442  
E-mail Address: sachinrshenoy@yahoo.com  
Business Address: 1845 Jess Parrish Ct, 32796

**III. PROJECT FINANCING INFORMATION**

Total Project Cost: \$ \_\_\_\_\_

Attach at least two bids from a licensed contractor

Bid One

Contractor Name: Quantum Industrial Inc Bid Amount: \$ 65,011.12

Bid Two

Contractor Name: Simpson Contracting LLC Bid Amount: \$ 57,524

Amount of Grant Funds Requested: \$ 28,762

(The applicant must provide matching funds that are at least one-half (1/2) of the amount of the grant amount being requested. Applicant may elect to choose a contractor other than the lowest qualified bid but shall be responsible for all costs exceeding the lowest qualified bid. The maximum grant amount is \$50,000. Up to an additional \$50,000 of grant funding may be received for mixed use projects that include non-residential uses and residential living units.)

How will the applicant's portion of the project be financed?

(Verification of funding sources will be required before final approval of the grant application.) (Attach additional sheets if necessary)

Provided bank statement

**IV. PROJECT SUMMARY**

Scope of Work – Check all that apply for the proposed renovation:

- Improvements to meet requirements of the Americans with Disabilities Act (ADA)
- Improvements to meet the requirements of the Florida Fire Protection Code
- Improvements to meet the requirements of the Florida Building Code including:
  - Electrical improvements to meet Code
  - Plumbing improvements to meet Code (including interior grease trap and exterior grease interceptor)
  - HVAC system improvements to meet Code
  - Structural improvements to meet Code

Project Description

Please provide a summary of the proposed project and how the requested funds will be used. Be specific in describing the nature of the project and address the improvements that will be made to bring the building space up to Code and the timetable for completing the proposed improvements. Attach additional pages if necessary. Note: A site visit with the applicant and City Staff may be necessary to understand the scope and nature of the project.



See attached document

BUILDING DIVISION REVIEW – NOTE: This section must be reviewed by the City of Titusville Building Division:

Are the proposed renovation improvements necessary to bring the building space use up to current Building, Fire and/or ADA Code requirements: Yes  No

If yes, what permits will be required? Non-Residential Alteration  
Improvements

Building Official/Reviewer and Date: [Signature] 8/1/2025

#### IV. ADDITIONAL SUBMISSIONS (required)

1. Provide color photographs (minimum of 4 inch X 6 inch in size) of the existing interior building condition with emphasis on the area to be improved to meet code requirements.
2. Two bids from a licensed contractor detailing the following:
  - a. Description of the proposed construction procedure and materials to be used.
  - b. Itemized cost estimate of the project.
3. Proof of property ownership (deed) or, if a tenant, a copy of the lease.
4. Tenants must provide written documentation verifying the property owner approves the proposed improvements and will sign the grant agreement.
5. A Title Search showing that the property is free from any judgement liens, and all mortgage and tax obligations are current and that the lending institutions will provide updated information upon request by the Community Redevelopment Agency.
6. Documentation indicating that all property tax payments are current.
7. Proof of property insurance.



From:

SRMS Properties LLC.

To,

City of Titusville

Community Redevelopment Agency,

Date: July 31. 2025

Dear Madam/ Sir.

SRMS properties as owner of a property located at 1111 South Washington Ave wishes to apply for Funds from the CRA to improve the property from both the downtown commercial beautification project and from the commercial interior building renovation program. To date we have made substantial structural improvements, sewer repairs, termite mitigation and structural resiliency measures. There is, however, a need for added work. I wish to present a list of proposed repairs and renovations as follows.

Scope of work: INTERIOR

- 1) Installing central AC which was not present in this 100 years old building.
- 2) Installing concrete to meet ADA guidelines per engineered drawings.
- 3) Installation of plumbing for a handicap accessible bathroom.
- 4) Framing and rebuilding the interior to meet ADA guidelines.
- 5) Installing new electrical system to meet current building code.

Thank you for your attention to this matter and look forward to collaborating with you over the next several months.

Sincerely,

Sachin Shenoy, M.D.

President, SRMS Properties LLC



# SIMPSON CONTRACTING LLC

1111 S. Washington Ave

## EXTERIOR IMPROVEMENTS

- **Electrical**- Install new electrical wires, meter main combo, and install new security lighting fixtures per drawings provided by Allen Kiesel and DDC engineering for electrical work directly related to exterior of building along with exterior improvements with security lighting. **TOTAL-\$4,895**
- **Windows**-Install new impact jeld-wen windows at locations provided on drawing for exterior improvements and replacements. **TOTAL-\$6,365**
- **Doors**- Install new exterior doors for replacement and exterior improvements. **TOTAL-\$2,546**
- **Paint**-Apply primer and A-100 exterior paint as part of a more comprehensive improvement project for improvements that enhance access. **TOTAL-\$9,548**
- **Landscape**-Plant all shrubs, bushes, and trees necessary for exterior landscaping. **TOTAL-\$ 5,000**
- **Roof**- Install new peel and stick dry in material. Install new 26 gauge exposed fastener metal roof to meet code for roof repair and improvement. Color to match existing. **TOTAL-\$9,548** Pressure wash, remove debris, Apply cotton mesh as needed. Coat entire roof including around all penetrations of a/c and roof equipment, and clean up site at antique mall located at 1101 south Washington ave. **TOTAL-\$17,000** ← remove Dusty Rose
- **Framing**- Rebuild sections required along with replacing rotten wood and siding as needed to replace architectural elements that have structural deficiencies and making improvements to enhance handicap access. Build new ADA compliant wheelchair ramp with proper landings per drawing provided. **TOTAL-\$22,559**
- **Parking lot**- Install new parking lot to improve access for handicap through JRS asphalt. **TOTAL-\$31,995**

Remove Dusty Rose →

TOTAL-109,456.00

$$\begin{array}{r}
 109,456 \\
 - 17,000 \\
 \hline
 92,456
 \end{array}$$

$$92,456 \div 2 = 46,228$$

## INTERIOR IMPROVEMENTS

- **Hvac**- Install new 2- ton system with flex duct and exhaust fans in accordance with drawings provided to meet code. **TOTAL-\$12,858**
- **Concrete**- Install new 4000 psi fiber mesh concrete landings and footers in all areas per drawings by Allen Kiesel and DDC engineering to meet ADA requirements. **TOTAL-\$3,182**
- **Plumbing**-Install new water lines, drains, toilets and sinks that are ADA compliant, and hook up to city water line per drawings provided. **TOTAL-\$9,548**

Email: [M.simpson@simpsoncontract.com](mailto:M.simpson@simpsoncontract.com)

Job#- 4172025-2

Phone: 321-403-0816

License#: CGC1531932

Address:4720 Dixie way, Mims, Fl



**SIMPSON CONTRACTING LLC**

- **Framing-** Framing all door openings to proper width for ADA access along with rebuilding floor framing and subfloor to provide proper floor elevations to meet ADA requirements. **TOTAL-\$22,000**
- **Electrical-** Install new electrical wires, outlets, lighting, and fire protection devices per drawings provided by Allen Kiesel and DDC engineering to meet code. **TOTAL-\$9,936**
- **Antique mall bathroom-** Remove existing bathroom and build out to accommodate ADA compliant and accessible bathroom. **TOTAL-20,000**

do not include →

TOTAL-77,524.00  
 - 20,000.00  
 \_\_\_\_\_

Interior Quote

Total → 57,524.

\_\_\_\_\_  
Customer Sign/Date

\_\_\_\_\_  
Contractor Sign/Date

Email: [M.simpson@simpsoncontract.com](mailto:M.simpson@simpsoncontract.com)  
 Phone: 321-403-0816  
 License#: CGC1531932  
 Address:4720 Dixie way, Mims, Fl

Job#- 4172025-2

# Proposal for Interior and Exterior Improvements

Prepared by: Quantum Industrial Inc.  
 Date: July 29, 2025  
 Project Location: 1111 S. Washington Ave

## Scope of Work

### Interior Improvements

#### Task Description

Install a new 2-ton HVAC system with flex ducting and exhaust fans	\$14,538.54
Pour 4000 psi fiber-reinforced concrete landings and footers	\$3,597.66
Install water lines, drainage systems, ADA-compliant fixtures, and connect to city water	\$10,788.24
Frame door openings to ADA standards and reconstruct floor framing and subfloor	\$24,860.00
Install new interior wiring, outlets, lighting, and fire protection devices	\$11,227.68
Remove existing restroom and build a new fully ADA-compliant bathroom	\$22,600.00

*Remove  
Dusty ROSE*

**Interior Improvements Subtotal: \$87,611.12**

*87,611.12  
- 22,600.00  
65,011.12*

### Exterior Improvements

#### Task Description

Install new exterior wiring, meter/main combination, and security lighting fixtures	\$5,531.35
Supply and install Jeld-Wen impact-resistant windows per specifications	\$7,194.45
Replace exterior doors to enhance security and accessibility	\$2,876.98
Apply primer and Sherwin-Williams A-100 exterior paint	\$10,789.24
Install shrubs, bushes, and trees as required for landscaping	\$5,650.00
Install new 26-gauge exposed fastener metal roofing	\$10,789.24
Perform roof restoration: pressure washing, debris removal, cotton mesh application, roof coating, and site cleanup	\$19,210.00

*Remove  
DUSTY  
ROSE*

Structural wood replacement and construction of an ADA-compliant wheelchair ramp \$25,492.67

Install new asphalt parking lot with ADA-compliant access improvements \$36,154.35

**Exterior Improvements Subtotal: \$123,688.28**

123,688.28  
- 19,210.00  

---

104,478.28

---

## Total Estimated Costs

- Interior Work Total: \$87,611.12
- Exterior Work Total: \$123,688.28

**Grand Total: \$211,299.40**

---

## Terms and Conditions

1. All work will be performed in compliance with current building codes and industry best practices.
  2. Project scheduling will be coordinated with the client to minimize disruption.
  3. Changes to the project scope must be documented in writing and may result in additional costs.
- 

**Client Signature / Date:** \_\_\_\_\_

**Quantum Industrial Inc. Signature / Date:** \_\_\_\_\_

Quantum Industrial Inc

321-261-1685

STHOMAS@QUANTUMINDUSTRIAL.NET

LICENSE#  
CGC1531159



**REAL PROPERTY DETAILS**  
Account 2201045 - Roll Year 2024

Owners	SRMS PROPERTIES LLC
Mailing Address	1845 JESS PARRISH CT TITUSVILLE FL 32796
Site Address	1101 S WASHINGTON AVE TITUSVILLE FL 32780 1107 S WASHINGTON AVE TITUSVILLE FL 32780 1111 S WASHINGTON AVE TITUSVILLE FL 32780
Parcel ID	22-35-03-55-6-5
Taxing District	14A0 - TITUSVILLE
Exemptions	NONE
Property Use	1210 - MIXED USE - COMMERCIAL PROPERTY
Total Acres	0.36
Site Code	0300 - U S 1
Plat Book/Page	0001/0087
Subdivision	GLEASONS ADDN TO TITUSVILLE
Land Description	GLEASONS ADDN TO TITUSVILLE LOTS 5,6 BLK 6



**VALUE SUMMARY**

Category	2024	2023	2022
Market Value	\$347,080	\$339,300	\$327,090
Agricultural Land Value	\$0	\$0	\$0
Assessed Value Non-School	\$347,080	\$339,300	\$323,360
Assessed Value School	\$347,080	\$339,300	\$327,090
Homestead Exemption	\$0	\$0	\$0
Additional Homestead	\$0	\$0	\$0
Other Exemptions	\$0	\$0	\$0
Taxable Value Non-School	\$347,080	\$339,300	\$323,360
Taxable Value School	\$347,080	\$339,300	\$327,090

**SALES / TRANSFERS**

Date	Price	Type	Instrument
11/24/2020	\$340,000	WD	8930/2424
12/27/2013	--	WD	7055/1741
04/01/2005	\$324,000	WD	5455/6681
04/01/2005	--	QC	5455/6685
05/27/2004	--	WD	5309/0848
06/01/1997	\$116,300	08	3681/0435
05/01/1994	\$102,400	QC	3465/0800
05/30/1990	\$350,000	WD	3061/0511
06/01/1984	\$160,000	WD	2515/2258
02/28/1978	\$70,000	PT	1855/0710

**BUILDINGS**

**PROPERTY DATA CARD #1**

Building Use: 1100 - RETAIL STORE - 1 UNIT

Materials		Details	
Exterior Wall:	STUCCO	Year Built	1925
Frame:	MASNRYCONC	Story Height	12
Roof:	BU-TG/MMBRN	Floors	2
Roof Structure:	WOOD TRUSS	Residential Units	
		Commercial Units	1
Sub-Areas		Extra Features	
Base Area (1st)	4,900	Fence - Wood 6'	30
Base Area (2nd)	1,050	Fence - Iron	285
Total Base Area	5,950	Paving - Concrete	2,920
Total Sub Area	5,950	Paving - Asphalt	5,750

**PROPERTY DATA CARD #2**

Building Use: 0110 - SINGLE FAMILY RESIDENCE

Materials		Details	
Exterior Wall:	BRD/LAP SIDING	Year Built	1915
Frame:	WOOD FRAME	Story Height	10

<b>Materials</b>		<b>Details</b>	
Roof:	ENAMEL METAL	Floors	1
Roof Structure:	WOOD TRUSS	Residential Units	
		Commercial Units	1
<b>Sub-Areas</b>		<b>Extra Features</b>	
Base Area (1st)	771	No Data Found	
Open Porch	126		
Total Base Area	771		
Total Sub Area	897		

**PROPERTY DATA CARD #3**

**Building Use:** 1700 - OFFICE BUILDING - SINGLE TENANT - 1 STORY

<b>Materials</b>		<b>Details</b>	
Exterior Wall:	STUCCO	Year Built	1925
Frame:	MASNRYCONC	Story Height	10
Roof:	ENAMEL METAL	Floors	1
Roof Structure:	WOOD TRUSS	Residential Units	
		Commercial Units	1
<b>Sub-Areas</b>		<b>Extra Features</b>	
Base Area (1st)	419	No Data Found	
Total Base Area	419		
Total Sub Area	419		

**2025 FLORIDA LIMITED LIABILITY COMPANY ANNUAL REPORT**

**FILED  
Apr 23, 2025  
Secretary of State  
9428021325CC**

DOCUMENT# L14000169593

**Entity Name:** SRMS PROPERTIES LLC

**Current Principal Place of Business:**

1845 JESS PARRISH CT  
TITUSVILLE, FL, FL 32796

**Current Mailing Address:**

1845 JESS PARRISH CT  
TITUSVILLE, FL, FL 32796 US

**FEI Number:** 47-2244026

**Certificate of Status Desired:** No

**Name and Address of Current Registered Agent:**

SHENOY, SACHIN R  
1845 JESS PARRISH CT  
TITUSVILLE, FL, FL 32796 US

*The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.*

**SIGNATURE:**

\_\_\_\_\_  
Electronic Signature of Registered Agent

\_\_\_\_\_  
Date

**Authorized Person(s) Detail :**

Title MGR  
Name SHENOY, SACHIN R  
Address 1845 JESS PARRISH CT  
City-State-Zip: TITUSVILLE, FL FL 32796

*I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am a managing member or manager of the limited liability company or the receiver or trustee empowered to execute this report as required by Chapter 605, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.*

**SIGNATURE:** SACHIN SHENOY

**DIRECTOR**

**04/23/2025**

\_\_\_\_\_  
Electronic Signature of Signing Authorized Person(s) Detail

\_\_\_\_\_  
Date

# Ownership and Encumbrance Property Information Report

Attorneys' Title Fund Services, Inc.

*Fund File Number:* 1649636

**Issuer:** Attorneys' Title Fund Services, Inc.

**Recipient:** Kristy A. Mount, P.A.

Volusia  
(800) 336-3863

*Fund File Number:* 1649636

*Agent's File Reference:* 25-196

*Effective Dates:*     **From** November 24, 2020 at 11:00 PM

**To**     June 4, 2025 at 11:00 PM

*This title search commences from the date of the last outstanding institutional first mortgage on the property. If there is no outstanding mortgage, the search commences with the date record title vested in the current record owner.*

## Description of Real Property Situated in Brevard County, Florida.

Lot 5 and 6, Block 6, Sarah G. Gleason's Addition to Titusville, according to the map or plat thereof as recorded in Plat Book 1, Page 87, Public Records of Brevard County, Florida.

## Apparent Title Vested in:

SRMS Properties, LLC, a Florida limited liability company by Warranty Deed recorded in O.R. Book 8930, Page 2424, Public Records of Brevard County, Florida.

*This search does not cover matters other than those recorded in the Official Records Book of the county and does not assure the legality or validity of the referenced instruments.*

*Prepared Date:* June 11, 2025

# Ownership and Encumbrance Property Information Report

Attorneys' Title Fund Services, Inc.

*Fund File Number:* 1649636

## ENCUMBRANCES

### 1. Nothing found.

*A 20-year name search has been performed on parties acquiring an interest within the time period covered by this search.*

*This Title Search is prepared and furnished for information only. It is not an opinion of title and may not be used as a title base for the issuance of a title insurance commitment and/or policy, nor should it be used for the preparation of foreclosure proceedings or other litigation.*

*This report is not title insurance. Pursuant to s. 627.7843, Florida Statutes, the maximum liability of the issuer of this property information report for errors or omissions in this property information report is limited to the amount paid for this property information report, and is further limited to the person(s) expressly identified by name in the property information report as the recipient(s) of the property information report.*

**State of Florida  
Policy Cover Page**

Named Insured: SRMS Properties LLC  
Policy Number: 630B014118  
Policy Period: Effective From 12/7/2024 To: 12/7/2025

Surplus Lines Agent's Name: Edward P. Jackson  
Surplus Lines Agent's Address: 6951 W. Sunrise Blvd.  
Plantation , FL 33313  
Surplus Lines Agent's License: A128903

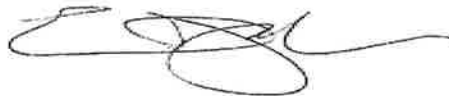
Producing Agent's Name: Melissa Duncan Strickland  
Producing Agent's Address: 490 B Garden Street  
Titusville, FL 32796

**"THIS INSURANCE IS ISSUED PURSUANT TO THE FLORIDA SURPLUS LINES LAW. PERSONS INSURED BY SURPLUS LINES CARRIERS DO NOT HAVE THE PROTECTION OF THE FLORIDA INSURANCE GUARANTY ACT TO THE EXTENT OF ANY RIGHT OF RECOVERY FOR THE OBLIGATION OF AN INSOLVENT UNLICENSED INSURER."**

**"SURPLUS LINES INSURERS' POLICY RATES AND FORMS ARE NOT APPROVED BY ANY FLORIDA REGULATORY AGENCY."**

Total Premium:	\$650.00
Fees:	Policy Fee \$100.00
Surplus Lines Tax:	\$37.05
Service Office Fee:	\$0.45
FEMA Surcharge:	
FHCF	
CPIE:	
Total:	\$787.50

Surplus Lines Agent's Countersignature:



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**INSURANCE POLICY**  
of  
**The Burlington Insurance Company**

A Stock Company

Home Office, Administrative Office and Claim Office  
City Place II, 185 Asylum Street, 7th Floor, Hartford, CT 06103  
Tel. 860-723-4150 or  
Toll Free 1-800-328-8719



In Witness Whereof, we have caused this policy to be executed and attested, and, if required by state law, this policy shall not be valid unless countersigned by our authorized representatives.

A handwritten signature in black ink, appearing to read "Valley Jones", written over a horizontal line.

Secretary

A handwritten signature in black ink, appearing to read "Elizabeth A. Moore", written over a horizontal line.

President



IFG

Companies

COMMON POLICY DECLARATIONS

Policy Number 630B014118

Renewal of: 630B012423

THE BURLINGTON INSURANCE COMPANY

Home Office, Administrative Office and Claim Office
City Place II, 185 Asylum Street, 7th Floor, Hartford, CT 06103

Co. Use:

Item 1. Named Insured and Mailing Address

SRMS Properties, LLC

Bass Underwriters, Inc.
1005 S. Dillard Street

PO Box 5779

Winter Garden
FL 34787

TITUSVILLE
FL 32783

Code: 0630

Surplus Lines Broker License No.: A128903

Item 2. Policy Period

Effective Date: 12/07/2024 Expiration Date: 12/07/2025
at 12:01 A.M., Standard Time at your mailing address shown above.

Item 3. In return for the payment of the premium, and subject to all the terms of this policy, we agree with you to provide the insurance as stated in this policy. This policy consists of the following coverage parts for which a premium is indicated. Where no premium is shown, there is no coverage.

Table with 2 columns: Coverage Part(s), Premium. Includes COMMERCIAL GENERAL LIABILITY with a premium of \$650.00.

Other Charges (if applicable)

Total Policy Premium or Deposit Premium

Table listing charges: Policy Fee (100.00), Stamping Fee (0.45), Surplus Lines Tax (37.05), Total Policy Premium (650.00), Total Other Charges (137.50), Total Amount Due\* (787.50).

\* Premium is: [X] Flat [ ] Auditable

Policy Minimum Premium \$ 650.00

In the event you cancel this policy, we will retain Minimum earned premium. See form BG-I-015

Item 4. Forms and Endorsements applicable to this policy: See "Listing of Forms and Endorsements" (IFG-I-0150)

Item 5. Form of Business.

- Individual, Partnership, Joint Venture, Limited Liability Company, Other Organization, including a Corporation, Trust

Business Description: Lessors Risk

THESE DECLARATIONS TOGETHER WITH THE COMMON POLICY CONDITIONS AND COVERAGE FORM(S) AND ANY ENDORSEMENT(S), COMPLETE THE ABOVE NUMBERED POLICY.

SURPLUS LINES INSURERS' POLICY RATES AND FORMS ARE NOT APPROVED BY ANY FLORIDA REGULATORY AGENCY.

THIS INSURANCE IS ISSUED PURSUANT TO THE FLORIDA SURPLUS LINES LAW. PERSONS INSURED BY SURPLUS LINES CARRIERS DO NOT HAVE THE PROTECTION OF THE FLORIDA INSURANCE GUARANTY ACT TO THE EXTENT OF ANY RIGHT OF RECOVERY FOR THE OBLIGATION OF AN INSOLVENT UNLICENSED INSURER.

Countersigned:

Date: 12/09/2024

Issue Date 12/09/2024

By:

Handwritten signature

Authorized Representative



POLICY NUMBER: 630B014118

POLICY PERIOD: 12/07/2024  
Effective Date

12/07/2025  
Expiration Date

**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

## **LISTING OF FORMS AND ENDORSEMENTS**

This listing forms a part of the following:

COMMERCIAL GENERAL LIABILITY

<b><u>NUMBER</u></b>		<b><u>TITLE</u></b>
		INTERLINE FORMS
IFG-I-0002	05/24	Policy Cover Page
IFG-I-0101	03/18	Common Policy Declarations
IFG-I-0150	03/03	Listing of Forms and Endorsements
IFG-I-0402	04/19	Service of Suit Amendment
		GENERAL LIABILITY FORMS
IFG-G-0002-DL	05/03	Commercial General Liability Declarations
IFG-G-0003	05/03	Commercial General Liability Classifications and Rates Schedule
IFG-G-0085	03/17	Exclusion - Unscheduled Owned, Leased Or Rented Premises Or Locations Or Unscheduled Operations
IFG-G-0086	04/19	Total Pollution Exclusion
IFG-G-0175	03/17	Exclusions - Construction Or Demolition, And Undeclared Premises, Locations Or Operations (With Exception For Routine Maintenance)
IFG-G-0190	03/17	Amendment - Aircraft, Auto Or Watercraft Exclusion
IFG-G-0192	03/17	Personal And Advertising Injury Amended
IFG-G-0197	05/15	Amendment - Employer's Liability Exclusion
IFG-G-0241	03/21	NY - Excl - Any Constr or Contr
IFG-G-0300	01/21	Exclusion Of Certified Acts Of Terrorism And Exclusion Of Other Acts Of Terrorism Committed Outside Of The United States
IFG-G-0304	05/24	Exclusion - Perfluorinated Alkylated Substances (PFAS)
IFG-G-0311	11/22	Florida Changes - Cancellation and Nonrenewal
IFG-I-1004	11/21	Exclusion - Cyber Incident

POLICY NUMBER: 630B014118

Forms List (Continued)

<u>NUMBER</u>		<u>TITLE</u>
BG-G-004	11/21	Exclusion - Lead-Bearing Substance
BG-G-005	03/17	Exclusion - Punitive Damages
BG-G-007	11/21	Exclusion - Asbestos, Silica or Other Similar Fibrous Or Mineral Substances
BG-G-039a	03/17	Amendment Of Premium Conditions
BG-G-042	11/21	Exclusion - Assault, Battery Or Other Physical Altercation
BG-G-053	04/19	Exclusion - Body Of Water
BG-G-446-ST	03/17	Amendment - Section I Insuring Agreement
BG-I-015	03/17	25% Minimum Earned Premium
IL 00 17	11/98	Common Policy Conditions
IL 00 21	09/08	Nuclear Energy Liability Exclusion Endorsement
IL P 001	01/04	U.S. Treasury Department's Office of Foreign Assets Control ("OFAC") Advisory Notice to Policyholders
CG 00 01	04/13	Commercial General Liability Coverage Form
CG 03 00	01/96	Deductible Liability Insurance
CG 21 32	05/09	Communicable Disease Exclusion
CG 21 47	12/07	Employment-Related Practices Exclusion
CG 21 67	12/04	Fungi or Bacteria Exclusion
CG 24 26	04/13	Amendment Of Insured Contract Definition
GSG-G-016	04/19	Excl-Aircraft Products & Grounding

**NUMBER** **Additional Forms**  
**TITLE**



Policy Number: 630B014118

### COMMERCIAL GENERAL LIABILITY DECLARATIONS

Named Insured:  
SRMS Properties, LLC

Effective Date:  
12/07/2024

**Item 1. LIMITS OF INSURANCE**

- \$ 2,000,000 General Aggregate Limit (Other Than Products - Completed Operations)
- \$ Incl. In Gen. Agg. Products - Completed Operations Aggregate Limit
- \$ 1,000,000 Personal and Advertising Injury Limit
- \$ 1,000,000 Each Occurrence Limit
- \$ 100,000 Damage To Premises Rented To You Limit (Any One Premises)
- \$ 5,000 Medical Expense Limit (Any One Person)

Refer to individual policy forms and/or endorsements for various coverage sublimits, if applicable.

**Item 2. AUDIT PERIOD (If Applicable):**

- Annually       Semi-Annually       Quarterly       Monthly

**Item 3. FORM(S) AND ENDORSEMENT(S) made a part of this policy at time of issue:**

See Listing of Forms and Endorsements (IFG-I-0150)

**Item 4. COMPOSITE RATE**

- If box is checked, see Composite Rate Endorsement (IFG-I-0152) for applicable classification, rates and premiums. If box is not checked, see page 2 of these Declarations for applicable classifications, rates and premiums.

**Item 5. RETROACTIVE DATE (CG 00 02 only) :**

Coverage A of this Insurance does not apply to "bodily injury" or "property damage" which occurs before the Retroactive Date, if any, shown here: (Enter Date or "None" if no Retroactive Date applies.)

**Item 6. PREMIUMS**

- \$ 650.00 Total Coverage Part Advance Premium
- \$ 650.00 Coverage Part Minimum Premium (if applicable)

These Declarations are part of the Policy Declarations containing the name of the insured and the policy period.

Policy Number: 630B014118

**COMMERCIAL GENERAL LIABILITY  
SCHEDULE OF CLASSIFICATIONS AND RATES**

Named Insured: SRMS Properties, LLC			Effective Date: 12/07/2024		
Loc. No. 1	Location Address (Premises you own, rent or occupy): 1101 S Washington Ave	County, Borough or Parish BREVARD	Rating Terr.  006		
Bldg. No. 1	TITUSVILLE FL 32780				
Code No. 61217	Classification Buildings Or Premises - Bank Or Office - Mercantile Or Manufacturing - Maintained By The Insured (Lessor's Risk Only) - Other Than Not-For-Profit (Product-Completed Operations are subject to the General Aggregate Limit)				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input checked="" type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	Rate:	All Other	Prod.-C.Ops
		6,461.00		\$ 72.228	\$ Incl.
		Area	Advance Premium:	\$ 467.00	\$ Incl.
Loc. No. 2	Location Address (Premises you own, rent or occupy): 1107 S Washington Ave	County, Borough or Parish BREVARD	Rating Terr.  006		
Bldg. No. 1	TITUSVILLE FL 32780				
Code No. 61217	Classification Buildings Or Premises - Bank Or Office - Mercantile Or Manufacturing - Maintained By The Insured (Lessor's Risk Only) - Other Than Not-For-Profit (Product-Completed Operations are subject to the General Aggregate Limit)				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input checked="" type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	Rate	All Other	Prod.-C.Ops
		419.00		\$ 72.228	\$ Incl.
		Area	Advance Premium:	\$ 30.00	\$ Incl.
Loc. No. 3	Location Address (Premises you own, rent or occupy): 1111 S Washington Ave	County, Borough or Parish BREVARD	Rating Terr.  006		
Bldg. No. 1	TITUSVILLE FL 32780				
Code No. 68606	Classification Vacant Buildings - Not Factories - Other Than Not-For-Profit (Product-Completed Operations are subject to the General Aggregate Limit)				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input checked="" type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base	Rate	All Other	Prod.-C.Ops
		903.00		\$ 30.088	\$ Incl.
		Area	Advance Premium:	\$ 27.00	\$ Incl.
<input type="checkbox"/> See Schedule of Classifications and Rates (IFG-G-0003) for additional locations you own, rent or occupy and applicable classifications and rates and premiums.					



Policy Number: 630B014118

**COMMERCIAL GENERAL LIABILITY  
SCHEDULE OF CLASSIFICATIONS AND RATES (continued)**

Named Insured: SRMS Properties, LLC		Effective Date: 12/07/2024			
Loc. No. 4	Location Address (Premises you own, rent or occupy): 1090 Garden Street	County, Borough or Parish	Rating Terr.		
Bldg. No. 1	TITUSVILLE FL 32796	BREVARD	006		
Code No. 68606	Classification Vacant Buildings - Not Factories - Other Than Not-For-Profit (Product-Completed Operations are subject to the General Aggregate Limit)				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input checked="" type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base		All Other	Prod.-C.Ops
		1,400.00	Rate	\$ 30.088	\$ Incl.
		Area	Advance Premium:	\$ 42.00	\$ Incl.
Loc. No.	Location Address (Premises you own, rent or occupy):	County, Borough or Parish	Rating Terr.		
Bldg. No.					
Code No.	Classification				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base		All Other	Prod.-C.Ops
			Rate	\$	\$
			Advance Premium:	\$	\$
Loc. No.	Location Address (Premises you own, rent or occupy):	County, Borough or Parish	Rating Terr.		
Bldg. No.					
Code No.	Classification				
Premium is: <input type="checkbox"/> Adjustable (See Premium Audit Conditions) <input type="checkbox"/> Flat (Not Adjustable) <input type="checkbox"/> Fully Earned When Written <input type="checkbox"/> Minimum Premium		Premium Base		All Other	Prod.-C.Ops
			Rate	\$	\$
			Advance Premium:	\$	\$

These Declarations are part of the Commercial General Liability Declarations and Policy Declarations containing the name of the insured and the policy period.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

## DEDUCTIBLE LIABILITY INSURANCE

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART  
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

Coverage	SCHEDULE	Amount and Basis of Deductible	
		PER CLAIM	or PER OCCURRENCE
Bodily Injury Liability OR		\$	\$
Property Damage Liability OR		\$ 500	\$
Bodily Injury Liability and/or Property Damage Liability Combined		\$	\$

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

APPLICATION OF ENDORSEMENT (Enter below any limitations on the application of this endorsement. If no limitation is entered, the deductibles apply to damages for all "bodily injury" and "property damage", however caused):

- A. Our obligation under the Bodily Injury Liability and Property Damage Liability Coverages to pay damages on your behalf applies only to the amount of damages in excess of any deductible amounts stated in the Schedule above as applicable to such coverages.
- B. You may select a deductible amount on either a per claim or a per "occurrence" basis. Your selected deductible applies to the coverage option and to the basis of the deductible indicated by the placement of the deductible amount in the Schedule above. The deductible amount stated in the Schedule above applies as follows:
  - 1. PER CLAIM BASIS. If the deductible amount indicated in the Schedule above is on a per claim basis, that deductible applies as follows:
    - a. Under Bodily Injury Liability Coverage, to all damages sustained by any one person because of "bodily injury";
    - b. Under Property Damage Liability Coverage, to all damages sustained by any one person because of "property damage"; or
    - c. Under Bodily Injury Liability and/or Property Damage Liability Coverage Combined, to all damages sustained by any one person because of:
      - (1) "Bodily injury";
      - (2) "Property damage"; or
      - (3) "Bodily injury" and "property damage" combined
 as the result of any one "occurrence". If damages are claimed for care, loss of services or death resulting at any one time from "bodily injury", a separate deductible amount will be applied to each person making a claim for such damages.
 

With respect to "property damage", person includes an organization.

2. PER OCCURRENCE BASIS. If the deductible amount indicated in the schedule above is on a "per occurrence" basis, that deductible amount applies as follows:

- a. Under Bodily Injury Liability Coverage, to all damages because of "bodily injury";
- b. Under Property Damage Liability Coverage, to all damages because of "property damage"; or
- c. Under Bodily Injury Liability and/or Property Damage Liability Coverage Combined, to all damages because of:
  - (1) "Bodily injury";
  - (2) "Property damage"; or
  - (3) "Bodily injury" and "property damage" combined

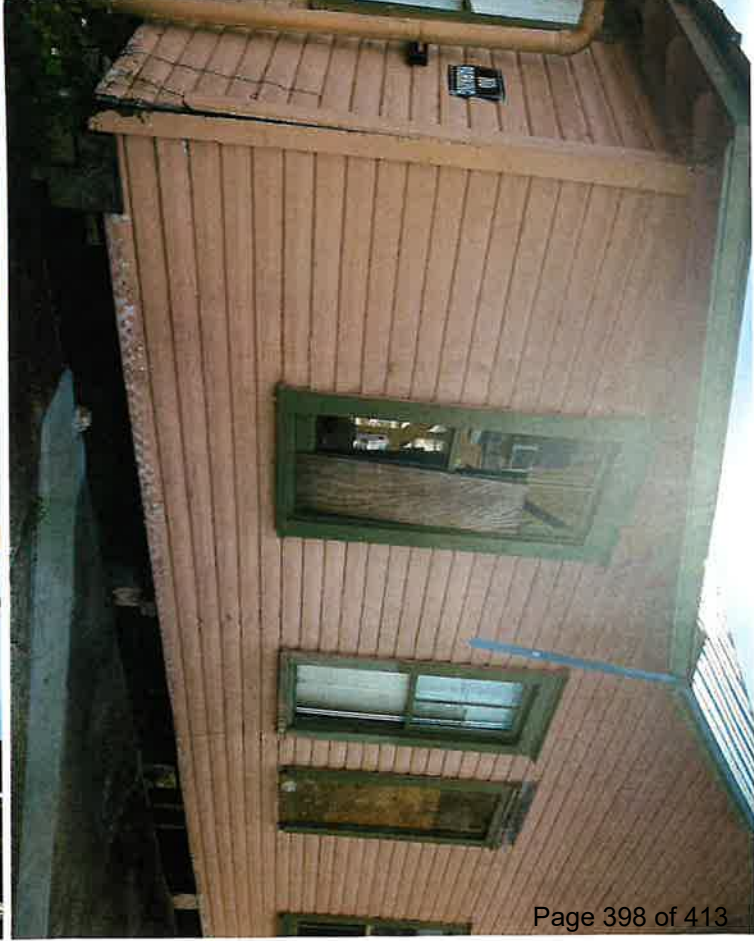
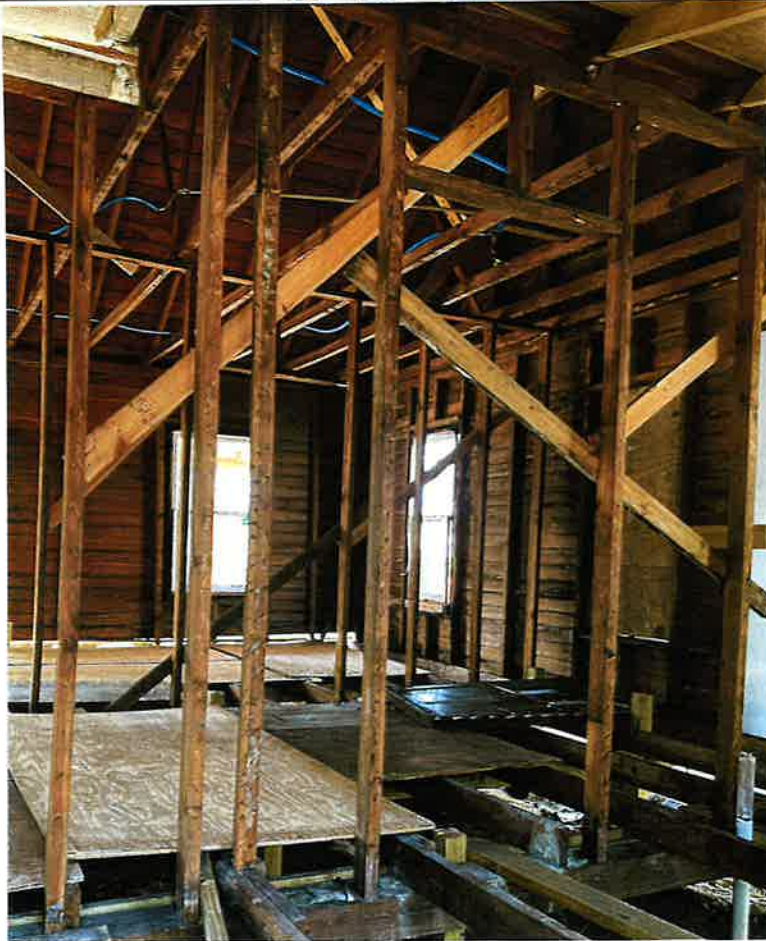
as the result of any one "occurrence", regardless of the number of persons or organizations who sustain damages because of that "occurrence".

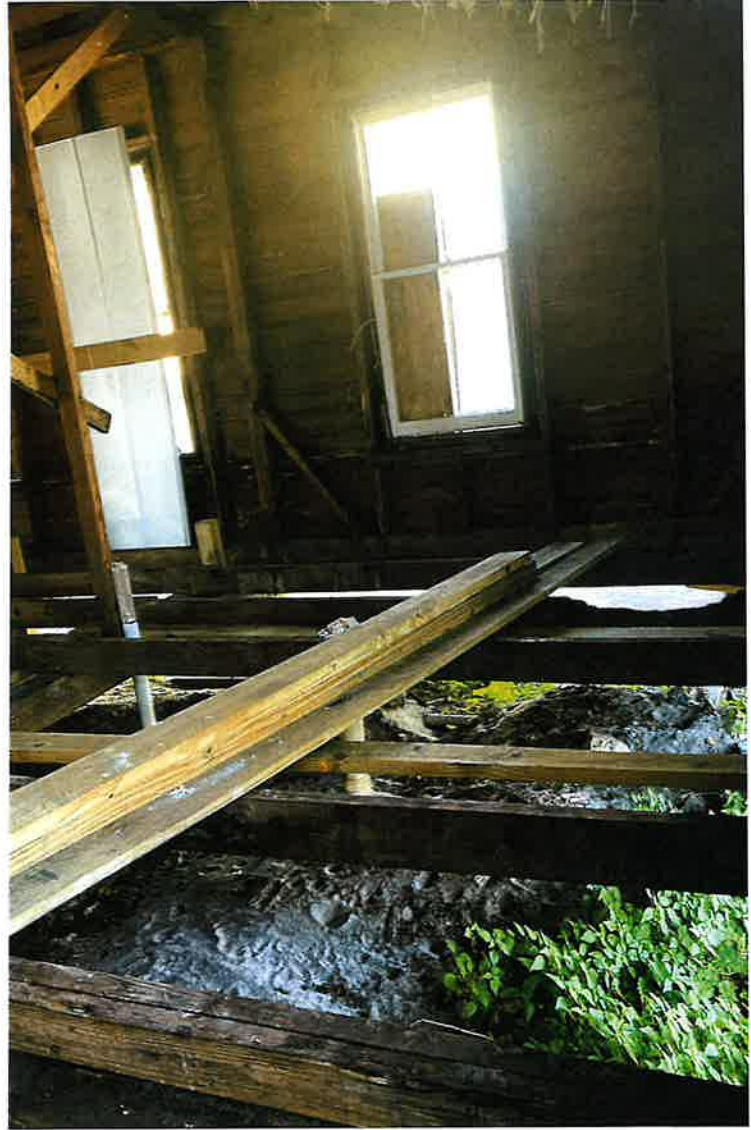
C. The terms of this insurance, including those with respect to:

- 1. Our right and duty to defend the insured against any "suits" seeking those damages; and
- 2. Your duties in the event of an "occurrence", claim, or "suit"

apply irrespective of the application of the deductible amount.

D. We may pay any part or all of the deductible amount to effect settlement of any claim or "suit" and, upon notification of the action taken, you shall promptly reimburse us for such part of the deductible amount as has been paid by us.

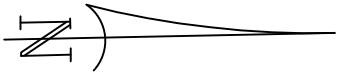
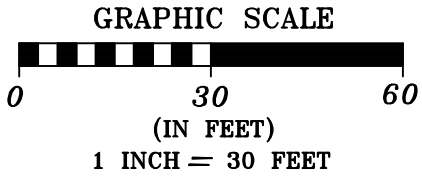




**LEGAL DESCRIPTION:**

LOT 5 AND 6 BLOCK 6 GLEASONS ADDITION TO TITUSVILLE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 87, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

**MAP OF SURVEY**

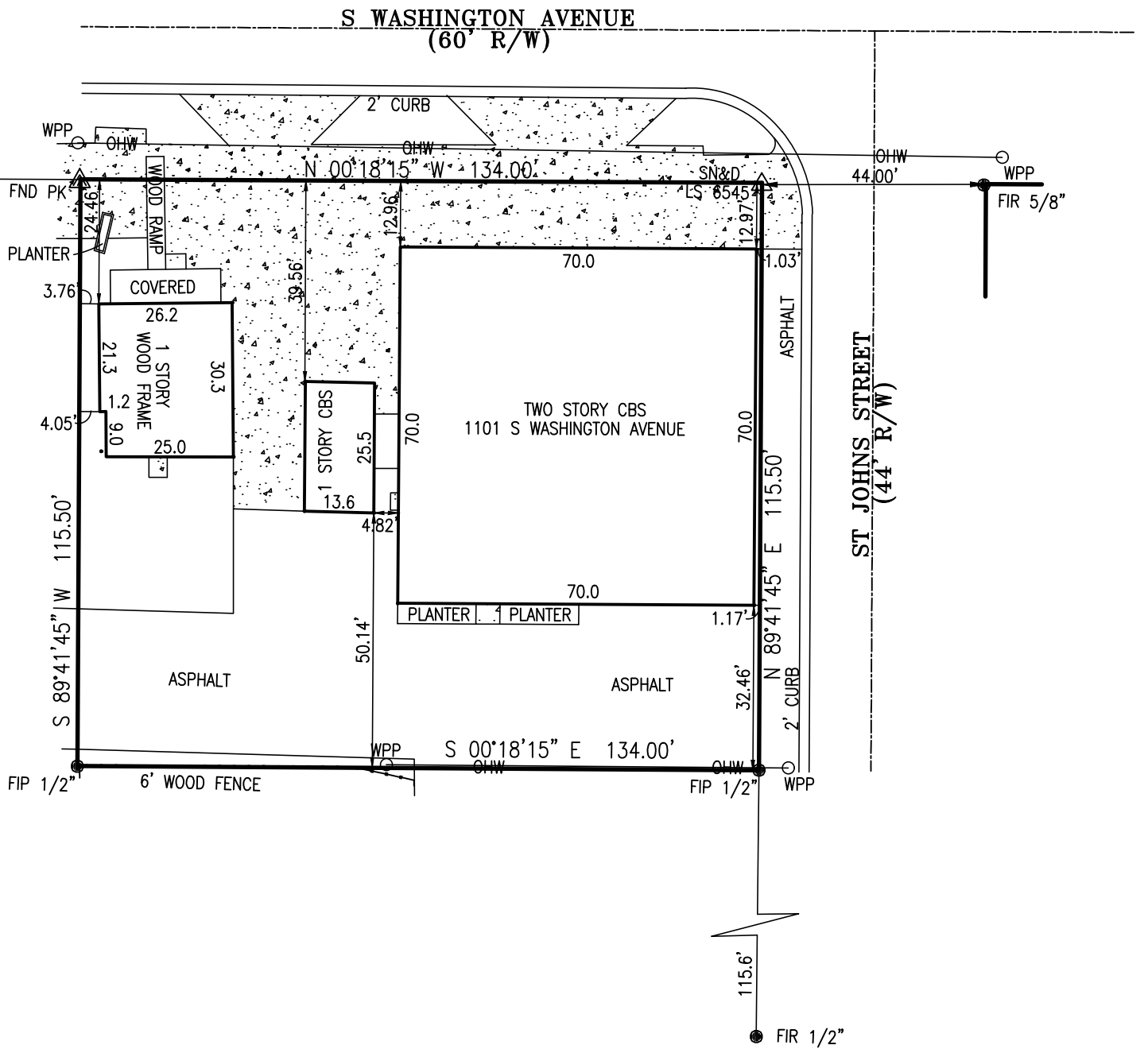


**LEGEND:**

- Set 1/2" iron rebar with cap # PSM 6545
- Found iron rebar, size and cap #
- Set 4"x 4" concrete monument with cap # PSM 6545
- Found concrete monument, size and identification #
- △ Set nail and disk # PSM 6545
- ▲ Found nail and disk, identification # as shown
- 26.0 Existing spot elevation
- Denotes concrete areas

**SURVEYOR'S NOTES:**

1. Unless otherwise noted, only platted easements are shown hereon.
2. P.U.D.E. denotes Public Utilities and Drainage Easement. P.U.E. denotes Public Utilities Easement.
3. No underground utilities or improvements were located unless otherwise shown.
4. Unless otherwise noted, any elevations shown are assumed for calculation purposes.
5. Bearings shown hereon are based assumed datum with the Right of Way Line of S Washington Avenue being N00°18'15"W according to the Map described hereon and is not a True North Azimuth.
6. This site appears to lie within F.I.R.M. Zone "X" per Community Panel Number 12009C0210G, dated 3/17/14.



- EXPLANATION OF ABBREVIATIONS**
- LB LICENSED BUSINESS
  - PSM PROFESSIONAL SURVEYOR & MAPPER
  - FIR FOUND IRON ROD
  - SIR SET IRON ROD
  - FIP FOUND IRON PIPE
  - OHW OVER HEAD WIRE
  - WPP WOOD POWER POLE
  - CBS CONCRETE BLOCK STRUCTURE
  - FIRM FEDERAL INSURANCE RATE MAP
  - FND FOUND
  - PK PARKER KRAYLON NAIL
  - R/W RIGHT OF WAY
  - PUDE PUBLIC UTILITIES AND/OR DRAINAGE EASEMENT

Section 03, Township 22S, Range 35E

Drawn by: JZ	<p><b>LAYOUT SERVICES, INC.</b> LAND SURVEYING &amp; MAPPING 3380 S. PARK AVE. STE 7 TITUSVILLE, FL. 32780 (321) 529-4484 layout1@att.net</p>
Checked by: AR	
Scale: 1" = 30'	
Date: 11/17/20	
Project # 20-502	
NOTES	
DATE	REVISIONS

**BOUNDARY & IMPROVEMENT SURVEY**

Certified to:

SRMS Properties, LLC  
Old Republic National Title Insurance Company  
Kristy A. Mount, P.A.

I hereby certify that the survey shown hereon is true and correct to the best of my knowledge and belief, based on actual measurements taken in the field. This survey meets the Standards of Practice as set forth by the Florida Board of Professional Land Surveyors in Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

James Zimmerman  
Professional Land Surveyor No. 6545  
Certificate of Authorization No. 7540  
State of Florida

# RENOVATIONS FOR: PROPOSED OFFICE

1111 SOUTH WASHINGTON AVENUE, TITUSVILLE, FLORIDA

## SCHEDULE OF DRAWINGS

- A-1 EXISTING/DEMOLITION PLAN & ELEVATIONS
- A-2 PROPOSED FLOOR PLAN & ELEVATIONS
- A-3 FOUNDATION, FLOOR FRAMING & ROOF FRAMING PLANS & DETAILS
- A-4 SECTIONS & DETAILS
- M-1 MECHANICAL LEGEND, NOTES & SPECIFICATIONS
- M-2 MECHANICAL PLANS
- M-3 MECHANICAL SCHEDULES & DETAILS
- P-1 PLUMBING LEGEND, NOTES, SPECS & SCHEDULES
- P-2 PLUMBING PLANS
- E-1 ELECTRICAL LEGEND, NOTES & SPECIFICATIONS
- E-2 ELECTRICAL POWER PLANS
- E-3 ELECTRICAL PANEL SCHEDULES

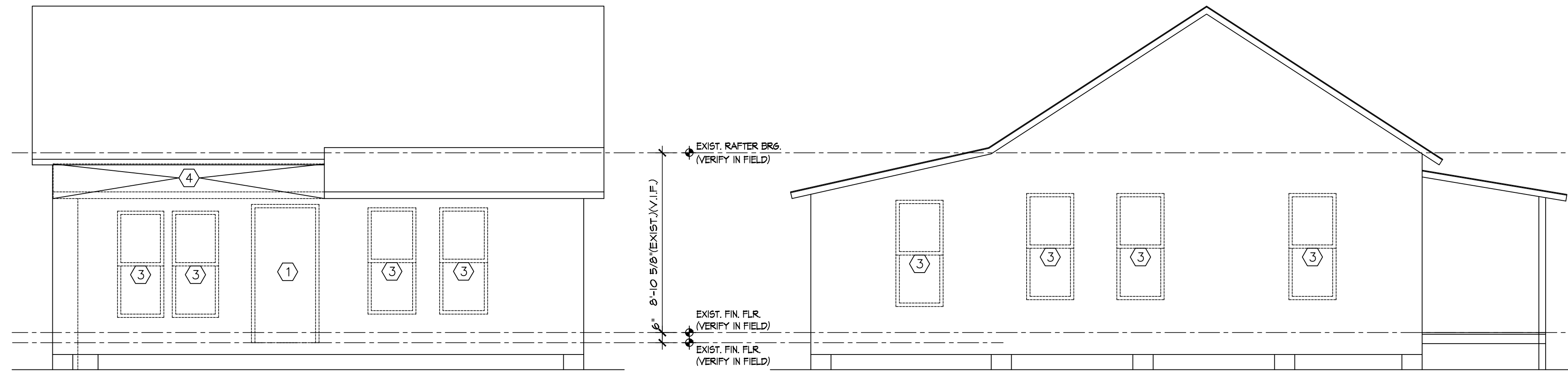
**FINAL REVIEW/BID SET**

(NOT FOR CONSTRUCTION)

2/21/25

- DEMOLITION NOTES:
- ① CAREFULLY REMOVE EXISTING DOOR AND FRAME. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.
  - ② CAREFULLY REMOVE EXISTING WINDOW, SILL & WALL BELOW. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.
  - ③ CAREFULLY REMOVE EXISTING WINDOW. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.
  - ④ CAREFULLY REMOVE EXISTING ROOF AND ROOF FRAMING. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.
  - ⑤ CAREFULLY REMOVE EXISTING FRAME WALL. COORDINATE WITH ARCHITECTURAL PLANS AND ACTUAL FIELD CONDITIONS. TAKE CARE TO SECURE AND PROTECT EXISTING BUILDING BOTH DURING THE DEMOLITION AND CONSTRUCTION PHASES OF THE PROJECT. TAKE CARE TO MINIMIZE DAMAGE TO EXISTING STRUCTURE AND FINISHES TO REMAIN.

GENERAL DEMOLITION NOTE:  
ALL CARE HAS BEEN TAKEN TO DENOTE EVERY ASPECT OF THE DEMOLITION, HOWEVER, ANY OTHER DEMOLITION REQUIRED EITHER BY FIELD CONDITIONS OR THE NEW LAYOUT AS DEPICTED IN THE PLANS IS TO BE CONSIDERED A PART OF THIS DEMOLITION PLAN. ITEMS LISTED ARE NOT IN ANY ORDER OF PROCEDURE OR OF IMPORTANCE. CONTRACTOR TO CAREFULLY COORDINATE ALL DEMOLITION WITH THE FIELD CONDITIONS, NEW PLANS AND THE OWNER. CONTRACTOR TO TAKE CARE TO SHORE UP AND PROTECT ANY STRUCTURES, FINISHES, AND ADJACENT AREAS TO REMAIN AS REQUIRED AND TO MINIMIZE THE DAMAGE TO ANY STRUCTURE OR FINISHES TO REMAIN AS PART OF THE NEW LAYOUT. ANY ELECTRICAL, PLUMBING AND MECHANICAL ITEMS ENCOUNTERED DURING DEMOLITION SHALL BE MADE SAFE AND SECURE. ITEMS THAT WILL NOT BE USED, EXTENDED OR RELOCATED SHALL BE CAPPED OFF AND MADE SAFE AT ITS TERMINATION POINT.



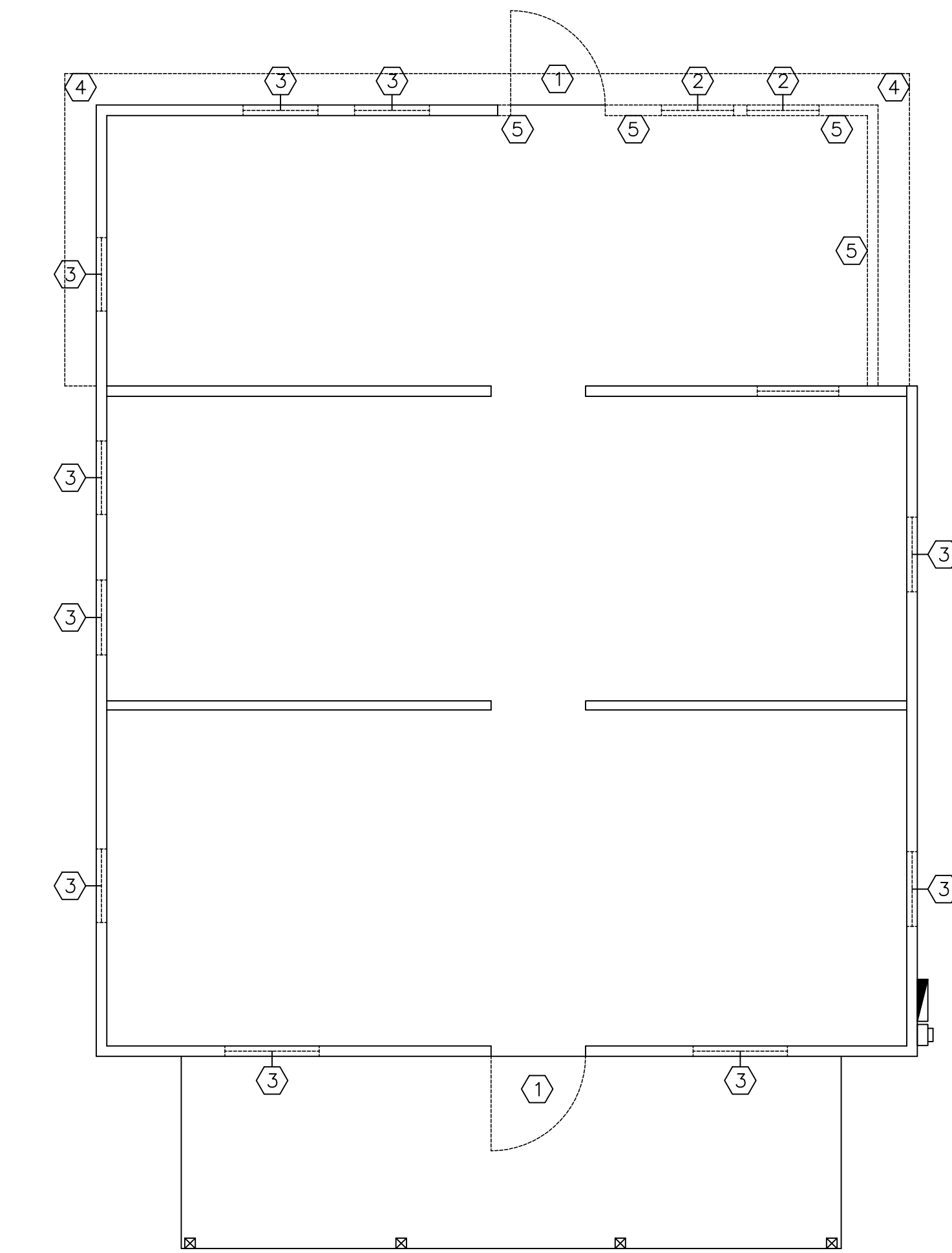
EAST ELEVATION  
SCALE: 1/4" = 1'-0"

NORTH ELEVATION  
SCALE: 1/4" = 1'-0"

WEST ELEVATION  
SCALE: 1/4" = 1'-0"

SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"

- WALL LEGEND
- NEW FRAME WALLS
  - EXISTING FRAME WALLS
  - EXISTING REMOVED



EXISTING/DEMOLITION PLAN  
SCALE: 1/4" = 1'-0"

REVISIONS	NO.

**ALLEN KIESEL & ASSOCIATES, P.A.**  
ARCHITECTURE + DESIGN

213 Broad Street, Titusville, Florida 32796  
321.264.1366 • AKAarchitecture@cfi-rr.com  
Florida Reg. AR96683 • NCARB Cert. 76692

EXISTING/DEMOLITION  
PLAN & ELEVATIONS

Renovation For:  
**PROPOSED OFFICE**  
1111 S. WASHINGTON AVE.  
TITUSVILLE, FLORIDA

ALLEN KIESEL  
License # AR96683

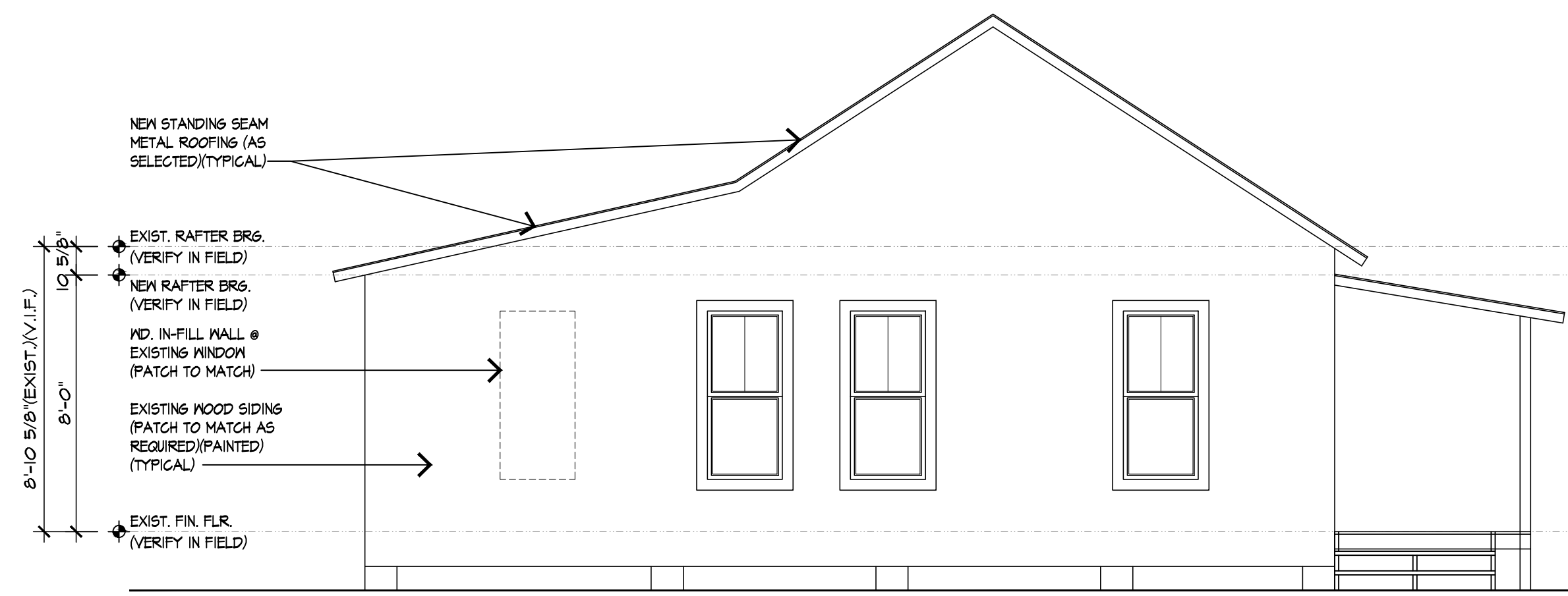
SEAL
Date: 2/21/25
Scale: As Noted
Drawn: G.P.L.
Checked: A.J.K.
Job: 30224
Sheet
<b>A-1</b>
Of 4 Sheets

GENERAL NOTES:

- TO THE BEST OF OUR KNOWLEDGE, THESE PLANS COMPLY WITH APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND I.A.W. 633 FLORIDA STATUTES.
- AIA DOCUMENT 201 "THE GENERAL CONDITIONS OF THE CONTRACT FOR THE CONSTRUCTION OF BUILDINGS" SHALL BE CONSIDERED PART OF THESE DOCUMENTS AND SHALL GOVERN ALL WORK OF CONTRACTOR AND SUBCONTRACTOR.
- EACH BIDDER SHALL VISIT THE SITE AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED.
- ALL WORK SHALL BE IN ACCORDANCE WITH STATE, LOCAL AND ALL APPLICABLE CODES AND ORDINANCES.
- ALL DIMENSIONS SHALL BE FIELD VERIFIED AND ALL ROUGH OPENING DIMENSIONS FOR WINDOW, DOORS, EQUIPMENT, ETC. SHALL BE VERIFIED W/ MANUFACTURER.
- THE ARCHITECT IS NOT RESPONSIBLE FOR CHANGES OR DEVIATIONS FROM THESE PLANS UNLESS SPECIFICALLY APPROVED BY THE ARCHITECT IN WRITING.
- MATERIALS AND EQUIPMENT ARE TO BE INSTALLED IN STRICT ACCORD WITH MANUFACTURER'S WRITTEN SPECIFICATIONS AND IN CONFORMANCE WITH STANDARDS OF THE TRADE.
- CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONARY MEASURES TO PROTECT THE PUBLIC AND ADJACENT PROPERTIES FROM DAMAGE THROUGHOUT CONSTRUCTION. CONTRACTOR ASSUMES LIABILITY FOR DAMAGES INCURRED DURING CONSTRUCTION.
- CONTRACTOR SHALL ESTABLISH AND VERIFY ALL OPENINGS AND INSERTS FOR MECHANICAL, ELECTRICAL AND PLUMBING WITH ALL APPROPRIATE TRADES.
- CONTRACTORS SHALL PROVIDE ALL NECESSARY TEMPORARY BRACING, SHORING, GUYING OR OTHER MEANS TO AVOID EXCESSIVE STRESSES AND TO HOLD STRUCTURAL ELEMENTS IN PLACE DURING CONSTRUCTION.
- TYPICAL DETAILS APPLY WHETHER SPECIFICALLY REFERRED TO OR NOT IN THE DRAWINGS AND SPECIFICATIONS.
- THE STARTING OF WORK BY ANY SUBCONTRACTOR SHALL BE CONSIDERED PRIMA FACIE EVIDENCE THAT HE HAS INSPECTED AND ACCEPTED ALL CONDITIONS INVOLVED IN HIS WORK AND FINDS THEM SATISFACTORY.
- THESE PLANS ARE THE PROPERTY OF THE ARCHITECT. THEY ARE AN INSTRUMENT OF SERVICE AND SHALL NOT BE RE-USED, REVISED, REPRODUCED OR COPIED WITHOUT WRITTEN CONSENT FROM THE ARCHITECT.
- THESE DRAWINGS ARE TO BE CONSIDERED A "CONTRACTOR'S PERMIT DOCUMENT" AND ARE NOT INTENDED TO COVER ALL AREAS OF CONTRACTUAL AGREEMENT BETWEEN OWNER AND THE CONTRACTOR. SPECIFIC MATERIALS, FINISHES, FIXTURES, ALLOWANCES, ETC. NOT COVERED BY THESE PLANS SHOULD BE INCLUDED IN THE WRITTEN AGREEMENT BETWEEN THE OWNER AND THE CONTRACTOR.

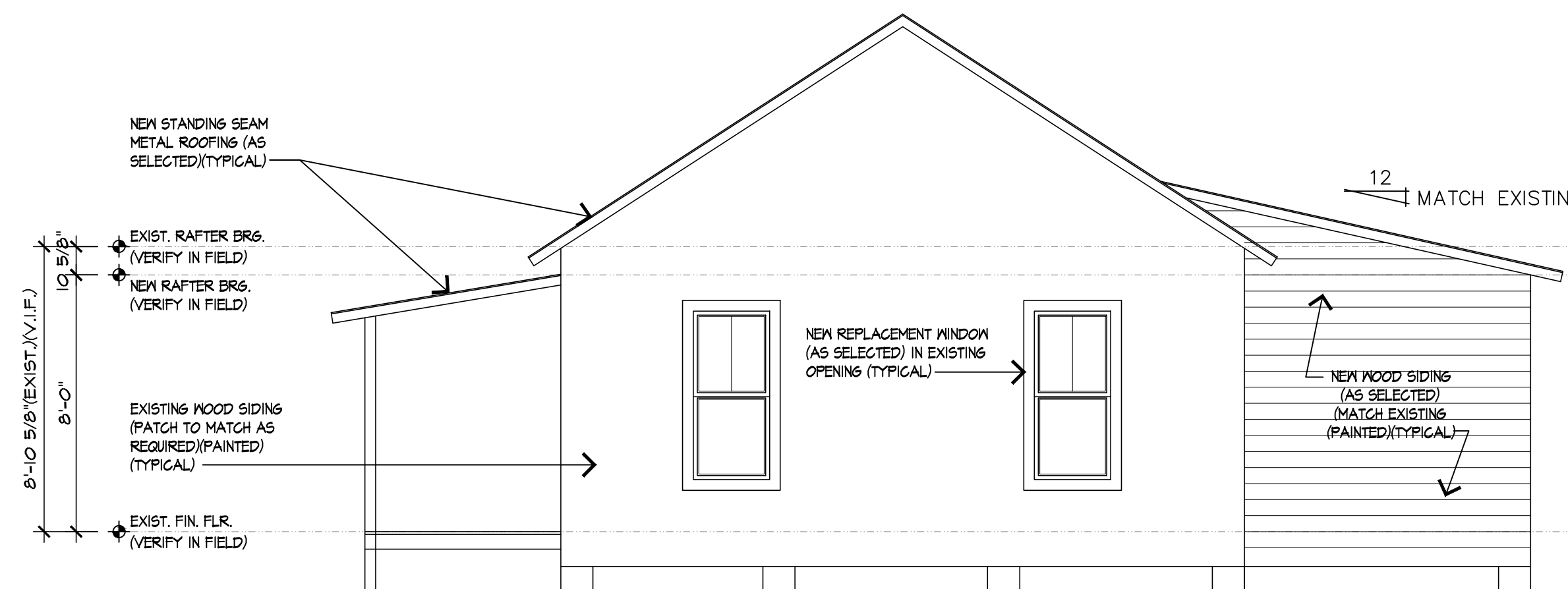
WINDBORNE DEBRIS PROTECTION NOTE:

- ALL NEW EXTERIOR DOORS AND WINDOWS SHALL BE PROVIDED WITH WINDBORNE DEBRIS PROTECTION PER THE FBC, 8th EDITION (2023) (LATEST ADOPTED EDITION) IN ANY ONE OF THE FOLLOWING MANNERS OF THE OWNER/CONTRACTORS CHOOSING:
- IMPACT RATED DOORS AND WINDOWS. (OWNER/CONTRACTOR TO PROVIDE PRODUCT APPROVALS OF SELECTED PRODUCT(S)).
  - IMPACT RATED SHUTTERS. (OWNER/CONTRACTOR TO PROVIDE PRODUCT APPROVALS OF SELECTED PRODUCT(S)).
  - WOOD STRUCTURAL PANELS PER SECTION R301.2.1.2 (EXCEPTION) OF THE FBC (RESIDENTIAL), 8th EDITION (2023) (LATEST ADOPTED EDITION)



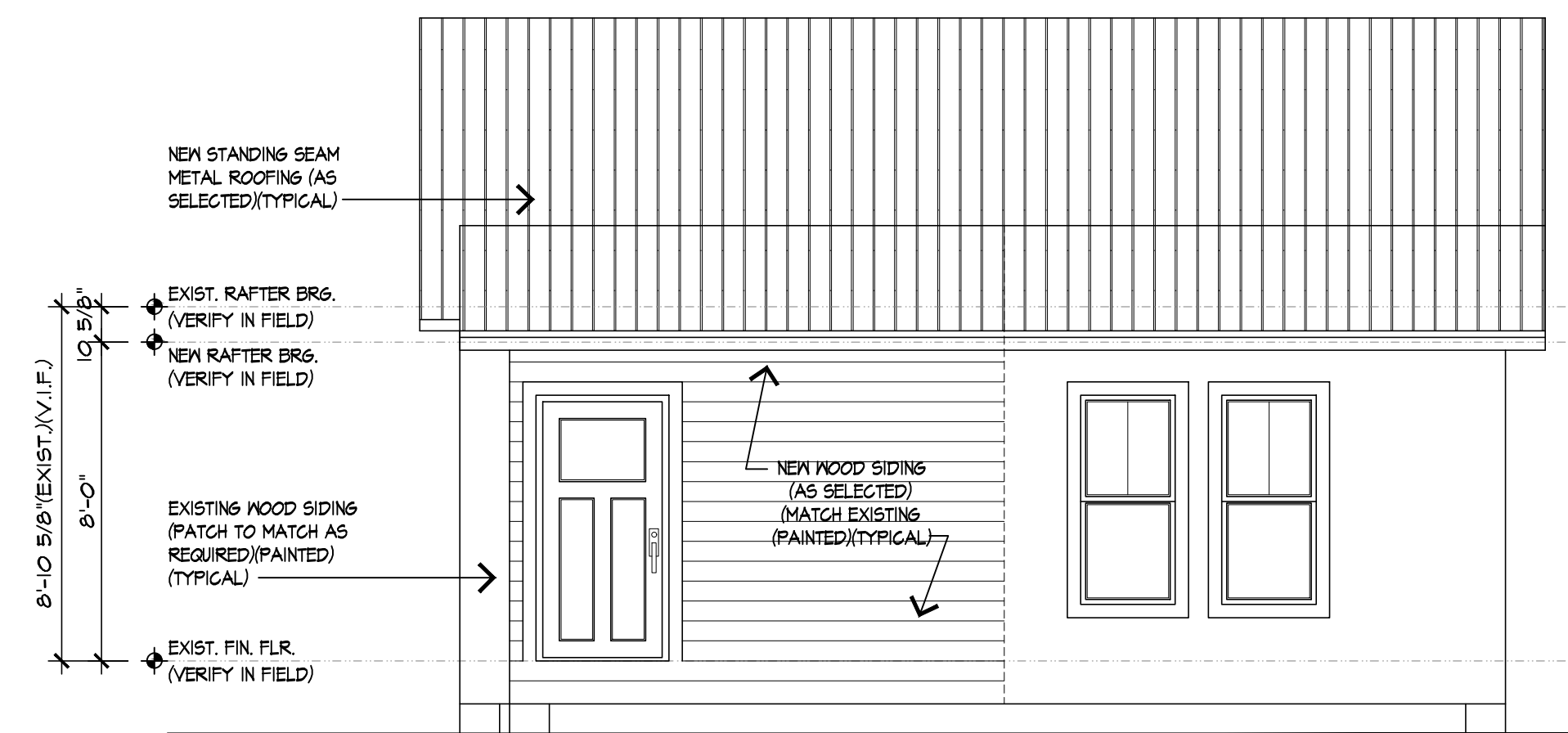
PROPOSED NORTH ELEVATION

SCALE: 1/4" = 1'-0"



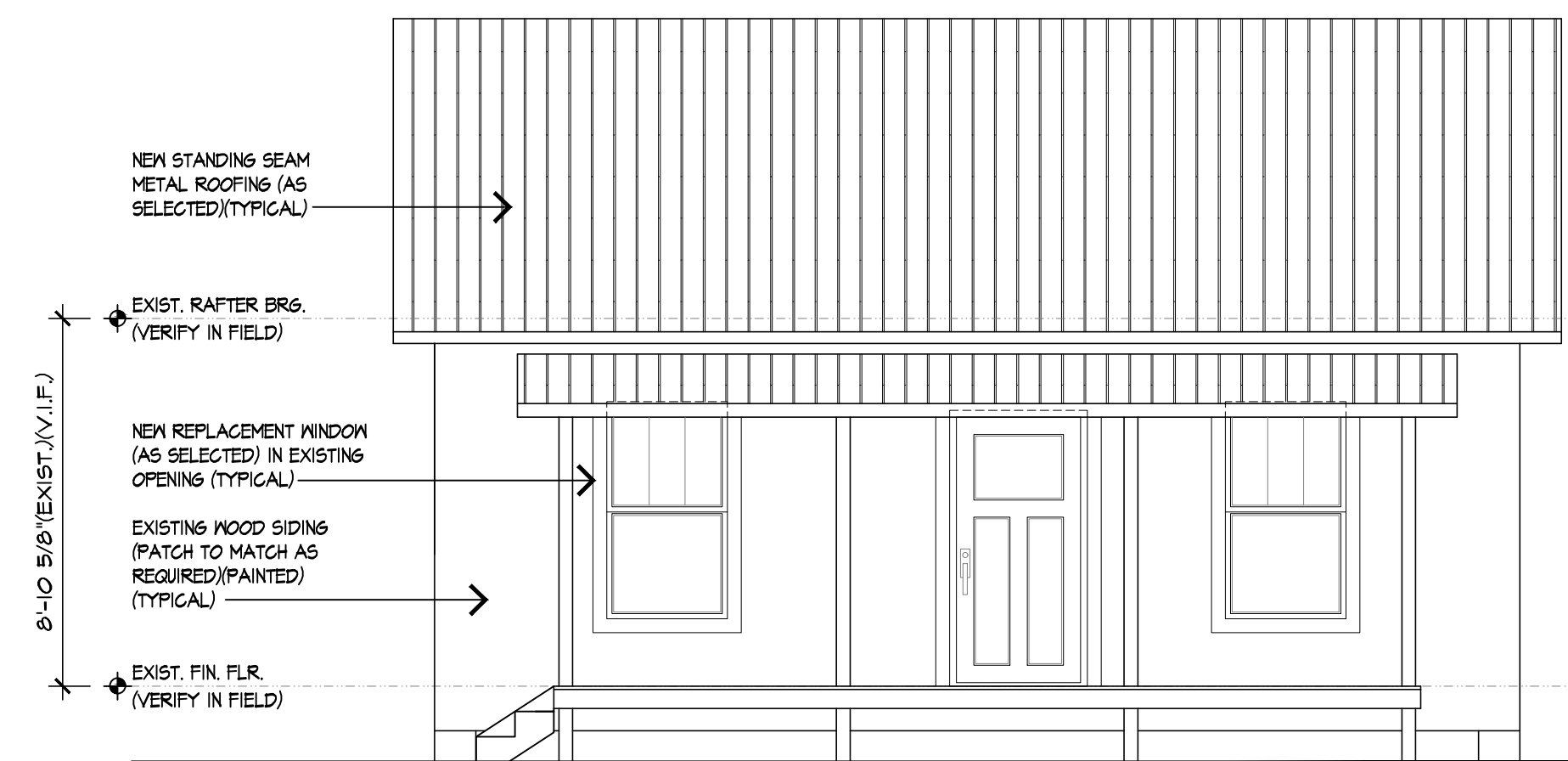
PROPOSED SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



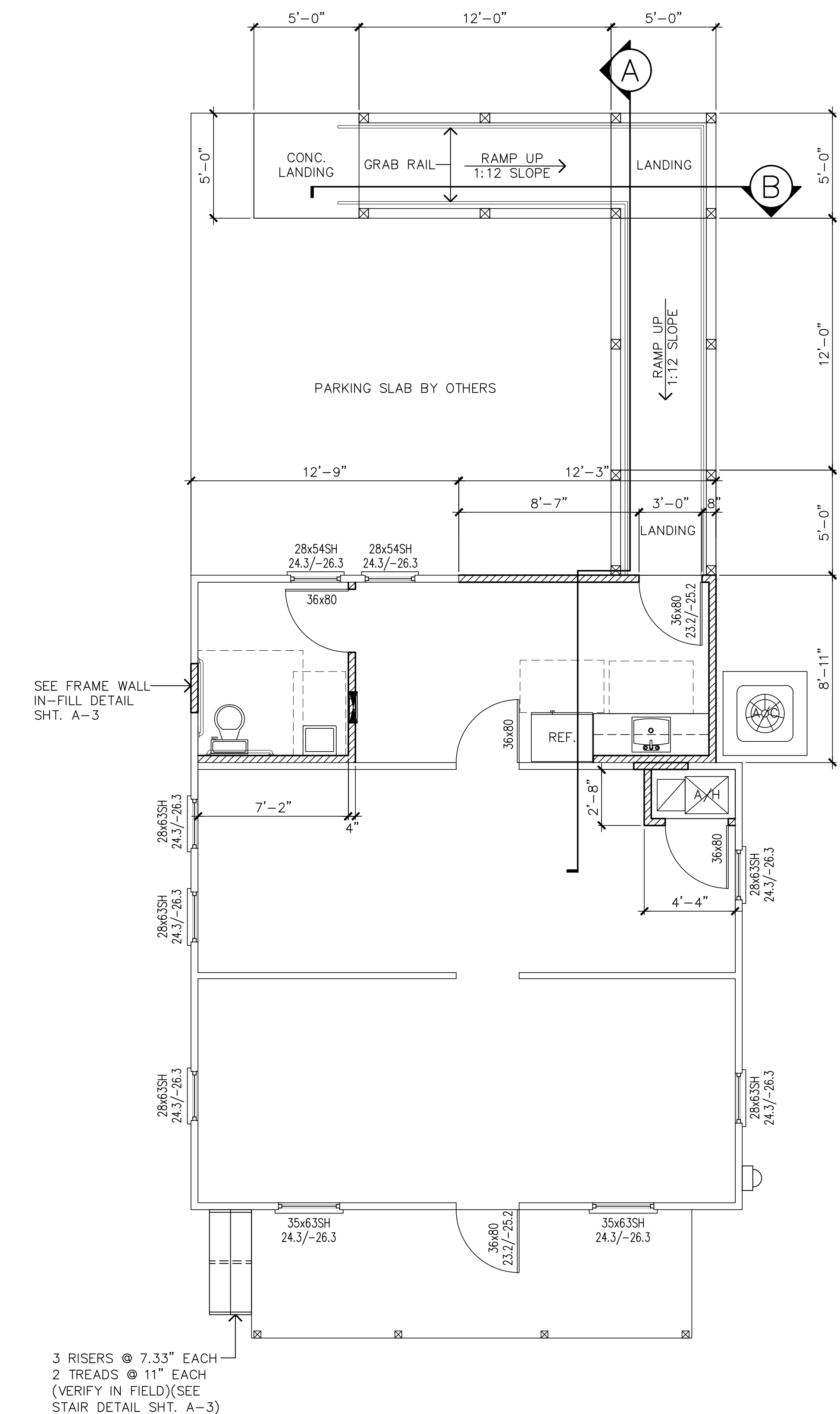
PROPOSED EAST ELEVATION

SCALE: 1/4" = 1'-0"



PROPOSED WEST ELEVATION

SCALE: 1/4" = 1'-0"



PROPOSED FLOOR PLAN

SCALE: 1/4" = 1'-0"

WALL LEGEND

- NEW FRAME WALLS
- EXISTING FRAME WALLS
- EXISTING REMOVED

3 RISERS @ 7.33" EACH  
2 TREADS @ 11" EACH  
(VERIFY IN FIELD)(SEE STAIR DETAIL SHT. A-3)

REVISIONS	NO.

**ALLEN KIESEL & ASSOCIATES, P.A.**  
ARCHITECTURE + DESIGN

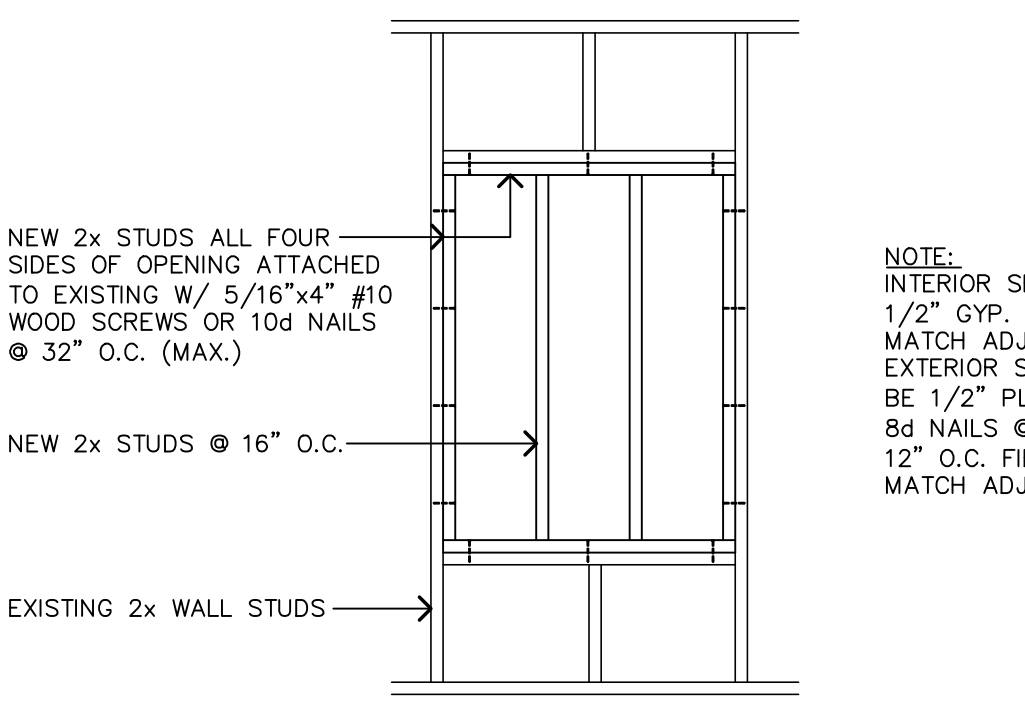
213 Broad Street, Titusville, Florida 32796  
321.264.1366 • AKAarchitecture@cfr.com  
Florida Reg. AR96683 • NCARB Cert. 76692

PROPOSED FLOOR PLAN & ELEVATIONS

Renovation For:  
**PROPOSED OFFICE**  
1111 S. WASHINGTON AVE.  
TITUSVILLE, FLORIDA

Allen J. Kiesel  
License # AR96683

Date:	2/21/25
Scale:	As Noted
Drawn:	G.P.L.
Checked:	A.J.K.
Job:	30224
Sheet	<b>A-2</b>
Of	4 Sheets

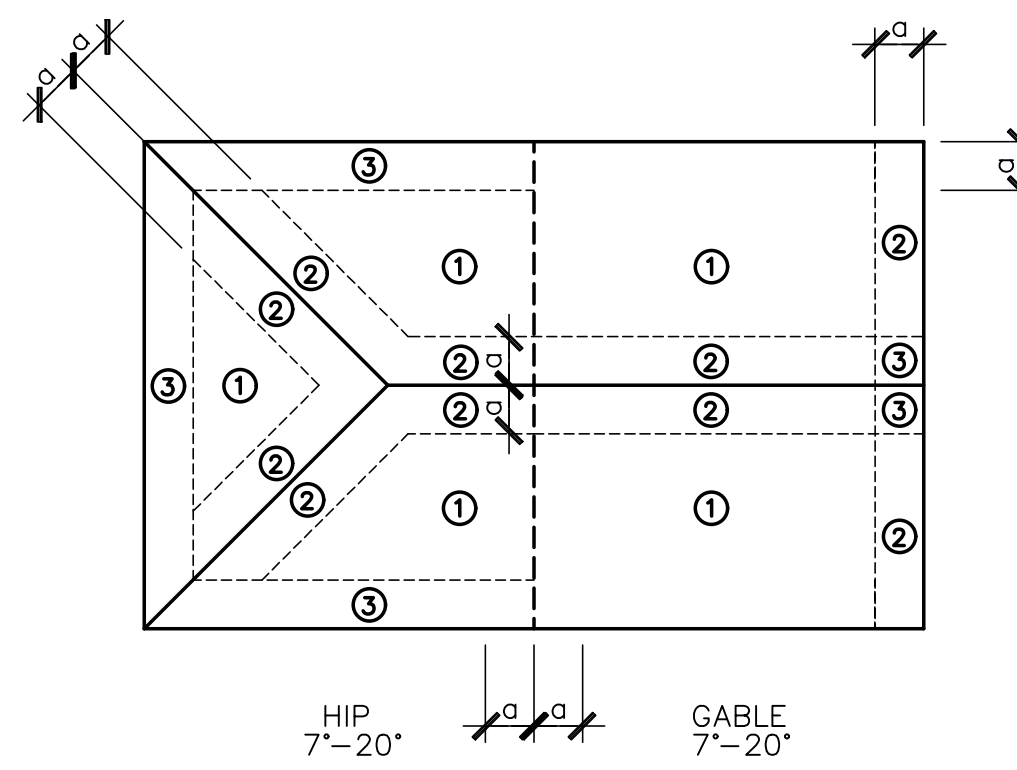


FRAME WALL IN-FILL DETAIL  
SCALE: NTS

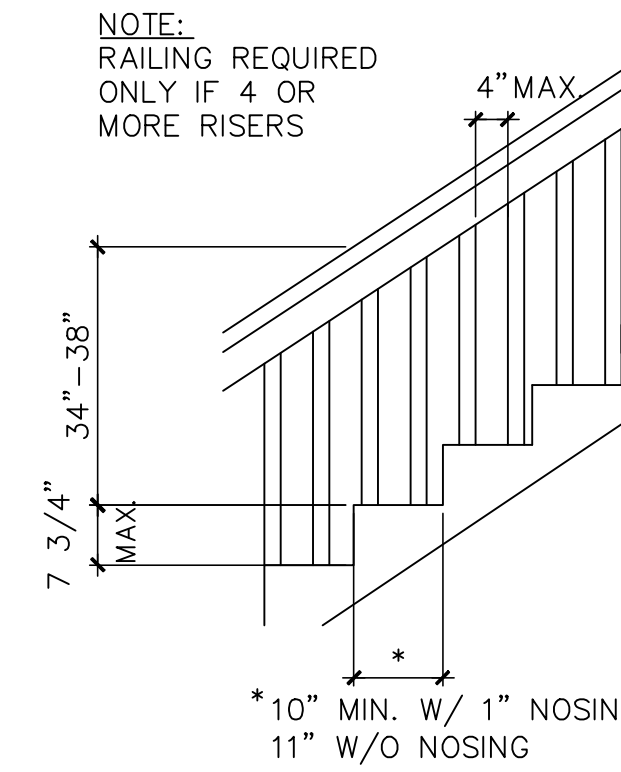
NOTE:  
INTERIOR SHEATHING SHALL BE 1/2" GYP. BD. FINISHED TO MATCH ADJACENT EXTERIOR SHEATHING SHALL BE 1/2" PLYWD. ATTACHED W/ 8d NAILS @ 4" O.C. AT EDGES, 12" O.C. FIELD. FINISH TO MATCH ADJACENT.

ROOFING NOTE:  
PRE-FABRICATED ROOF TRUSSES SHALL BE SHEATHED WITH 1/2" 4-PLY CDX PLYWOOD NAILED TO THE ROOF TRUSSES PER NAILING SCHEDULE BELOW. 15/32" STRUCTURALLY RATED OSB BOARD MAY BE USED IN LIEU OF PLYWOOD. NAILS SHALL BE MIN. 8d, RING SHANKED FASTENERS PER 2023 FBCR R803.2.3.1

ZONE 1 - 8d nails @ 6" o.c. at edges, 8d nails @ 6" o.c. field.  
ZONE 2 - 8d nails @ 6" o.c. at edges, 8d nails @ 6" o.c. field.  
ZONE 3 - 8d nails @ 4" o.c. at edges, 8d nails @ 6" o.c. field.



ROOF COMPONENT & CLADDING LOADING ZONE DIAGRAM  
SCALE: NONE



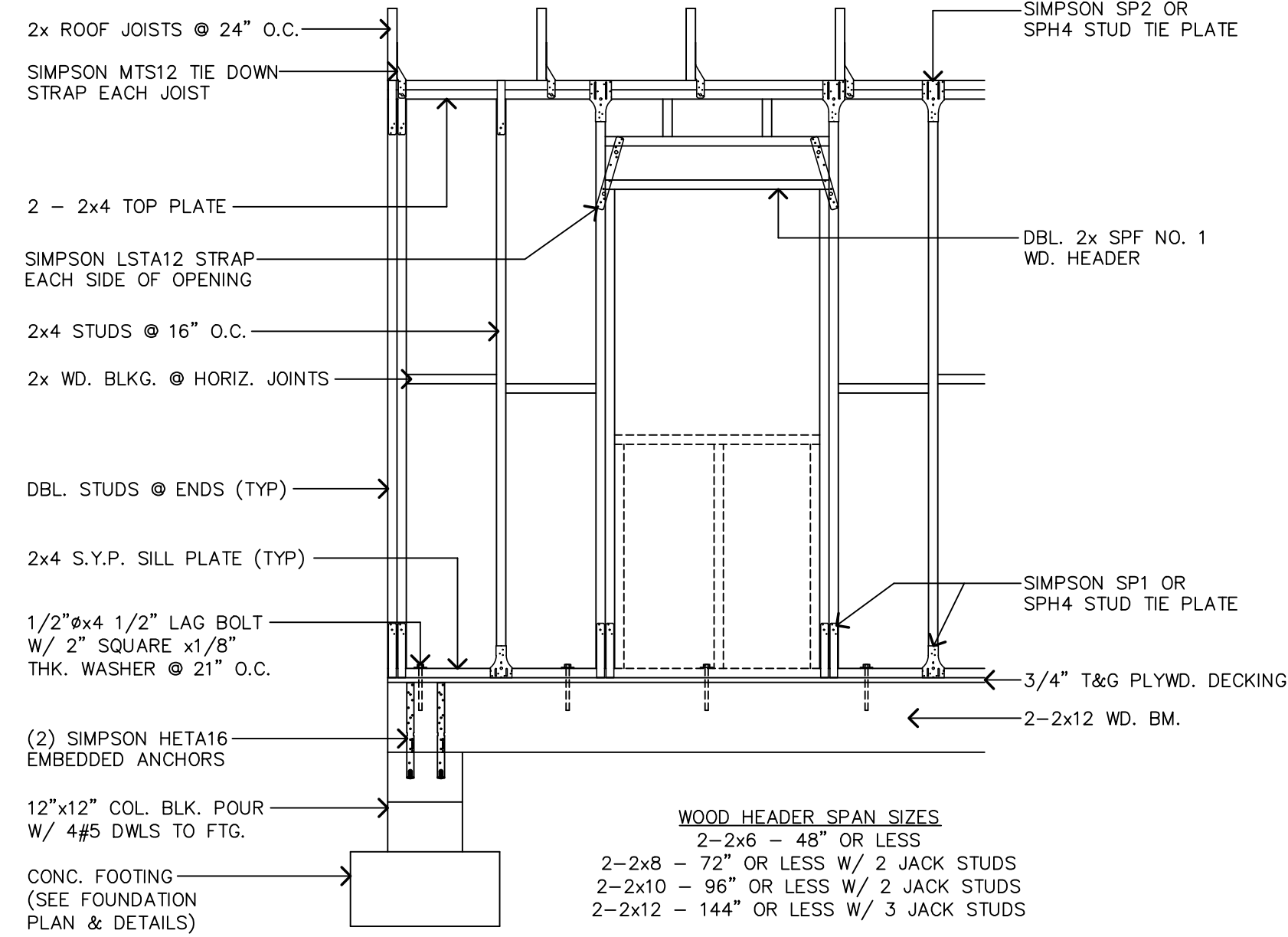
STAIR DETAIL  
SCALE: 1/2" = 1'-0"  
PER FBC R311.7

WOOD NOTES

- ALL STRUCTURAL LUMBER SHALL BE SOUTHERN YELLOW PINE (SYP) OR SPRUCE WITH A BENDING STRESS, F<sub>b</sub>, NO LESS THAN 1400 PSI.
- ALL WOOD MEMBERS IN CONTACT WITH CONCRETE OR MASONRY SHALL BE NATURALLY DURABLE OR PRESERVATIVE TREATED WOOD OR HAVE A VAPOR BARRIER INSTALLED BETWEEN THE WOOD AND CONCRETE (15# FELT MIN.)
- EXTERIOR WALLS ARE SHEAR WALLS AND SHALL HAVE A MINIMUM 7/16" THK APA RATED SHEATHING ATTACHED TO STUDS W/ 8d RING NAILS AT 4" O.C. AT PANEL EDGES UNLESS OTHERWISE NOTED. INTERIOR SHEAR WALLS SHALL HAVE A MINIMUM 7/16" THK APA RATED SHEATHING ATTACHED TO STUDS W/ 8d NAILS AT 4" O.C.
- INTERIOR SHEAR WALLS & BEARING WALLS SHALL BE SECURED TO FOOTER W/ HILTI KWIK-BOLT 2 (5/8"x7"LG) WEDGE ANCHOR W/ 2"x2"x1/8" THK PLATE WASHERS SPACED 21" O.C. MAX. W/ 3 1/2" MIN. EMBEDMENT.
- EXTERIOR WALLS TO HAVE HEADER OVER OPENINGS PER DETAIL.
- ALL CONNECTORS SHALL BE NAILED PER MANUFACTURER'S SPECIFICATIONS, IF INTO THE 1 1/2" DIM. OF 2x's, NAIL SHALL BE 1 1/2" LONG.
- INTERCHANGEABILITY BETWEEN SIMPSON & USP CONNECTORS IS ALLOWED USING THE APPROPRIATE CROSS REFERENCE.

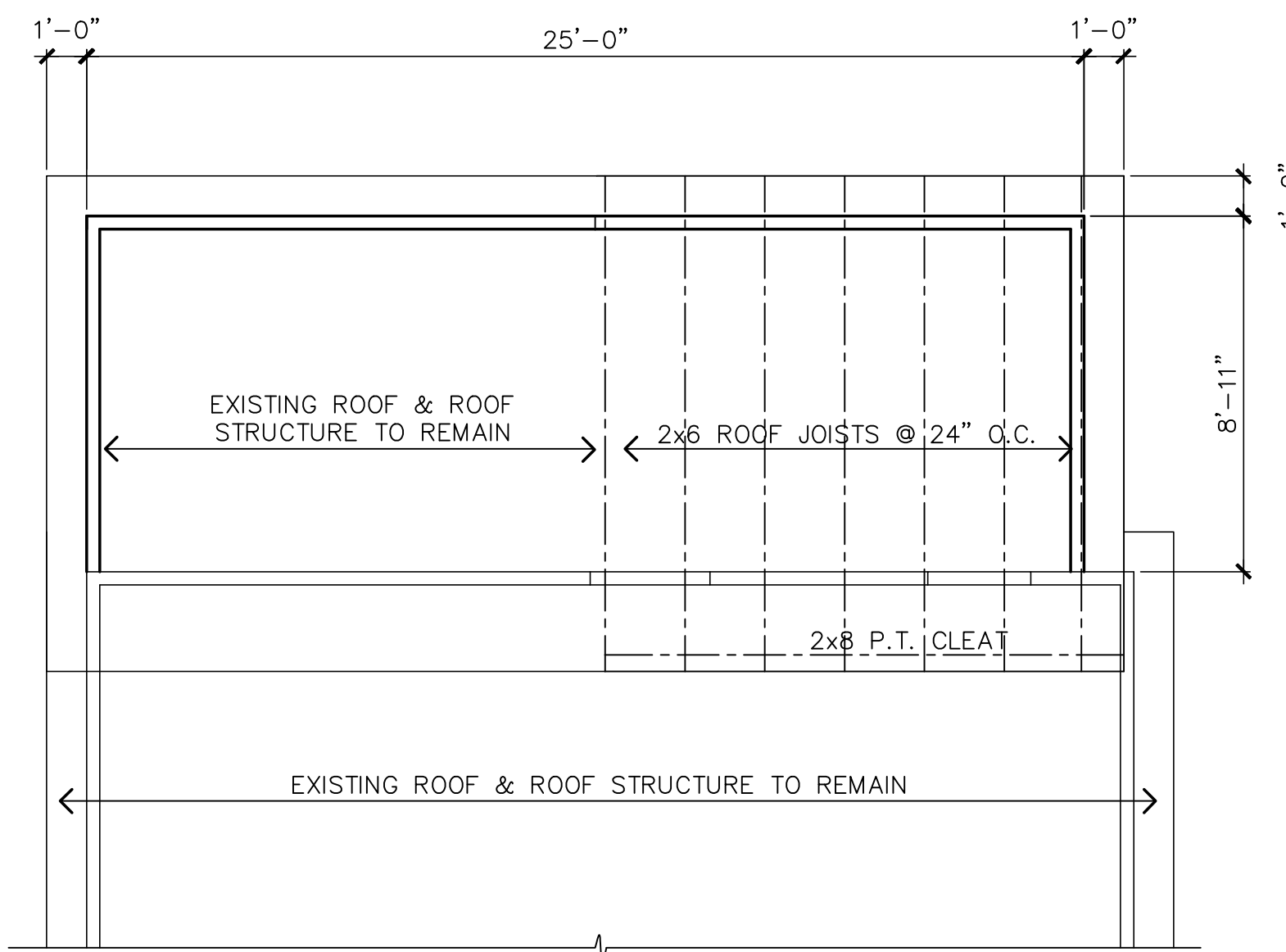
FRAMING NOTES:

EXTERIOR FRAME WALLS SHALL HAVE SIDING OVER TYVEK INFILTRATION BARRIER OR EQUAL ATTACHED TO 1/2" STRUCTURAL RATED OSB BOARD OR PLYWOOD NAILED TO 2 x STUDS AT 16" O.C. SHEATHING SHALL BE NAILED TO STUDS AT 4" O.C. AT EDGES AND 12" O.C. FIELD WITH 8d COMMON NAILS (MIN.). STUDS SHALL BE ATTACHED TO TOP AND BOTTOM PLATES WITH 20 GA. STEEL STRAPS. BOTTOM PLATES SHALL BE ATTACHED TO CONCRETE SLAB WITH 1/2" Ø ANCHOR BOLTS OR WEDGE BOLTS AT 21" O.C.

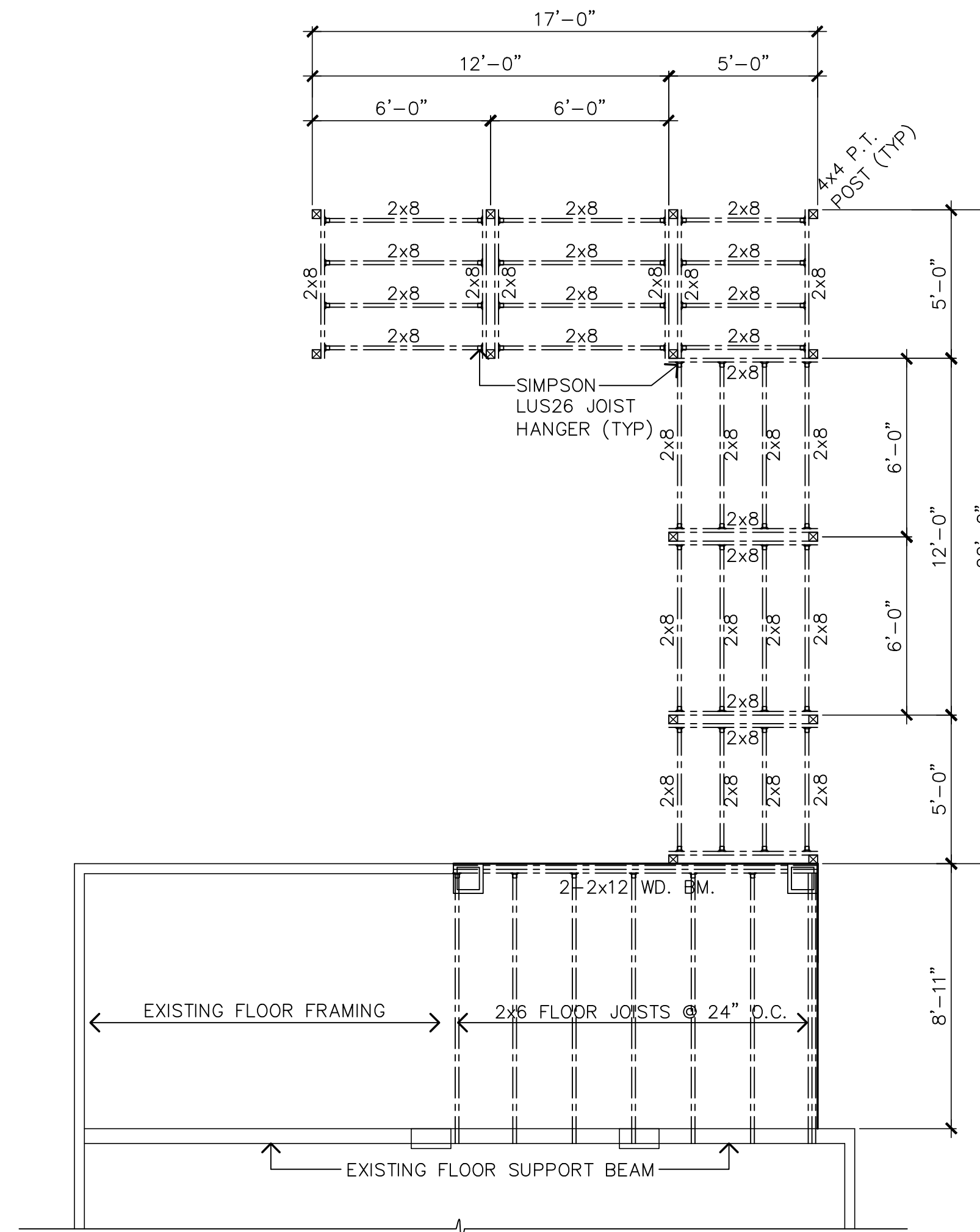


1 STORY FRAME BEARING WALL DETAIL  
SCALE: NTS

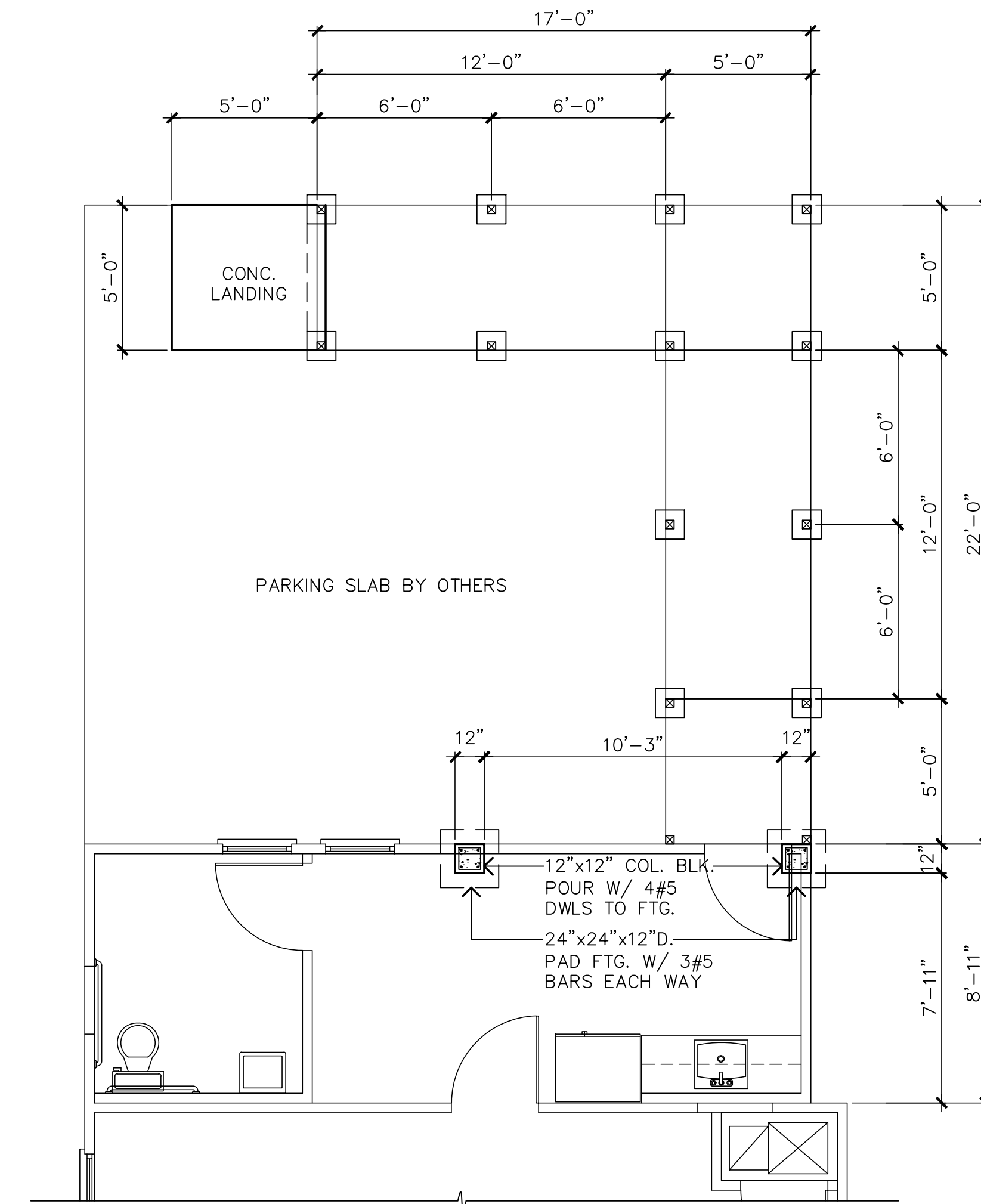
WINDOW & DOOR ASSEMBLIES ANCHORING REQUIREMENTS  
1. WINDOW AND DOOR ASSEMBLIES SHALL BE ANCHORED IN ACCORDANCE WITH THE PUBLISHED MANUFACTURER'S RECOMMENDATION TO ACHIEVE THE DESIGN PRESSURES SPECIFIED.  
2. WHERE THE FRAMING MATERIAL IS WOOD OR OTHER APPROVED FRAMING MATERIAL, WINDOW AND GLASS DOOR ASSEMBLIES SHALL BE ANCHORED THROUGH THE JAMB OR BY JAMB CLIP OR THROUGH THE FLANGE. ANCHORS SHALL BE PROVIDED TO TRANSFER LOAD FROM THE WINDOW OR DOOR FRAME TO THE ROUGH OPENING SUBSTRATE.



ROOF FRAMING PLAN  
SCALE: 1/4" = 1'-0"



FLOOR FRAMING PLAN  
SCALE: 1/4" = 1'-0"



FOUNDATION PLAN  
SCALE: 1/4" = 1'-0"

REVISIONS	NO.

**ALLEN KIESEL & ASSOCIATES, P.A.**  
ARCHITECTURE + DESIGN  
213 Broad Street, Titusville, Florida 32796  
321.264.1366 • AKAarchitecture@cfi-r.com  
Florida Reg. # AR96683 • NCARB Cert. # 76692

FOUNDATION, FLOOR FRAMING & ROOF FRAMING PLANS & DETAILS

Renovation For:  
**PROPOSED OFFICE**  
1111 S. WASHINGTON AVE.  
TITUSVILLE, FLORIDA

SEAL  
Date: 2/21/25  
Scale: As Noted  
Drawn: G.P.L.  
Checked: A.J.K.  
Job: 30224  
Sheet: A-3  
Of 4 Sheets

REVISIONS	NO.

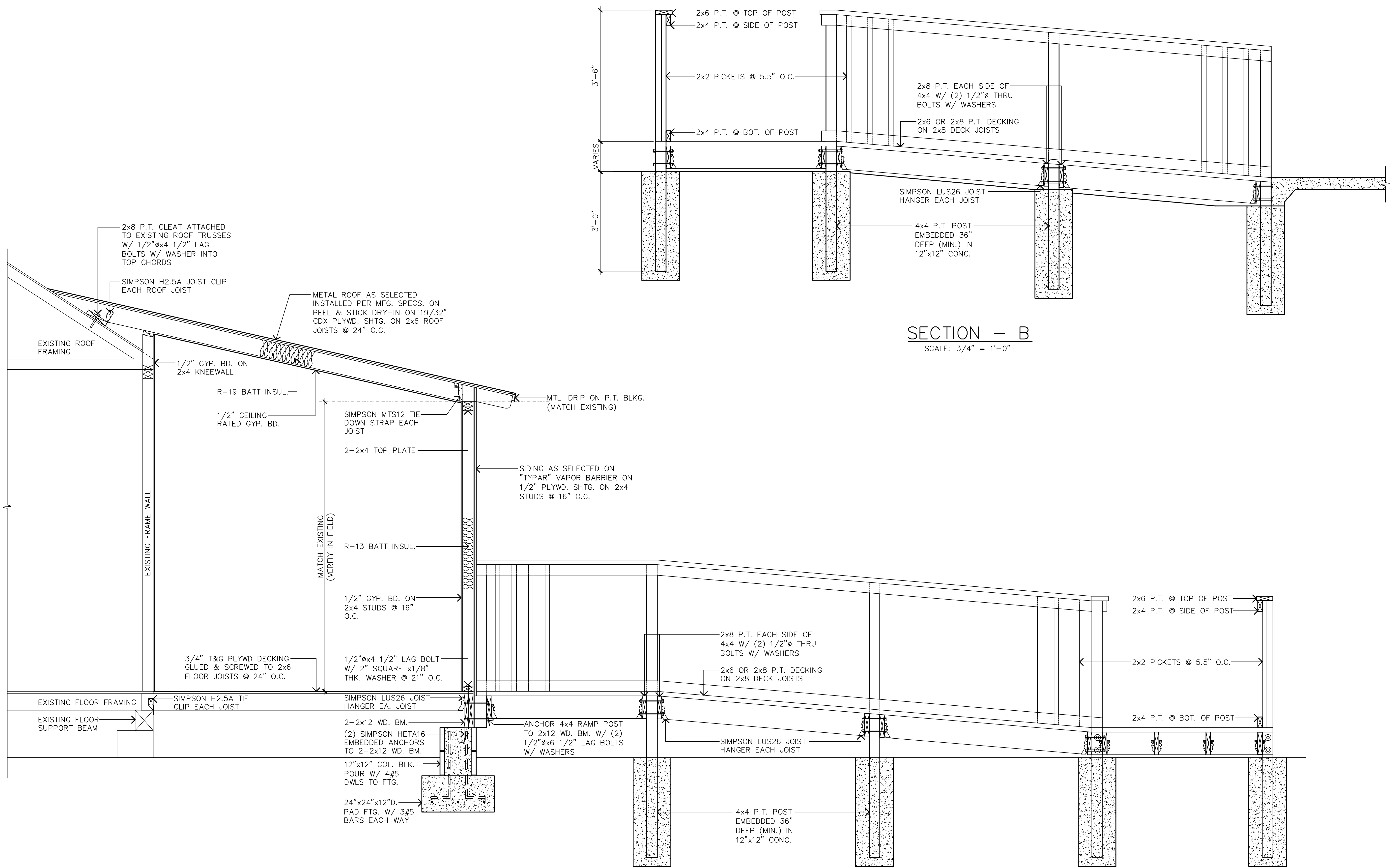
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SECTIONS & DETAILS

Renovation For:  
**PROPOSED OFFICE**  
 1111 S. WASHINGTON AVE.  
 TITUSVILLE, FLORIDA

SEAL  
 Date: 2/21/25  
 Scale: As Noted  
 Drawn: G.P.L.  
 Checked: A.J.K.  
 Job: 30224  
 Sheet

**A-4**  
 Of 4 Sheets



**City of Titusville**  
"Gateway to Nature and Space"

REPORT

**To:** Members of the Community Redevelopment Agency  
**From:** Thomas Abbate, City Manager  
**Subject:** **Executive Director's Report August 2025**  
**Department/Office:** Community Development

**Recommended Action:**

The Executive Director's Report is included in the agenda packet. No action is requested.

**Summary Explanation & Background:**

**Alternatives:**

**Item Budgeted:**

**Source/Use of Funds/Budget Book Page:**

**Strategic Plan:**

Goal 5 - Effective Governance

**Strategic Plan Impact:**

**ATTACHMENTS:**

1. Executive Director's Report August 2025
2. CIP Spreadsheet August 2025
3. HPB 06.02.25 Minutes Draft

## EXECUTIVE DIRECTOR'S REPORT

**TO:** Honorable Chairman and CRA Members

**FROM:** Tom Abbate, Interim Executive Director

**DATE:** **August 12, 2025**

Staff is working on the following items.

1. Working with Contractor and Purchasing for handprint monuments and lighting at Space View Park (monument handprints, lighting, irrigation were approved).
2. Worked with Sachin Shenoy to bring forward a beautification grant and an interior grant application for 1111 S. Washington.
3. Attended Preservation on Main Street Annual Conference. This will be on the September 2025 CRA Agenda.
4. Working on Trail Town recommendations. This will be on September CRA Agenda.
5. Collaborated with finance, public works and others on Broad Street proposal. On August CRA agenda.
6. Reviewing CRA plan and making recommendations in August 2025 and September 2025.
7. Collaborating with Community Development Director, NASA, Space X, Kennedy Space Center, regarding structural monitoring for historic structures in the CRA for the proposed Space X Starship Superheavy launches in 2026.
8. Pedestrian safety – staff sent formal request to FDOT March 14, 2025. Sent follow up email on May 2, 2025. Received phone call June 26, 2025, from Michael Sanders and CRA staff followed up with email to Michael Sanders and Celine regarding CRA of Titusville requests for cost estimates for safety features for US1.
9. Collaborating with the Economic Development Department and East Central Florida Regional Planning Council (ECFRPC) on SWOT Analysis.
10. Working with Marketing Alliance Economic Development for Titusville reviewing opportunity sites in the CRA District and working on proposed new Economic Development website – eta September 2025.
11. New Directory maps are needed. Staff will be obtaining information of businesses opened and closed in the downtown to update directory maps in the Commons and Main Street as well as updates on website and maps.
12. Reviewing Proposed Projects
13. Reviewing Special Events in Downtown.
14. Approving Business Tax Receipts for CRA District.
15. Working on 2 additional proposed beautification grants in the CRA District.
16. CRA Budget. FY2026 will be on September CRA Agenda.
17. EV Charging Stations at Welcome Center – working with Sustainability Staff and Purchasing Department. Expected to come back to CRA Board in September/October 2025.
18. Security Cameras at Welcome Center – working with TPD, Code Enforcement and IT. This is in progress.

19. Recruiting new businesses downtown.
20. Business Retention Visits.
21. Trash Concerns
22. Miracle City Market Special Event monthly at City Hall in 2025 will resume in October 2025.
23. Working with Code Enforcement – positive activity generators and CPTED
24. CRA staff working with Public Works staff on open Capital Improvement line items to bring to CRA Board with update and recommendations.

The Florida Department of Transportation (FDOT) is proposing to repave the southbound lanes of U.S. 1 (North Washington Avenue/South Hopkins Avenue/Edison Avenue) from the FEC Railroad bridge to Grace Street in Titusville. The resurfacing will extend the life of the existing roadway. This project also proposed traffic signal upgrades at Garden Street (State Road (S.R.) 406), Main Street, Julia Street, South Street (S.R. 405) and Grace Street.

Pedestrian safety enhancements will include improved crosswalks, pedestrian curb ramp reconstruction to meet current Americans with Disabilities Act (ADA) standards, and construction of sidewalk to connect to existing bus stops.

This project is State Funded, and the cost is approximately \$3.9 million for design and construction. Estimated start date 2025.

For your information, the project will involve the replacement of the traffic signal boxes which will require new wraps.

Project Manager Tyler Burgett presented at the August 13, 2024, CRA Meeting.

FDOT Speed Study for US 1 CRA was presented February 11, 2025. The Titusville Police Department Pedestrian Safety Study was presented on March 11, 2025, with recommendations.

Tyler Burgett, Project Manager of the Southbound US 1 repaving Project 448800-1 provided an update. The project is now in the construction phase and anticipated to be completed in the Summer of 2025. The project webpage is <https://www.cflroads.com/project/448800-1>. Ashley Ingham is the Communications Team Contact at FDOT for this project and is listed on the webpage. Also listed on the webpage is a project flyer and a project information handout. CRA Staff requested an update on June 26, 2025 and received the following information: The project started on 2/24/25(Early 2025) and is projected to be finished by 8/06/27 (Summer 2025). They have completed directional boring, sidewalk ramps for the new pedestrian crossings, installation of pull boxes and installation of new luminaires. Upcoming work includes finalization of pull boxes, signal upgrades for the existing pedestrian crossings and lastly milling and paving. They are actually out there working right now. Dates are subject to change but these are the most current projections.

Tyler Burgett provided an update on the upcoming US 1 northbound resurfacing project. This project has been given the project number, FPID: 454217-1. This project is now anticipated for construction in fiscal year 2029. The project's design phase could begin as

early as the calendar year 2027. The contact for questions regarding the US 1 northbound resurfacing is Celine Bounds the Scoping Manager. Tyler recommended reaching out to Celine to discuss ways the City of Titusville would like to partner with this project. For example, if there are things that the City of Titusville would like to add to the project with city funding, these are things Celine can document in their preliminary project scope.

Staff sent a formal request to FDOT (Michael Sanders and Celine Bounds) from the CRA to evaluate RRFB installation at the crosswalks of South Washington Avenue and North Washington Avenue at Pine Street and Palmetto Street. The CRA also requested signage improvements as indicated in the TPD Study. In addition to additional signage the CRA requested consistent signage (yellow signs to be all be bright yellow). Staff sent a status update email on May 2, 2025.

Staff confirmed with Celine Bounds the CRA board would like to be a part of any upcoming meetings. The next meeting was a virtual conference call held June 4, 2025. CRA Staff emailed the CRA requests from the virtual meeting to FDOT (Michael Sanders and Celine Bounds) for pricing for extended project costs.

The Resurfacing Project for Northbound US1 is Project Number 454217-1 and has been rescheduled to FY 2029 due to funding.

The FDOT website is CFLRoads.com.

## **Capital Projects in the Downtown**

### 1. Sidewalk Infill & Repair

The CRA approved a scope for the consultant DRMP, Inc. to develop a plan for sidewalk infill and repair at the November 22, 2022, CRA meeting. A work order has been issued to DRMP. The draft was received by Public Works staff. Work completed. (\$87,796).

### 2. New Sidewalks (ADA)

Scobie Park was paved with a previous sidewalk for \$33,675 from CRA funding in conjunction with plantings at Scobie Park funded by grant partnerships. This was completed in May 2025. Other new sidewalk projects are in progress (\$207,127 total).

3. Indian River Avenue Utilities Infrastructure Improvements – Project started in August 2023 and is in progress/construction. This project will be funded by utilizing a Clean Water State Revolving Fund loan with an estimated cost of approximately \$8.9 million. This project was completed in FY2025.

4. Stormwater Infrastructure – The City received a Save Our Indian River Lagoon (SOIRL) grant for twenty (20) tree box filters. The tree boxes will be installed on the Main Street/Indian River Ave Commons Parking area. The City received grant agreement from SOIRL and staff finalized the project grant approval from FDEP. The design is complete. The construction work order was awarded at the 6/11 Council Meeting and was fully funded by grant funds. Construction has begun and four tree boxes are complete in the Commons area. Request for Direction of funds on July 9, 2024, CRA Agenda. Funds allocated to low impact development (LID) demonstration project below.

5. Low Impact Development (LID) Demonstration Project – on July 9, 2024, CRA approved \$149,742 to be utilized for a low impact development demonstration project along Indian River Ave. This project will create a bioswale and pervious parking spaces that will reduce nutrient loadings and discharges to the Indian River Lagoon. Construction is complete.

6. Whiteway Replacement – City Staff is working with FPL on the design to replace the Whiteway lights with FPL maintained lights. A cost estimate will be forth coming.

7. Broad Street Parking – This project was allocated \$150,000 in FY 2025 budget. An additional \$100,000 was approved for FY 2026 to fund this project with pervious pavement. Staff is recommending a capital project in the CRA Plan for the August 2025 meeting for Broad Street.

8. Utilities Infrastructure – reviewing options (\$20,000)

9. Sails in Commons –Purchase order has been issued, fabrication has started.

10. Water Resources Utilities Infrastructure Slip Lining in CRA. Work Completed. (\$137,018).

## **Ongoing Projects**

### Historic Preservation Board

There was a Historic Preservation Board (HPB) meeting on August 4, 2025

The Historic Preservation Annual Workshop was held May 22, 2025, at 5:30 PM at the Harry T. Moore Center. The Recognition without Designation will be on July 22, 2025, City Council Agenda.

Submitted Small Matching Grant Application for FY 2026 for Joynerville and Beyond: Phase 2 – Honoring Titusville’s African American History Through Place and Story

Projects	Status	2024								2025							
		June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	
Downtown Marketing	In Progress	Staff will update busniess information		New Maps design ordered	New Maps installed in new kiosks											Staff updating information and to graphic designer	
Broad Street Parking	In Progress					under staff review				Need CRA approval for pervious and budget		To CRA Board in June for Direction	Staff research and on August CRA Agenda				
Utilities Infrastructure	Completed	Construction						Completed									
Stormwater Infrastructure	In progress	Construction			In progress					4 Tree boxes installed - more in progress	In progress ETA completion in September						
Whiteway Repacement	Design	Design work is progressing										To FPL					
Sails In Commons	In Progress		October - Budgetted - to be ordered						Need CRA approval for pervious and budget	Fabrication started							
Low Impact Development Demonstration	In Progress		CRA approve	In design					Project in Progress	Completed							
New Sidewalks	In Progress	In progress								Scope in progress	Scobie Park Completed						

The Historic Preservation Board (HPB) of the City of Titusville, Florida met in regular session at City Hall in the Council Chamber, located at 555 South Washington Avenue on Monday June 6, 2025 at 1:00 p.m.

XXX

Chairman Kiesel called the meeting to order at 1:00 p.m. Present were, Vice Chairman Petyk, Secretary Adams, Member Shifalo, Member Gaetjens, Member Foster and Alternate Member Crofton. Alternate Member Davis and Member Jonas were absent. Also attending were Community Development Director Brad Parrish and Recording Secretary Laurie Dargie.

XXX

Member Foster motioned to approve the regular minutes from the May 5, 2025 meeting with corrections. Member Shifalo seconded. There was a unanimous voice vote in favor.

XXX

**Old Business**

**Certificate of Appropriateness (COA) COA#2-2025 – 329 and 335 S. Washington Avenue**

Patricia Tyjeski the Historic Preservation Officer for the City of Titusville with Inspire Placemaking Collective joined via telecommunication to give a PowerPoint presentation on the Certificate of Appropriateness COA#2-2025 for 329 and 335 S. Washington Avenue. The presentation is available in print form and available upon request.

Aaron Lew, applicant, came to speak in favor of this item and answer any questions. Mr. Lew is asking for the Historic Preservation Board's approval to paint the building using the colors that have been presented and also to include painting the bricks, which he stated have already been painted multiple times.

The Historic Preservation Board members had discussion regarding how the so-called bricks are not actually bricks and they do appear to have already been painted in the past. The consensus of the Historic Preservation Board members is that the colors that were chosen will complement the area and will enhance the look of the building beautifully.

XXX

Vice Chairman Petyk made a motion to approve the Certificate of Appropriateness (COA) COA#2-2025 – 329 and 335 S. Washington Avenue allowing the applicant to use the colors presented and that includes painting the bricks. Member Foster seconded.

Roll call was as follows:

Secretary Adams	Yes
Member Crofton	Yes

**Draft**

Member Gaetjens	Yes
Vice Chairman Petyk	Yes
Member Shifalo	Yes
Member Foster	Yes
Chairman Kiesel	Yes

Motion passed.

XXX

**Historic Preservation Board Annual Workshop 2025 Recap Discussion**

Chairman Kiesel said he thought the annual workshop went great and was very pleased with it.

Community Development Director Brad Parrish said that Councilman Herman Cole attended the workshop and asked that it be presented to City Council. Mr. Parrish said that this will be included at their July 22, 2025 City Council meeting.

Member Foster said she was very pleased with how well attended the workshop was and she thought it went great.

Member Shifalo said that the workshop was great and said that Tabitha Armstrong did an outstanding job with the presentations and conducting the workshop. Member Shifalo said she also enjoyed the refreshments.

XXX

**Old Business**

None

XXX

**Petitions & Request**

None

XXX

**Reports**

Member Shifalo spoke about the Mid-Century Modern structures and asked for feedback from the Historic Preservation Board Commission regarding the timeframe she should be researching. Member Shifalo said she still needs time to research the historical resources and bring back additional information regarding this era. Member Foster said that the Architectural Design Guidelines have some information regarding these structures. The Historic Preservation Board members decided that the research should be focused on the 1950's, 1960's and 1970's, the typical contemporary modern structures. Member Shifalo said she would continue her research and bring back additional information at a future meeting.

Community Redevelopment Director Brad Parrish stated that the Historic Preservation Board's budget report has been provided on their laptops as informational. Chairman Kiesel asked if the budget would be emailed to the members. Mr. Parrish said yes.

Member Shifalo said she was asked by a citizen about any funding for restoration of historic structures. Mr. Parrish said that the Community Redevelopment Agency (CRA) has grants that are available for properties within the CRA.

The Historic Preservation Board members had some discussions relating to municipal funding and grants.

Member Foster provided an update regarding her attendance of the Florida Trust workshop. Member Foster said that everyone was very impressed with the information that was provided by the City of Titusville and all of the accomplishments of the Historic Preservation Board. Member Foster said there was a lot of discussion regarding local designations and how people do not like the restraints that come with being designated which is a reason why many do not choose to designate their properties.

The Historic Preservation Board had a brief discussion regarding adaptive reuse and maybe having this as a topic of discussion in the future.

Member Shifalo said that the Community Redevelopment Agency (CRA) is looking to maybe rejoin the Main Street Program and if they do, she would like for the Historic Preservation Board to also be involved.

XXX

**Adjournment 2:26pm**