

DIVISION 2. DOWNTOWN MIXED-USE (DMU) DISTRICT

Sec. 28-41. Intent/purpose.

In 2008, the Titusville Downtown Community Redevelopment Agency (DCRA) updated the adopted Redevelopment Plan. It states: "Overall, as redevelopment occurs in the City there is a need to remain flexible. Second, there is a need to identify the market forces that are shaping the available options and target efforts to take advantage of these forces. Third, redevelopment is generally more expensive than new development. We, therefore, need to offer developers the support of the DCRA, including the investment of the tax increment revenues generated by their projects back into the redevelopment area." This section of the new code seeks to identify opportunities for both the overall new Downtown Mixed-Use (DMU) District, and the sub-areas, contained therein.

Sec. 28-42. Instructions.

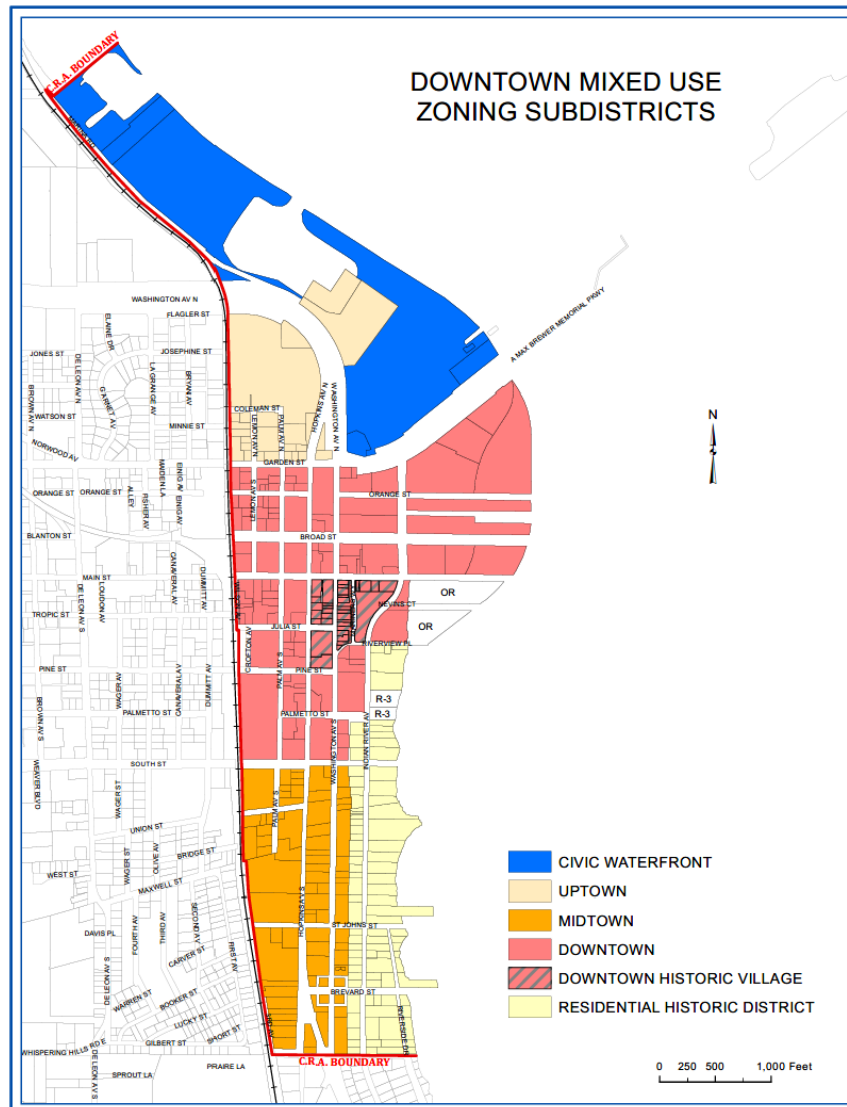
Through the City's visioning and the recent workshops, there is a clear desire to recognize the Downtown Community Redevelopment Agency (DCRA) as the urban core and to create standards to allow for an urban style of development. There is a clear and present desire to integrate Smart Code principles. Smart Code principles are based upon a system known as the Transect, which divides an "environment" into segments based upon its geological, or in terms of a "City", its development form.

Sec. 28-43. Downtown Mixed-Use Zoning District.

The Downtown Mixed-Use Zoning District (DMU) is established to promote the health, safety, social and economic welfare of the residents of the City by increasing the City's tax base and promoting the long-term economic growth and vitality of the downtown area. This district enables the City to encourage public and private development compatible with the character of the downtown area and in conformance with the Community Redevelopment Plan. The DMU encourages a mix of uses and development from throughout the District. Through the DMU, the City can become the center for economic and business affairs, expand employment and living opportunities, protect historic resources, promote new investment, protect the natural beauty and public spaces that make Titusville special, and encourage public use (not necessarily ownership) of the waterfront. It is further intended that this district will use the existing grid street network as the spine or bones of improved pedestrian and vehicular circulation, parking management, and encouragement of excellence in urban design, preserving the unique character and historic fabric of the downtown. In this way, will the City have a diverse, welcoming downtown for entertainment, tourism, employment, recreation, business and living.

Sec. 28-44. Sub-districts described.

The specific uses, dimensions and development criteria are defined in Chapter 28, Article IV through Article IX. The sub-districts are described in the map below:



- (a) **Uptown:** Located at the North end of the DCRA, this district has land on both sides of U.S. 1. The just north of Garden Street consists of smaller residential and commercial parcels to the south of a large vacant parcel. The privately held land on the east side of U.S. 1 is a marina and has opportunities to bring commerce to the waterfront and engage the public.

Uptown—The Smart Code Perspective: This area shall contain the higher density and height allowances, flexibility for building types, uses, and building placements and contain the greatest variety of uses, and civic buildings of regional importance. It may have smaller blocks; streets have steady street tree planting and buildings are set close to wide sidewalks.

General character: Medium to High-Density Mixed-Use buildings, entertainment, civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity.

Building placement: Shallow setbacks or none; buildings oriented to street, defining a street wall.

Frontage types: Stoops, dooryards, forecourts, shopfronts, galleries, and arcades.

Typical building height: Maximum of five (5) stories with a few shorter buildings; and up to ten (10) stories for multifamily uses west of US 1, convention/hotel/entertainment facilities and/or transit oriented development as approved by the City Council with a recommendation from the DCRA.

Type of civic space: Parks, plazas and squares.

- (b) *Civic Waterfront:* This is the soul of the DCRA where there are physical, visual, and spatial connections to the water by the public and the uses found on the land. Uses are primarily to be water dependent and water related and open to the public. Uses also do not have to be publicly owned, but open and available for public use at least ten (10) hours per day.

- (c) *Residential Historic District:*

Historical Residential—Smart Code Perspective: As a neighborhood with the largest concentration of historic homes in the City, this area consists of unique architecture and low density residential areas, adjacent to higher zones that have some mixed residential uses, home occupations, professional offices, some personal service, accessory or outbuildings. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

General character: Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally.

Building placement: Large and variable front and side yard setbacks.

Frontage types: Porches, fences, freestyle tree planting.

Typical building height: One- to two-story with some three-story buildings.

Type of civic space: Parks, greenways.

(Editor's note: The Residential Historic District is governed by the Residential Historic Preservation District.)

- (d) *Downtown.* This area is the heart of the DCRA. Predominately developed, downtown should contain the highest densities, intensities and heights creating a true downtown, urban area.

Downtown—The Smart Code Perspective: The heart of the DCRA, this urban center area shall consist of higher density mixed-use buildings that accommodate retail, offices, government, civic, and public buildings, along with a mix of housing types including rowhouses and multifamily units. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.

General character: Specialty, retail, general shopping mixed with residential, offices, workplace, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity.

Building placement: Shallow (little space between building and sidewalk) setbacks or none; buildings oriented to street defining a street wall.

Frontage types: Stoops, shopfronts, galleries, dooryards, large window areas, higher first floor elevations.

Typical building height: Maximum five stories with a one-story waiver per chapter 28, zoning, article III, downtown Mixed-Use Smart Code, Division 1, General Provisions, Section 28-34, Project procedures for the community redevelopment area.

Type of civic space: Parks, plazas and squares.

Downtown Historic Village: Reserved.

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- (e) *Midtown:* The southern gateway into the DCRA, Midtown, appears as more suburban than the other areas. Uses which can be dual classified between commercial and industrial are located within this area (or sub-district). The Midtown area is structured such that many of the uses are to be validated as part of sustainability, and guide their change through design elements. Redevelopment and new criteria will attempt to create a tighter urban environment to enhance the core.

Midtown—The Smart Code Perspective: General Urban Zone consists of mixed use. In this district, it is a heavier commercial fabric, with larger lot uses and development, such as vehicle sales, auto repair shops, some industrial uses, and scattered older residential uses within an urban fabric. It contains a wide range of building types more suburban in nature than urban, even though it is adjacent to the urban core. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.

General character: Mix of houses, older, small apartment buildings with scattered industrial and commercial activity; little balance between landscape and buildings; large lots and uses are not conducive to pedestrians.

Building placement: Should have shallow to medium front and side yard setbacks.

Frontage types: Porches, fences, dooryards.

Typical building height: Three (3) stories.

Type of civic space: Squares, greens.

- (f) *Transit Oriented Development (TOD) defined:* This Land Development Code envisions one (1) or more opportunities for a TOD: the area north of Garden in the Uptown District. TOD is an approach to development that focuses land uses around a transit station or within a transit corridor typically characterized by:

- A mix of uses.
- Moderate to high density.
- Pedestrian orientation/connectivity.
- Transportation choices.
- Reduced parking.
- High-quality design.

TODs shall be located within one-quarter-mile, or a five- to seven-minute walk, of a transit station. TODs may incorporate transit stations into a development, or focus on building reuse and infill. In more suburban areas, TOD often takes the form of new development clustered around a station on underutilized or vacant sites. TODs use landscaping, street furniture, street lighting, and other urban and site design features that encourage pedestrian activity to integrate the station area into the surrounding community. An essential ingredient of any successful TOD, whether in a large urban center or smaller village is connectivity between street networks and adjoining uses, which can be achieved through landscape design, sidewalks and pathways, signage, building facade treatments, parking strategies, and a variety of land uses. Historically, bus transit stops have not generated TODs because bus routes and stops, as well as level of services can be relocated at any time and vary. The trend toward public investment in busways with a dedicated right-of-way and large bus transit centers may make bus transit stations more attractive for transit-oriented development. The standard density for TODs is twelve (12) to fifteen (15) units per acre to make them feasible. A section of the Appendix will be devoted to design standards for TOD forms of development.

- (1) *Transit-Oriented design maximum height with bonus described.* A TOD design may apply for a height bonus of up to ten (10) stories for projects that meet the intent of TOD and requirements

as described in Section 28-324. This approval shall be completed through Design Approval by the DCRA as described in Section 28-33 of these [Land Development] Regulations.

(Ord. No. 02-2020, § 1, 2-12-20; Ord. No. 19-2020, § 10, 11-10-20)

Secs. 28-45—28-50. Reserved.